

COUNTY OF HAWAII DRAFT GENERAL PLAN 2045
COUNCIL RESOLUTION AND PLANNING DEPARTMENT RESPONSES
July 29, 2024

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RESOLUTION NO. 237 15**A RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI'I GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN COMPREHENSIVE REVIEW PROCESS, RELATING TO MASS TRANSIT.**

WHEREAS, Hawai'i County Planning Director, Duane Kanuha initiated a comprehensive review of the County of Hawai'i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, Director Kanuha established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee's request to postpone this deadline, Director Kanuha postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to Director Kanuha's invitation to submit amendments to the General Plan; and

WHEREAS, Hawai'i County's Mass Transit systems provide residents with a vital means of transportation to employment, services, and activities; and

WHEREAS, Hawai'i County Mass Transit systems promote and enhance pedestrian activities, reduce congestion on roadways, and increase economic development opportunities; and

WHEREAS, to support and improve the County's Mass Transit system, the Council added a project to the Capital Budget for Fiscal Year 2015 to 2016, to prepare a countywide Mass Transit Master Plan to provide an overall framework for transit improvements; and

WHEREAS, the Mass Transit Master Plan should include timelines, criteria, administrative procedures, and legal guidelines for projected infrastructure needs in both the short and the long-term as well as transit alternatives such as hub and spoke systems, infrastructure needs in a primarily rural environment, improved schedules and stop locations, and Americans with Disabilities Act upgrades; and

WHEREAS, integrating elements of the Mass Transit Master Plan into the County of Hawai'i General Plan would promote the creation of a variety of public transportation systems in Hawai'i County that are affordable, efficient, accessible, and safe; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI'I that the Planning Director consider the following proposals during the Director's review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as possible, into the final proposed amendments to the Hawai'i County General Plan:

1. If the Mass Transit Master Plan for Hawai'i County is completed in sufficient time, incorporate it into the General Plan update; and
2. Incorporate provisions into the General Plan to assure that Mass Transit policies and facilities are compliant with the Americans with Disabilities Act.

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha and Mass Transit Administrator, Tiffany Kai.

Dated at Hilo, Hawai'i, this 5th day of August, 2015.

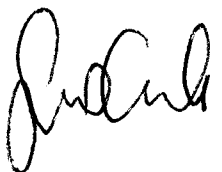
INTRODUCED BY:


COUNCIL MEMBER, COUNTY OF HAWAI'I

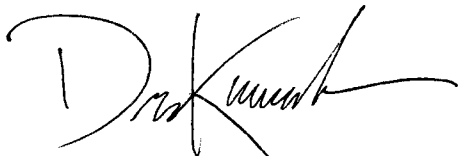
COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on August 5, 2015.

ATTEST:



COUNTY CLERK



CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA			X	
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE			X	
	7	0	2	0

Reference: C-397/Waived PC

RESOLUTION NO. 237 15

Resolution No. 237-15

The Draft General Plan 2045 addresses Resolution No. 256-15 in the following ways.

The Transportation Access and Mobility element (Section 4.2) focuses on providing safe, efficient, and affordable modes of transportation for people and goods that achieve the County's sustainability goals and establish resilient approaches to climate change and economic challenges. This section is centered on improving connectivity within and between communities, enhancing multimodal transportation options, prioritizing health and safety, reducing congestion, and minimizing the environmental impact of transportation systems. The County's Transit and Multimodal Transportation Master Plan was completed in August 2018. The Draft General Plan recognizes the need to reflect the island's shared vision for high-quality multimodal transportation and aims to uplift the Transportation Master Plan's goals and strategies for achieving this vision.

The following goal, objectives, policies, and actions in the Draft General Plan integrate elements of the Mass Transit and Multimodal Transportation Master Plan:

Climate Change Goal: Ensure a just transition to a climate resilient island by addressing the causes and impacts of climate change through incorporating equitable climate mitigation and adaptation priorities into policies, programs, infrastructure, and decision-making.

Objective 7: Reduce the County's carbon footprint to net zero emissions by 2045.

- Achieve a 100 percent renewable-powered County fleet by 2035.
- Support the statewide effort to achieve 100 percent renewable ground transportation and 100 percent renewable energy by 2045.

Policies:

7.14: Program the upgrading of the County vehicle fleet and equipment to net zero emissions.

7.15: The Mass Transit Agency shall operate a net zero emissions fleet by 2035.

7.16: Prioritize the installation of electric vehicle chargers at community facilities, for both County vehicles and public parking.

7.17: All new County vehicle purchases, including average mpg, emissions equivalent per gallon of fuel (or kWh), and estimated annual operation and maintenance costs shall be reported annually.

7.18: Prioritize the accommodation of active transportation options as part of the planning and design of all roadway improvements to encourage non-motorized forms of transit.

Transportation Goal: Each community is connected by a multimodal and modernized transportation network that provides a system for safe, efficient, and good comfortable movement of people and goods.

Objective 16: Achieve a transportation system that is consistent with and will accommodate planned growth.

Policies:

16.7: Implement procedures for County departments to collaborate on defining short- and long-term transportation CIP projects in terms of scope, timing, proposed funding, and project performance measures required to optimally achieve transportation ambitions stated in County plans, standards, and laws.

16.11: Prioritize public and private transportation investments to expand the multimodal transportation system.

Actions:

16.a: Develop a comprehensive, island-wide multi-modal transportation plan that identifies the location and operation of automobile, mass transit, bicycle, and pedestrian systems, in coordination with appropriate federal and state agencies.

16.b: Develop a planning and financing strategy to fund timely and routine maintenance of County transportation assets that secures availability and reliability, independent of CIP activities.

16.c: Amend the County Code, Chapters 22, 23, and 24 to increase active transportation and accommodate emerging micro-mobility solutions.

Objective 17: Increase transportation connectivity.

Policies:

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.6: Provide public pedestrian access opportunities to scenic places and vistas.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.2: Provide more equitable mobility for youth, low-income, elderly, and people with disabilities.

18.4: Bus maintenance facilities shall be developed at or near appropriate transit hubs.

18.5: Adopt hub and spoke system including alternative first and last mile or door-to-door services.

18.7: Data shall be collected and analyzed to optimize mass transit planning, operation, and overall performance.

Objective 19: Reduce vehicle miles traveled (VMT).

Actions:

19.c: Develop an active transportation plan to guide where complete street improvements should be focused and replace previous pedestrian and bikeway plans.

19.d: Identify all roles for interdepartmental collaboration in delivering a truly multimodal transportation system.

Objective 20: Achieve a transportation system that employs all modes of transportation at a community scale.

Policies:

20.1: Encourage the application of the County of Hawai'i Street Design Manual when necessary to preserve the character of an area while maintaining a pedestrian and bicycle friendly design and desired landscaping solutions.

20.2: In planning, designing, and constructing new roadways or modernizing improvements, transportation agencies should balance the conservation of the area's natural, historic, and scenic qualities with transportation safety objectives for traffic speed, safety, and traffic calming.

20.3: Support and provide technical assistance to assist in the development of road improvement districts to finance road improvements.

20.4: Preserve the unique character of an area by allowing flexibility in existing roadway improvements and maintenance while seeking a pedestrian-friendly design and desired landscaping solutions.

20.5: Incentivize subdivision roadway connectivity.

20.6: A corridor planning/management program shall be maintained to help prioritize various active transportation projects.

Actions:

20.a: Create and adopt a performance measure program/policy.

20.b: Amend the County Code to promote connectivity and discourage neighborhoods with only one inlet or outlet.

20.c: Establish a corridor planning/management program that is data-driven and uses performance-based targets and outcomes.

20.d: Designate new connectivity points for local traffic roads and create redundant routes for existing highways, utilizing existing routes where possible, that can also serve as emergency and evacuation routes.

20.e: Adopt a Complete Streets ordinance.

20.f: Explore options to incentivize roadway connectivity.

Objective 21: Incorporate green infrastructure to reduce stormwater runoff.

Policies:

21.1: Incorporate low-impact development (LID), green infrastructure strategies, and pollution prevention procedures to address drainage in roadway design and update operation and maintenance methods to retain integrity of these solutions.

21.2: Prioritize roadway drainage improvements in flood-prone areas.

21.3: Use native vegetation when viable and maintainable to achieve the County Street Design Manual standards.

21.4: Maintain an Adopt-a-Street program to encourage civic participation where moderate landscaping and roadside cleaning can be done by community groups.

21.5: At a minimum, the County shall plan, site, and develop roads, bridges, and highways to:

- a) Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss;
- b) Limit land disturbance such as clearing, grading, and cut and fill to reduce erosion and sediment loss; and
- c) Limit disturbance of natural drainage features and vegetation, including mitigating impacts of stream crossings.

Objective 22: Increase transportation safety for transportation's most vulnerable users and reduce traffic fatalities.

Policies:

22.1: Human life and public health are prioritized within all aspects of the transportation system.

22.2: Safety solutions should be prioritized in areas with the most vulnerable populations.

22.3: Engage communities in defining issues and developing solutions for their community, with a particular focus on prioritizing disadvantaged and vulnerable populations.

Objective 23: Adequately maintain public transportation systems.

Policies:

23.1: Maintain an Asset Management Program aimed at utilizing maintenance plans for pavement, bridges, and other road infrastructure to prolong the life of our transportation system as well as reduce its whole-life cost.

23.2: Maintain the unique features of historic bridges, while balancing safety needs and preserving historic and scenic character.

23.3: Prioritize the replacement of deficient and inadequate bridges and maintain pedestrian/bicycle access across bridges.

23.4: Design new bridges and bridge improvements to accommodate and not negatively impede identified scenic resources.

23.5: Evaluate freight routes identified in the State Freight Master Plan for required improvements to meet roadway standards.

23.6: Encourage the adoption of innovative materials and methods that improve roadway sustainability and resilience.

Actions:

23.a: Create an asset management program.

23.b: Continue the bridge inspection program and expand rehab or replacement to include active transportation accommodations.

Objective 24: Improve accessibility to airports, harbor systems, and support facilities.

Policies:

24.3: Transportation terminals should be developed in conjunction with the different elements of the overall transportation system.

24.8: Encourage pedestrian-oriented connectivity around harbors and small boat harbors.



RESOLUTION NO. **249 15**
(DRAFT 2)

**A RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI'I
GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN
COMPREHENSIVE REVIEW PROCESS, RELATING TO GEOTHERMAL
RESOURCES DEVELOPMENT.**

WHEREAS, the Hawai'i County Planning Director initiated a comprehensive review of the County of Hawai'i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, the Planning Director established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee's request to postpone this deadline, the Planning Director postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to the Planning Director's invitation to submit amendments to the General Plan; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI'I that the Planning Director consider the following proposals during the Director's review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as possible, into the final proposed amendments to the Hawai'i County General Plan:

1. Subject to the requirements of state law, the relevant Hawai'i County Planning Commission should have the authority to regulate future geothermal development in Hawai'i County;
2. Additional development of geothermal resources should mitigate impacts to people by the use of best available control technology;
3. Additional development of geothermal resources that are not part of the previously approved Geothermal Resource Permit 2 production facilities should, to the extent possible, avoid inhabited areas;
4. Enhanced monitoring measures should continue to be conducted; and

5. Health impact studies should continue to be conducted and the findings and recommendations from those studies be made available to the public and implemented.

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to the Hawai'i County Planning Director.

Dated at Kona, Hawai'i, this 19th day of August, 2015.

INTRODUCED BY:



COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on August 19, 2015.

ATTEST:



COUNTY CLERK



CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-417.10/Waived PC

RESOLUTION NO. **249 15**
(DRAFT 2)

Resolution No. 249-15

Pursuant to Section 205-2, Hawai'i Revised Statutes,

In establishing the boundaries of the districts in each county, the commission shall give consideration to the master plan or general plan of the county.

(b) Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated.

In addition, urban districts shall include geothermal resources exploration and geothermal resources development, as defined under section 182-1, as permissible uses.

(c) Rural districts shall include activities or uses as characterized by low density residential lots of not more than one dwelling house per one-half acre, except as provided by county ordinance pursuant to section 46-4(c), in areas where "city-like" concentration of people, structures, streets, and urban level of services are absent, and where small farms are intermixed with low density residential lots except that within a subdivision, as defined in section 484-1, the commission for good cause may allow one lot of less than one-half acre, but not less than eighteen thousand five hundred square feet, or an equivalent residential density, within a rural subdivision and permit the construction of one dwelling on such lot; provided that all other dwellings in the subdivision shall have a minimum lot size of one-half acre or 21,780 square feet. Such petition for variance may be processed under the special permit procedure. These districts may include contiguous areas which are not suited to low density residential lots or small farms by reason of topography, soils, and other related characteristics. Rural districts shall also include golf courses, golf driving ranges, and golf-related facilities.

In addition to the uses listed in this subsection, rural districts shall include geothermal resources exploration and geothermal resources development, as defined under section 182-1, and construction and operation of wireless communication antenna, as defined under section 205-4.5(a)(18), as permissible uses.

(d) Agricultural districts shall include:

(14) Geothermal resources exploration and geothermal resources development, as defined under section 182-1;

In addition, Planning Commission Rule 11 governs geothermal resource permit procedures pursuant to authority conferred by HRS upon the Planning Commission to determine whether proposed geothermal development activities should be allowed. The Commission is the issuing authority for geothermal resource permits in geothermal subzones located within Agricultural, Rural, and Urban State Land Use Districts in the County. The Commission's approval of an application for a geothermal resource permit shall not in any way abrogate nor supersede the provisions of Chapters 182 and 183, HRS, and rules promulgated thereunder.

The Draft General Plan supports the State of Hawai'i's direction toward clean energy by aligning with State goals, promoting renewable energy development, energy efficiency, infrastructure and grid improvements, sustainable land use planning, and climate mitigation and adaptation efforts. Collectively, these strategies aim to create a sustainable energy future for the County. The Draft General Plan mentions geothermal as an available renewable energy source on Hawai'i Island

and provides 2022 data regarding the mix of renewable energy sources, with 15.7 percent geothermal.

The following objective and policies in the Draft General Plan support Resolution 249-15.

Objective 25: Improve the efficiency, reliability, and sustainability of essential infrastructure systems.

Policies:

25.1: Public utility facilities shall be designed at a scale that meets the needs of future development.

25.2: Provide utilities and service facilities that minimize total cost to the public and effectively serve the needs of the community.

25.3: Utility facilities shall be designed to complement adjacent land uses and minimize pollution or disturbance of the natural environment and natural resources.

25.4: Improvement of existing utility services shall be encouraged to meet the needs of users.

25.5: Encourage the clustering of developments to reduce the cost of providing utilities.

25.6: Develop short- and long-range capital improvement programs and plans for public utilities within its jurisdiction that are consistent with the General Plan.

The following objective and policies are more directly related to electricity and renewable energy.

Objective 29: Strive towards energy self-sufficiency.

Policies:

29.1: Increase partnerships and interagency collaboration to ensure that energy facility production and distribution is adequate, efficient, and dependably available to each community to support present and future demands.

29.2: Promote and encourage the creation of a modern grid to support the use of distributed generation such as private photovoltaic systems connected to the grid.

29.3: The County shall remove barriers to energy systems that improve independence and resiliency, such as microgrids, combined heat and power (CHP), backup generation and storage, and other decentralized electricity systems.

29.4: Maintain tax incentives for renewable energy improvements and continue to revise incentives as energy technologies progress.

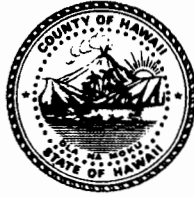
29.5: Continue to participate at the State level to provide feedback on all energy-related initiatives and proposed revisions to comprehensive Integrated Resource Plans.

29.6: Advocate to the Public Utility Commission (PUC) in support of the following types of strategies and initiatives:

- a) Programs and fee structures that promote renewable energy

b) Consumer incentives to utilize renewable alternatives

c) Social Equity analysis of proposed energy projects to ensure residents are protected as energy consumers regarding rates, grid planning, utility compensation, and energy project siting

RESOLUTION NO. 250 15

A RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI'I GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN COMPREHENSIVE REVIEW PROCESS, RELATING TO: 1) MASS TRANSIT; 2) OPEN SPACES; 3) SENSITIVE NATURAL AND CULTURAL RESOURCES AND 4) HISTORIC TRAILS.

WHEREAS, the Hawai'i County Planning Director initiated a comprehensive review of the County of Hawai'i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, the Planning Director established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee's request to postpone this deadline, the Planning Director postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to the Planning Director's invitation to submit amendments to the General Plan; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI'I that the Planning Director consider the following proposals during the Director's review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as possible, into the final proposed amendments to the Hawai'i County General Plan:

1. Mass Transit.

The comprehensive review should include an island wide analysis of the County's existing mass transit system, including all transit routes, fixed transit routes, paratransit lines, and any proposed transit routes and/or transit hubs as possible. The comprehensive review should also consider the island wide Mass Transit Master Plan if it is completed in a timely manner within the comprehensive review timeline. These route systems should be depicted on both an island wide map and smaller area maps, by geographic location.

2. Open Spaces.

The comprehensive review should include compilation of an island wide inventory of open space and parcels of open space purchased with Public Access, Open Space, and Natural Resources Preservation funds. All open space parcels should be depicted on both an island wide map and smaller area maps, by geographic location. These maps should show current and projected open space areas.

3. Sensitive Natural and Cultural Resources.

By law, traditional and customary practices of native Hawaiians as well as the protection of public trust resources must be considered in all land use decision making policies in the County of Hawai'i. The protection of sensitive natural and cultural resources, as defined in Policy ENV-1.5 of the Kona Community Development Plan, is critical for the survival of these cultural practices. Planning, policies, and action steps included in the General Plan should reflect this philosophy.

4. Historic Trails.

Appropriate General Plan policies should include requirements that the County develop a formal public access program, to include maps of existing trails from all jurisdictions as well as potential new locations for trails, including trail connections and extensions. The County should coordinate its public access development initiatives with the appropriate state and/or federal agencies.

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha and Mass Transit Administrator, Tiffany Kai.

Dated at Kona, Hawai'i, this 19th day of August, 2015.

INTRODUCED BY:

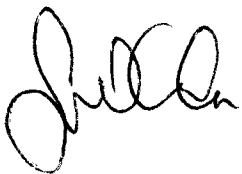


COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on August 19, 2015.

ATTEST:



COUNTY CLERK



CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-418/Waived PC
RESOLUTION NO. 250 15

Resolution No. 250-15

The Draft General Plan 2045 addresses Resolution 250-15 in the following ways.

Mass Transit

The Draft General Plan incorporates key aspects of mass transit and elements outlined in the County's Transit and Multimodal Transportation Master Plan (August 2018). The Draft General Plan integrates the vision of the Transportation Master Plan it its transportation goal (Section 4.2.2) that underscores community connectivity through a multimodal and modernized transportation network that provides a system for safe, efficient, and comfortable movement of people and goods. The policies of the Draft General Plan highlight connectivity and accessibility, infrastructure and service standards, and emergency preparedness. Map 17 and 18 of General Plan Policy Maps (pages 279-280) depict Mass Transit Agency (MTA) Hele-On bus service routes data.

The Draft General Plan incorporates strategies to expand and improve public transit services, aiming to increase accessibility and convenience for residents. Emphasizing the importance of multimodal transportation, the Draft promotes the integration of various transportation modes, such as biking, walking, and public transit, to create a seamless and efficient transportation network. The Draft outlines specific infrastructure projects aimed at supporting mass transit, including the development of new transit hubs, park-and-ride facilities, and dedicated bus lanes to enhance the efficiency and reliability of transit services. Aligning with the goals of the Transit and Multimodal Transportation Master Plan, the Draft General Plan encourages the adoption of sustainable transportation options. This includes initiatives to transition to electric and hybrid buses, reduce greenhouse gas emissions, and promote the use of clean energy in the public transit system.

The Draft General Plan highlights the importance of community involvement and education in promoting mass transit use. It proposes programs to raise awareness about the benefits of public transit, engage with community members to understand their needs, and encourage a shift towards more sustainable transportation habits. To ensure the successful implementation of these initiatives, the Draft outlines potential funding sources and encourages partnerships with state and federal agencies, private sector stakeholders, and community organizations. Overall, the Draft General Plan takes a holistic, coordinated approach to enhancing multimodal transportation, aimed at improving sustainability, accessibility, and reducing dependency on traditional vehicular travel.

Listed below are supporting objectives, policies, and actions related to mass transit:

Objective 7: Reduce the County's carbon footprint to net zero emissions by 2045.

- Achieve a 100 percent renewable-powered County fleet by 2035.
- Support the statewide effort to achieve 100 percent renewable ground transportation and 100 percent renewable energy by 2045.

Policies:

7.14: Program the upgrading of the County vehicle fleet and equipment to net zero emissions.

7.15: The Mass Transit Agency shall operate a net zero emissions fleet by 2035.

7.16: Prioritize the installation of electric vehicle chargers at community facilities, for both County vehicles and public parking.

7.18: Prioritize the accommodation of active transportation options as part of the planning and design of all roadway improvements to encourage non-motorized forms of transit.

Objective 11: Increase equitable planning and decision-making processes.

Policies:

11.1: Ensure there is necessary and adequate on-site infrastructure for development projects may include but not limited to water, wastewater, and multimodal infrastructure.

11.4: Concurrency reviews should incorporate reduction in vehicle miles traveled to mitigate traffic impacts and achieve sustainability and demand management goals.

Objective 16: Achieve a transportation system that is consistent with and will accommodate planned growth.

Policies:

16.1: Encourage transportation systems that serve to accommodate the present and future development needs of communities.

16.2: Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.

16.3: Encourage the diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.

16.4: Transportation and land use planning shall be integrated to optimize the use, efficiency, and accessibility of existing mass transportation systems and future demand.

16.5: Establish a framework of transportation facilities that will influence desired land use and promote multimodal options.

16.6: Provide for present traffic and future demands, including the development of mass transit programs for high-growth areas by both the private and public sectors.

16.8: Prioritize CIP investments consistent with General Plan goals and objectives with consideration for multimodal transportation demands, walking and cycling infrastructure, and safety features for our most vulnerable roadway users, for all roadway repaving, rehabilitation, and reconstruction.

16.11: Prioritize public and private transportation investments to expand the multimodal transportation system.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.1: Ensure transit routes connect with other modes of active transportation consistent with the County Street Design Manual.

18.2: Provide more equitable mobility for youth, low-income, elderly, and people with disabilities.

18.3: Maximize regular and paratransit service to the following:

- a) Town centers, commercial districts, and employment centers.
- b) Airports and cruise ship terminals.
- c) University and adult education centers.
- d) Accommodate school schedules such as after-school activities and sports.

18.4: Bus maintenance facilities should be developed at or near appropriate transit hubs.

18.5: Adopt hub and spoke system including alternative first and last mile or door-to-door services.

18.6: Transit infrastructure (e.g., bus stops, bus pullouts, waiting benches and shelters, and signs) shall be adequate and upgraded along existing and future transit routes.

18.7: Data shall be collected and analyzed to optimize mass transit planning, operation, and overall performance.

18.8: Improve and expand public transportation in communities with the highest socioeconomic needs.

18.9: The County's public transit system assets shall be available to assist in transportation in emergency situations.

Objective 19: Reduce vehicle miles traveled (VMT).

Policies:

19.1: Encourage collaboration between the Planning Department, the Department of Public Works, the Department of Parks and Recreation, and the Mass Transit Agency to define the scope and priority of capital investment projects that achieve active transportation objectives and goals.

19.2: Increase arterial capacity through prioritization of alternative means of transportation, such as mass transit, bicycle, and pedestrian systems.

19.4: Increase mobility for minors, non-licensed adults, low-income, elderly, and people with mobility limitations through prioritization of alternative means of transportation.

19.5: Roadway designs and improvements made by the Department of Public Works shall accommodate pedestrian-friendly, multimodal design, and on-street parking evaluations, to the fullest extent possible.

19.6: Use traffic demand management to aid in reducing traffic congestion by targeting an increase of active transportation mode share to 10 percent (bicycling, walking, micro-mobility).

Actions:

19.d: Identify all roles for interdepartmental collaboration in delivering a truly multimodal transportation system.

19.e: Update traffic impact analysis requirements to include alternative evaluations to the level of service outcomes, such as vehicle miles traveled and alternative transportation metrics.

Open Spaces

Public Access, Open Space, Natural Resources Preservation Commission (PONC) lands are identified on Policy Map 19 of the Draft General Plan. The Draft addresses open space through a series of objectives, policies, and actions aimed at protecting, enhancing, and integrating these areas into the community fabric. The Draft takes a comprehensive approach to preserving and enhancing open spaces by integrating natural systems planning, updating land use regulations, and promoting community health through accessible parks and recreational facilities. The proposed strategies are part of broader efforts to ensure sustainable development and resilient communities, with a focus on maintaining and enhancing the aesthetic quality and amenity value of open spaces. The Draft General Plan consistently emphasizes the importance of preserving open space and integrating it into the planning process to support environmental sustainability, public health, and community well-being.

Listed below are supporting objectives, policies, and actions related to open spaces:

Objective 1: Increase the biodiversity and resilience of native habitats.

Policy:

1.6: Encourage the preservation of native vegetation and open space during development activities.

Action:

1.n: Develop and establish Open Space Network Overlay for natural landscape features, such as beaches and dunes, forests, streams, floodplains, wetlands, estuaries, or recharge areas that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change.

Objective 2: Preserve and enhance the health and function of watersheds to promote water recharge, improve water quality, and reduce runoff.

Policy:

2.5: Watershed management planning should recognize the ecosystem service value of watersheds and open space to protect scenic vistas and aesthetic values; water recharge; carbon sequestration; oxygen production; habitat enhancement and preservation; fire suppression and fuel load management; soil conservation; preservation of cultural values; and the potential for additional public access and recreational opportunities.

Objective 4: The historical integrity, character, scenic assets, and open spaces of our communities are protected, restored, and treated as unique assets with significant social and economic value and managed in perpetuity.

Objective 9: Maintain community character and land use compatibility.

Policies:

9.3: Zoning, subdivision, and other applicable ordinances shall provide for and protect open space areas.

9.4: Support mechanisms, such as PUD and Cluster Plan Development (CPD), that group parcel density to preserve open space, recreational areas, or scenic viewsheds.

Actions:

9.b: Create village plans for unique urban areas that include considerations for urban design, aesthetic quality, and the protection of amenities in adjacent areas through landscaping, open space, and buffer areas.

9.d: Define the types of open space that are sought to be protected and establish standards to be applied to ensure its protection.

9.f: Study the feasibility, issues, and opportunities related to the development of a TDR program to strategically preserve open space and achieve density to remain consistent with the land use pattern in accordance with the General Plan Land Use Maps.

Objective 10: Increase the integration of natural systems planning.

Policies:

10.1: Protect and enhance Hawai'i's beaches, shoreline, open spaces, and scenic resources.

10.2: During discretionary permit applications, the Planning Director may require a pedestrian, equestrian, and/or bicycle path when it is possible and safe to connect to existing or future open space, drainage, or active living corridors.

10.4: Identify outstanding natural or cultural features, such as water courses, fine groves of trees, heiau, and historical sites and structures on subdivision preliminary plat maps.

Actions:

10.a: Amend the Zoning Code to create a category for lands that should mostly be kept in a natural state, but that may not be in the Conservation District, such as certain important view planes, buffer areas, and very steep slopes. The zoning category should include reasonable land uses.

10.c: Collaborate with the State Office of Planning and Sustainable Development (OPSD) to create criteria to help identify and protect Native Hawaiian customary and traditional practices.

Objective 13: Increase the use of Smart Growth principles to focus development within designated urban centers.

Policies:

13.6: The establishment of urban types of zoning may include additional acreages to account for acreages utilized for public benefits, such as historic sites, public access, parks, and open space.

13.38: Mitigate impacts of industrial development on surrounding uses by requiring landscaping, trees, open spaces, buffer zones, and other appropriate conditions.

13.39: Future land uses in the vicinity of industrial areas, including airports, should have an adequate open space buffer and/or be compatible with the anticipated aircraft noise exposure levels for that vicinity.

13.40: Heavy Industrial and residential uses should be separated by other transitional uses or sufficient open space.

Actions:

13.b: Incorporate flexibility in codes and ordinances to achieve a diversity of socio-economic housing mix and to permit an aesthetic balance between residential structures and open spaces.

13.e: Amend Zoning Code to:

- i. Establish a TOD overlay zone project district with a minimum size of 15 acres.
- ii. Create a TND overlay zone for existing zoned lands within identified residential and commercial zoning districts.
- iii. Allow for residential uses in ML and MCX zoning districts.
- iv. Support innovative uses of alternative energy, agriculture, aquaculture, and others, in MCX zoning districts.
- v. Clearly distinguish between general industrial and service industrial types.
- vi. Establish urban open space standards.
- vii. Create Industrial Project Districts and Innovation Centers.

Objective 15: Support the active use of Productive Agricultural lands.

Policy:

15.4: Preserve agricultural character, including the open space preserved by agricultural land.

Objective 17: Increase transportation connectivity.

Policies:

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.4: Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network.

Objective 24: Improve accessibility to airports, harbor systems, and support facilities.

Policy:

24.7: Future land uses in the vicinity of airports and harbors should have an adequate open space buffer and/or be compatible with the anticipated noise exposure and industrial nature in the vicinity.

Objective 35: Park facilities are located within a 10-minute walk in urban areas and a 10-minute drive in rural communities.

Policy:

35.16: Prioritize maintenance and necessary improvements at existing park facilities over developing new park facilities within each district (this does not preclude accepting lands for future park development or acquiring properties for the intent of preserving open space, scenic areas, natural hazard areas, or cultural/historic areas from development).

Objective 39: Prioritize providing quality affordable housing for Hawai'i's residents.

Policy:

39.10: Affordable housing projects should have sufficient open space and recreational amenities or be located near public facilities.

Sensitive Natural and Cultural Resources

The Draft General Plan addresses natural and cultural resources through a comprehensive set of policies, objectives, and actions throughout the document. This framework focuses on stewardship, preservation, protection, and sustainable management. While Chapter 2 Collaborative Biocultural Stewardship is the primary element for natural and cultural resources, there are supportive strategies within the other elements of the plan (e.g., Land Use and Economy) to reinforce the goal of sustainable management, preservation, and restoration of our natural and cultural resources in order to maintain our unique and diverse environment. The Collaborative Biocultural Stewardship chapter represents an approach to sustainable development that integrates natural and cultural resource management strategies to promote conservation, sustainability, and resilience while emphasizing collaboration and partnership building.

The Draft General Plan's objectives and policies address key themes that include increasing biodiversity and resilience, promoting collaborative efforts, enhancing planning and management, and supporting program implementation. The actions within the Draft General Plan speak to key themes of environmental research and restoration, natural resource protection, community involvement, and incentives and programs.

Listed below are supporting objectives, policies, and actions related to natural and cultural resources:

Objective 1: Increase the biodiversity and resilience of native habitats.

See related policies (1.1-1.18) and actions (1.a-1.z).

Objective 2: Preserve and enhance the health and function of watersheds to promote water recharge, improve water quality, and reduce runoff.

See related policies (2.1-2.7) and actions (2.a-2.h).

Objective 3: Increase direct community restoration and collaborative efforts to conserve and nourish the island's biocultural resources.

See related policies (3.1-3.11) and actions (3.a-3.b).

Objective 4: The historical integrity, character, scenic assets, and open spaces of our communities are protected, restored, and treated as unique assets with significant social and economic value and managed in perpetuity.

See related policies (4.1-4.12) and actions (4.a-4.n).

Objective 5: Protect, restore, and enhance our communities' unique scenic character.

See related policies (5.1-5.6) and actions (5.a-5.d).

Objective 8: Improve the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options.

Policy:

8.11: Partner with government (e.g., State Office of Planning and Sustainable Development [OPSD]), private and nonprofit agencies, communities, and other stakeholders to analyze conservation buffers to accommodate shifting native habitats impacted by climate change, particularly wetlands and high-elevation forests.

Objective 10: Increase the integration of natural systems planning.

Policy:

10.1: Protect and enhance Hawai'i's beaches, shoreline, open spaces, and scenic resources.

10.4: Identify outstanding natural or cultural features, such as water courses, fine groves of trees, heiau, and historical sites and structures on subdivision preliminary plat maps.

Objective 17: Increase transportation connectivity.

Policy:

17.1: Ensure Native Hawaiian access rights are clearly expressed in County code, policies, and procedures.

Objective 48: Support the visitor industry investment in its connection with communities, the 'āina, and our historic and multicultural heritage.

Policies:

48.3: Prioritize the maintenance of County properties and establish appropriate protocols for the protection of wahi pana.

48.4: Ensure and expand equitable access to interpretive information about wahi pana.

48.6: Support the coordination, collaboration, and improvement of public access to natural and cultural resources with State agencies and landowners while balancing the need for protection of these areas.

Historic Trails

The Draft General Plan places emphasis on the preservation and enhancement of historic trails, recognizing their cultural, historical, and recreational value. The Draft advocates for the protection and management of these trails through several key measures. First, the Draft highlights the

importance of maintaining and preserving historic trails as key cultural resources. This includes ensuring that trails remain accessible and are maintained in a manner that respects their historical significance. In addition, historic trails are considered in land use planning, particularly in the context of preserving the rural character of certain areas. The plan emphasizes protecting these trails from the impacts of development by incorporating them into broader land use strategies. There is also a focus on engaging local communities in the stewardship of historic trails. This includes fostering partnerships with local organizations and community members who can assist in the maintenance and promotion of these trails. The plan encourages the use of historic trails as educational tools to promote and enhance understanding of Hawai'i's cultural heritage. This includes creating opportunities for cultural interpretation and education along these trails, which can enhance residents' and visitors' appreciation of the island's history. These efforts are part of the broader effort of preserving Hawai'i's cultural and natural resources while promoting sustainable development and responsible tourism.

Listed below are supporting objectives, policies, and actions related to historic trails:

Objective 3: Increase direct community restoration and collaborative efforts to conserve and nourish the island's biocultural resources.

Policy:

3.11: Partner with government, private and nonprofit agencies, communities, and other stakeholders to:

- a) Protect special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.
- b) Identify and protect wahi pana.
- c) Promote the preservation and restoration of significant natural and historic resources.
- d) Aid in programmatic education concerning historic sites.
- e) Maintain the shoreline area for recreational, cultural, educational, and/or scientific uses in a manner that is protective of resources and is of the maximum benefit to the public.
- f) Encourage the documentation and preservation of traditional ecological knowledge, identifying best management practices for integration.

Objective 5: Protect, restore, and enhance our communities' unique scenic character.

Policies:

5.2: Preserve transportation corridors that have important scenic, historic, recreational, natural and/or cultural resources that enhance the character and scenic resources of communities.

5.5: Maintain a program to identify and protect viewing sites on the island.

Objective 16: Achieve a transportation system that is consistent with and will accommodate planned growth.

Policies:

16.5: Establish a framework of transportation facilities that will influence desired land use and promote multimodal options.

16.13: There shall be coordinated planning of transportation systems for the funding of projects in areas of anticipated growth and to meet program goals of other elements such as historic, recreational, environmental quality, and land use.

Objective 17: Increase transportation connectivity.

Policies:

17.1: Ensure Native Hawaiian access rights are clearly expressed in County code, policies, and procedures.

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.3: Prior to disposing of, leasing, or transferring public lands through County Property Management procedures, the County shall assess, document, and protect access to existing active living corridors that are located on County-owned parcels.

17.4: Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network.

17.5: Ensure that existing active living corridors that are publicly owned or available by easement are properly identified and that their access elements are secured and documented.

- a) Primary examples include but are not limited to historic trails and roads, roads-in-limbo, 'paper roads', former sugar cane roads, train infrastructure remnants (Rails to Trails), and pedestrian and bicycling paths.
- b) "Acceptance" by the County of the responsibilities detailed in the grant of easements should require County Council action and a dedicated funding source.

17.6: Provide public pedestrian access opportunities to scenic places and vistas.

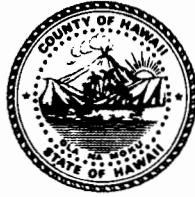
17.7: Establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.

Actions:

17.a: Develop and adopt a program to establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.

17.b: Explore the potential of multimodal trails to serve as evacuation routes during emergencies.

17.c: Develop standards for active living corridors to assist when reviewing discretionary permits.

RESOLUTION NO. 251 15**A RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI'I GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN COMPREHENSIVE REVIEW PROCESS, RELATING TO ROADWAYS IN SOUTH HILO.**

WHEREAS, the Hawai'i County Planning Director initiated a comprehensive review of the County of Hawai'i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, the Planning Director established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee's request to postpone this deadline, the Planning Director postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to the Planning Director's invitation to submit amendments to the General Plan; and

WHEREAS, transportation systems should support current economic development and land use goals and reflect consideration of existing and potential land use along roadways and impact upon surrounding properties; and

WHEREAS, paragraph 14.3.5.2.2(f) of the General Plan (2005 Edition, as amended), "Courses of Action" relating to South Hilo, recommends focusing commercial development in the Waiākea Houselots area along Kekūanā'ō'a, Pi'ilani, Manono, and Lanikāula Streets, while zoning interior blocks primarily for single- and multi-family residential use; and

WHEREAS, to afford the community, planners, and policy makers broad discretion to consider all factors related to roadway planning in the Waiākea Houselots area during the comprehensive review process, paragraph 14.3.5.2.2(f) of the General Plan (2005 Edition, as amended), should be removed; and

WHEREAS, inappropriate or unnecessary placement of roadways can result in loss of square footage from real property; destruction of existing structures and dwellings; devaluation of privately owned property; and significant cost; and

WHEREAS, to avoid these undesirable impacts upon the community, the following future collector roads shown on the South Hilo District Transportation-Roadways map, that is currently included as Figure 48 in the General Plan (2005 Edition, as amended), should be removed:

- A. Saddle Road/Flume Road to Puainako Street
- B. Kipuni Street to Kūkūau Street
- C. Komohana Street to Pohakulani Street
- D. Railroad Avenue to Kekūanāo‘a Street
- E. Kipuni Street to Kupulau Road
- F. Puainako Street to Hoaka Road
- G. Waikahe Road to Alaloa Road
- H. Alaloa Road to Haihai Street
- I. Waikahe Road to Kanoelehua Avenue
- J. Kupulau Road to Railroad Avenue; and

WHEREAS, incorporating the aforementioned changes into the General Plan would be in direct alignment with the Plan’s overall goals and purposes; now, therefore,

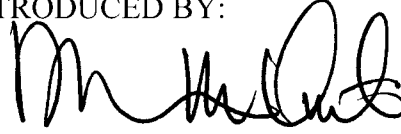
BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAII that the Planning Director consider the following proposals during the Director’s review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as possible, into the final proposed amendments to the Hawai‘i County General Plan:

1. Remove section 14.3.5.2.2 of the General Plan (2005 Edition, as amended), relating to South Hilo, that recommends focusing commercial development in the Waiākea Houselots area along Kekūanāo‘a, Pi‘ilani, Manono, and Lanikaula Streets; and
2. Remove the following future collector roads shown on the South Hilo District Transportation-Roadways map, currently included as Figure 48 in the General Plan (2005 Edition, as amended):
 - A. Saddle Road/Flume Road to Puainako Street
 - B. Kipuni Street to Kūkūau Street
 - C. Komohana Street to Pohakulani Street
 - D. Railroad Avenue to Kekūanāo‘a Street
 - E. Kipuni Street to Kupulau Road
 - F. Puainako Street to Hoaka Road
 - G. Waikahe Road to Alaloa Road
 - H. Alaloa Road to Haihai Street
 - I. Waikahe Road to Kanoelehua Avenue
 - J. Kupulau Road to Railroad Avenue.

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha.

Dated at Kona, Hawai'i, this 19th day of August, 2015.

INTRODUCED BY:



COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on August 19, 2015.

ATTEST:



COUNTY CLERK



CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-420/Waived PC

RESOLUTION NO. **251 15**

Resolution No. 251-15

The Draft General Plan addresses Resolution 251-15 in the following ways.

Section 14.3.5.2.2 of the 2005 General Plan, relating to South Hilo, that recommends focusing commercial development in the Waiakea Houselots area along Kekuanaoa, Piilani, Manono, and Lanikaula Streets is not included in the Final Recommended Draft General Plan (July 2024).

A. Saddle Road/ Flume Road to Puainako Street

Construction of Saddle Road from in the vicinity of Flume Road to Puainako Street has been completed and removed from the Future Roadways Map.

B. Kipuni Street to Kukuau Street

Such a connection does not exist in the 2005 General Plan and is not on the Final Draft General Plan Future Roadway Maps.

C. Komohana Street to Pohakulani Street

Such a connection does not exist in the 2005 General Plan and is not on the Final Draft General Plan Future Roadway Maps.

D. Railroad Avenue to Kekuanaoa Street

As drawn in the 2005 General Plan and in the Final Draft General Plan, an extension of Puainako Street from Railroad Avenue to Kekuanaoa Street, in the vicinity of the Hilo Airport is necessary as a second exit from the airport and is desired as a route to connect the airport to the Daniel K. Inouye Highway (also known as the Saddle Road). The Daniel K. Inouye Highway is an essential cross island route.

E. Kipuni Street to Kupulau Road

This connection has been redrawn to extend Kupulau Road to Kalulu Street and then further to Mohouli Street.

F. Puainako Street to Hoaka Road

This connection is still reflected in the Final Draft General Plan and is necessary to support infill development in the urban area.

G. Waikahe Road to Alaloa Road

This is not in the 2005 or the Final Draft General Plan.

H. Alaloa Road to Haihai Street

This connection is still reflected in the Final Draft General Plan and is necessary to support infill development in the urban area.

I. Waikahe Road to Kanoelehua Avenue

This is not in the 2005 or the Final Draft General Plan.

J. Kupulau Road to Railroad Avenue

This connection is still reflected in the Final Draft General Plan and is necessary to support infill development in the urban area.

It should be noted that the maps are intended for planning purposes only and should not be used for boundary interpretations or other spatial analysis beyond the limitations of the data.

RESOLUTION NO. 256 15**RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI‘I
GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN
COMPREHENSIVE REVIEW PROCESS, RELATING TO THE PRINCIPLES OF THE
AHUPUA‘A SYSTEM.**

WHEREAS, the Hawai‘i County Planning Director initiated a comprehensive review of the County of Hawai‘i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, the Planning Director established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee’s request to postpone this deadline, the Planning Director postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to the Planning Director’s invitation to submit amendments to the General Plan; and

WHEREAS, Hawai‘i County is moving towards embracing and promoting sustainability and self-sufficiency which is not only desirable, but necessary and critical to our long term survival as an island community; and

WHEREAS, “ahupua‘a” is defined as an old Hawai‘i term for a large traditional socioeconomic/geologic/climatic subdivision of land which varied in size depending on the economic means of the location and political divisions of the area; and

WHEREAS, Hawai‘i State law (sec. 226-2, Hawai‘i Revised Statutes) also defines “ahupua‘a” as a traditional native Hawaiian resource and behavioral management system that ensures respect for the air, land, water, and other scarce natural resources that make life sustainable from the mountains to the sea; and

WHEREAS, as native Hawaiians used resources within their ahupua‘a, they practiced aloha (respect), laulima (cooperation), and malama (stewardship) which resulted in a desirable pono (balance), and used the ahupua‘a as the fundamental land unit through which they determined the appropriate use of land within the ahupua‘a and through which they determined means to protect and preserve resources within and without the ahupua‘a; and

WHEREAS, land use practices based on integration and protection of resources from the mountain to the sea, “ahupua‘a” principles already guide many of our land use planning goals and policies; and

WHEREAS, it is appropriate and timely that ahupua‘a principles be included in the next version of the County of Hawai‘i General Plan; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI‘I that the Planning Director consider the following proposals during the Director’s review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as appropriate, into the final proposed amendments to the Hawai‘i County General Plan, in the following sections:

1. Purpose of the General Plan (presently found in sec. 1.1)

Include the following purpose, as written or in substantially similar language:

“Utilize the geographical features of the ahupua‘a land divisions and the historical use of the ahupua‘a land divisions as the basis for identifying important values and priorities and for developing and applying appropriate regulatory decisions and other government programs in this County.”

2. General Plan Program (presently found in sec. 1.3)

Add the following, as written or in substantially similar language, to the discussion contained in the General Plan Program section or in another appropriate section:

“Recent studies have revealed that the use of the ahupua‘a as the basis for land use as a model is relevant to the County of Hawai‘i’s desire to achieve sustainability goals. For this reason, when reviewing and implementing the Goals, Policies, and Courses of action set forth in each of the fourteen (14) study elements, the County of Hawai‘i shall require that each study element be analyzed, studied, and implemented in context of the ahupua‘a as a land use model.”

3. Land Use Policies (presently found in sec. 14.1.3)

Include the following policy, as written or in substantially similar language:

“Incorporate the values and philosophy of the ahupua‘a land division resource management system into land use policies and develop and apply regulatory decisions and other government programs, as appropriate.”

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha.

Dated at Hilo, Hawai'i, this 2nd day of September, 2015.

INTRODUCED BY:

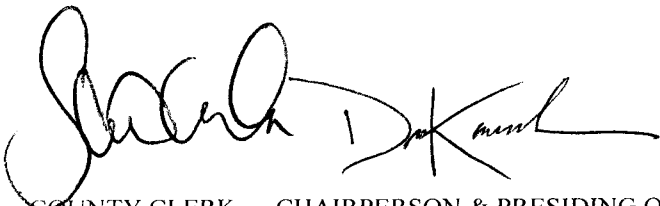


COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on September 2, 2015.

ATTEST:



COUNTY CLERK CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-429/Waived PC

RESOLUTION NO. 256 15

Resolution No. 256-15

1. Purpose of the General Plan (presently found in sec. 1.1)

Include the following purpose, as written or in substantially similar language: “Utilize the geographical features of the ahupua‘a land divisions and the historical use of the ahupua‘a land divisions as the basis for identifying important values and priorities and for developing and applying appropriate regulatory decisions and other government programs in this County.”

The draft integrates the concept of ahupua‘a into planning and decision-making processes by highlighting the use of geographical boundaries and historical practices of these systems to identify key values such as resource sustainability, cultural significance, and biocultural stewardship. This framework is applied in land use planning and regulatory decisions to ensure that development aligns with the natural environment and cultural traditions. The plan incorporates ahupua‘a based management to guide sustainable resource use, community planning, and protection of cultural sites. This approach promotes a balance between modern development and historical land use practices, ensuring that regulatory decisions are grounded in the island’s unique geographical and cultural landscape. *See Chapter 2 Collaborative Biocultural Stewardship and Section 4.1 Land Use.*

2. General Plan Program (presently found in sec. 1.3)

Add the following, as written or in substantially similar language, to the discussion contained in the General Plan Program section or in another appropriate section: “Recent studies have revealed that the use of the ahupua‘a as the basis for land use as a model is relevant to the County of Hawai‘i’s desire to achieve sustainability goals. For this reason, when reviewing and implementing the Goals, Policies, and Courses of action set forth in each of the fourteen (14) study elements, the County of Hawai‘i shall require that each study element be analyzed, studied, and implemented in context of the ahupua‘a as a land use model.”

The draft plan aims to ensure that resource management, environmental protection, and historic and cultural preservation are integrated into each of the general plan elements, such as housing, infrastructure, and natural resources. This interwoven approach supports the county’s broader goals of promoting environmental sustainability, cultural sensitivity, and community well-being, ensuring that modern land use respects traditional practices while addressing current challenges.

3. Land Use Policies (presently found in sec. 14.1.3)

Include the following policy, as written or in substantially similar language: “Incorporate the values and philosophy of the ahupua‘a land division resource management system into land use policies and develop and apply regulatory decisions and other government programs, as appropriate.”

The draft incorporates the philosophy of the ahupua‘a land division resource management system into its land use policies. It emphasizes the integration of key values, such as sustainability, balance, and responsible resource use, into regulatory decisions and government programs. The plan aligns modern land management with traditional practices, ensuring that decisions about land, water, and natural resources reflect both cultural heritage

and the need for environmental stewardship. By embedding these principles into policy, the county promotes a more sustainable and culturally aware approach to development and governance.

Listed below are supporting objectives, policies, and actions:

Biocultural Stewardship Goal: Natural and cultural resources are thriving and sustainably managed, preserved, and restored to maintain our unique and diverse environment.

Objective 1: Increase the biodiversity and resilience of native habitats.

See related policies 1.1-1.18 and actions 1.a-1.z.

Objective 2: Preserve and enhance the health and function of watersheds to promote water recharge, improve water quality, and reduce runoff.

See related policies 2.1-2.7 and actions 2.a-2.h.

Objective 3: Increase direct community restoration and collaborative efforts to conserve and nourish the island's biocultural resources.

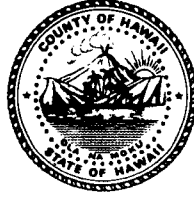
See related policies 3.1-3.11 and actions 3.a-3.b.

Objective 4: The historical integrity, character, scenic assets, and open spaces of our communities are protected, restored, and treated as unique assets with significant social and economic value and managed in perpetuity.

See related policies 4.1-4.12 and 4.a-4.n.

Objective 5: Protect, restore, and enhance our communities' unique scenic character.

See related policies 5.1-5.6 and actions 5.a-5.d.



RESOLUTION NO. 257 15
(DRAFT 2)

**A RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAII
GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN
COMPREHENSIVE REVIEW PROCESS.**

WHEREAS, section 16.1(1) of the County of Hawai'i General Plan (2005 edition), Hawai'i County Planning Director, Duane Kanuha initiated a comprehensive review of the General Plan on February 6, 2015; and

WHEREAS, the Council submits this resolution in response to Director Kanuha's invitation to submit recommended amendments to the General Plan for further consideration and review by the Planning Director and the Planning Commissions prior to the Council taking final action; and

WHEREAS, the Council believes it is in the best interest of the General Plan Revision process to first consider the overarching principles and policies prior to pursuing strategy options and data research, and therefore here addresses General Plan principles, policies, and goals; and

WHEREAS, the Council believes that every effort should be made to balance and maximize the interlocking objectives of environmental, socio-cultural and economic well-being but also seeks to clarify the priority status of environmental and socio-cultural well-being; and

WHEREAS, the Community Development Plans and Area Improvement Plans now provide the appropriate vehicle for community level planning, and therefore the revised General Plan should focus on island-wide policies and not include regional and community level objectives and action plans; and

WHEREAS, the Council believes reducing the General Plan subject matter policies to key island-wide goals and priorities is preferable to the more descriptive broad brush approach of the 2005 General Plan, and therefore recommends that the background statistics and findings as well as the strategies and action plans be set forth separately; and

WHEREAS, the Council believes that areas in which the County and the State have overlapping jurisdiction, such as in the areas of health, energy, agriculture, and tourism, are matters that the County also has responsibility to advance in pursuit of island wide well-being and therefore the revised General Plan should also specifically addresses those subject areas; and

WHEREAS, the Council believes it is also in the best interest of the County to advance County government organizational health and fiscal health as separate and distinct General Plan objectives; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI‘I that the Planning Director consider the following proposals during the Director’s review and analysis of suggestions offered during this initial phase of the comprehensive review and ultimately incorporate them as appropriate into the final proposed amendments to the Hawai‘i County General Plan:

1. Retain Sections 1.1 and 1.2 of the 2005 General Plan as Chapter 1 of the Revised General Plan;
2. Insert the attached Exhibit A “*GENERAL PLAN POLICIES AND PRINCIPLES*” as Chapter 2 of the Revised General Plan;
3. Insert the attached Exhibits B through Exhibit O, “*GENERAL PLAN CATEGORIES*” as Chapter 3 of the Revised General Plan, using the following or similar titles:
 - B. AGRICULTURE
 - C. ECONOMIC DEVELOPMENT: GENERAL, ZONING, LAND USE
 - D. EDUCATION AND LIBRARIES
 - E. EMERGENCY PREPAREDNESS AND PROTECTIVE SERVICES
 - F. ENERGY
 - G. ENVIRONMENT
 - H. GOVERNANCE AND ETHICS
 - I. HEALTH AND RECREATION
 - J. HOUSING AND SHELTER
 - K. MILITARY
 - L. SENSE OF PLACE/NATURAL BEAUTY/CULTURE/PUBLIC ACCESS
 - M. TOURISM
 - N. TRANSPORTATION AND TRAFFIC CIRCULATION
 - O. WATER AVAILABILITY AND QUALITY, WASTE WATER SERVICES, AND SOLID WASTE SERVICES;
4. Retain Chapters 15 and 16 of the 2005 General Plan as the final Chapters in the Revised General Plan;
5. Place the 2005 General Plan Sections 1.6, 1.7, and 1.8, as appropriately updated, in the Appendices to the Revised General Plan;
6. Place all statistical analysis and background research in the Appendices to the Revised General Plan appendices; and
7. Place the Strategies and Action Plan Sections in a separate Chapter or in the Appendices to the Revised General Plan as the Planning Director deems appropriate.

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha.

Dated at Hilo, Hawai'i, this 2nd day of September, 2015.

INTRODUCED BY:


COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL

County of Hawai'i

Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on September 2, 2015.

ATTEST:


COUNTY CLERK CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-430.5/Waived PC

RESOLUTION NO. 257 15

(DRAFT 2)

Exhibit A

GENERAL PLAN POLICIES AND PRINCIPLES

PART I. THE OVERARCHING PRINCIPLES OF THE GENERAL PLAN.

Principle 1. Prioritization of environmental and socio-cultural well-being

All county decision-making shall routinely be based on whether there is a positive impact on each of the following, in the following descending order of priority:

1. Malama ‘aina: Positive environmental well-being impact; and,
2. Pono: Positive social and cultural well-being impact; and,
3. Kuleana: Positive economic well-being impact.

Principle 2: Prioritization of Public Safety and Emergency Preparedness

The County shall routinely assess all programs to maximize public safety and emergency preparedness, as a priority over public convenience.

Principle 3: Prioritization of Organizational Health

The County, and all its agencies and units, shall routinely self-monitor itself in terms of overall organization and efficiency.

Principle 4: Prioritization of Fiscal Health

The County, and all its agencies and units, shall routinely pursue a level of fiscal health such that government services can function efficiently for all basic services.

PART II. DISCUSSION OF THE THREE OVERARCHING PRINCIPLES OF ECONOMIC WELL-BEING, SOCIO-CULTURAL WELL-BEING, AND ECONOMIC WELL-BEING.

Economic well-being, environmental well-being, and socio-cultural well-being increasingly merge once the focus is on long-term well-being. These are not silo classifications and instead are interlocking objectives. As interlocking objectives the goal must be to positively impact all three areas of well-being, and conversely to minimize harm to any of these three well-being objectives. Every effort must be to avoid direct conflict between the three principles. Selection of strategies that advance economic interests but does not provide for positive environmental and positive socio-cultural impacts is not acceptable.

For purposes of reviewing a proposed plan or strategy, an initial assessment shall be to individually assess the following subcategories:

1. Short-term economic well-being (usually assumed);
2. Long-term economic well-being;
3. Social well-being of individuals and families, including educational opportunities;

4. Cultural well-being of the island's heritage and its diverse populations, including preservation of and public access to sacred and special places; and
5. Environmental well-being of the 'aina, including of the land and soils, of the waters –surface, underground, and coastal, and of the air.

Principle 1. Prioritization of environmental and socio-cultural well-being

The highest priority of environmental well-being. There no longer exists the luxury of taking the well-being of the environment for granted. The premise that the 'aina will take care of itself or at least will repair itself over time, is no longer a sustainable model.

Hawai'i Island is also faced with an increasing number of cumulative environmental challenges –global warming, rising land and ocean temperatures, droughts, sea level rise, harmful invasive species, and more turbulent weather patterns. These challenges must be considered in all planning decisions.

The next highest priority of socio-cultural well-being. Social well-being encompasses all of the human challenges that confront the community as a whole and as individuals, in terms of basic needs, such as adequate food and shelter, health care, day-to-day safety. Cultural well-being and a sense of place provide the foundation for a vibrant community identity which encompasses that which is sacred and special to individual communities and as an Island 'Ohana.

A concerted effort to stem the rise in crime, especially drug related, must be tackled on a community level and not just left to the police. Likewise with the economic downturn, we are also faced with rising homelessness and rising numbers of children who go hungry to school. Rather than continue with a focus on handouts for those in need, a critical part of all social service programs – from housing to health care, must be to incorporate a job and educational training to help break cycles of dependence “on the system”.

It is also critical that the county engage the public as a community on a commitment to community wide health, both mental health and physical health. Priorities with respect to build out infrastructure and funding must reflect that priority. For example, providing safe pedestrian access ways along with safe bikeways is now a higher priority than automobile convenience.

The priority of short-term and long-term economic well-being. Short-term economic well-being is an inherent human goal, starting with the need to provide for food and shelter and thereafter for all other individual and family needs and desires. Each community member has a kuleana to care for themselves and their family. Each community member also has a kuleana –as an individual and community kuleana - to support the long-term economic well-being of their community. Promoting and facilitating educational opportunities is one key to long-term economic well-being. In essence education is about connecting those seeking knowledge with those who know have the knowledge in a particular area. Those who are in a position to mentor, whether as an instructor, as an employer, as a neighbor, or as a volunteer, are asked to contribute

to the pool of knowledge – to share their mana’o with those who seek knowledge and training in a particular field.

All community members are in a position to contribute to the island wide economic well-being – in one capacity or another. We can no longer view the world in terms of two classes - the haves and the have-nots. There are no free lunches – to the extent one is fit and able of course. All who reside on this island, who are a part of this Island, are asked to contribute in light of one’s skill set and abilities to face the challenges ahead. Likewise there is longer room for the approach of “Fend for yourself”. We share one and the same island canoe.

Principal 2: Prioritization of Public Safety and Emergency Preparedness

The interim between the last major revision of the General Plan in 2005 and the present – is highlighted by landmark cases supporting the public trust doctrine. The Hawai‘i constitutional public trust doctrine underscores the obligation of both State and County governments to protect our natural resources from overuse and abuse, for the benefit of both the current and future generations. Hawai‘i County took a step further by amending its “Constitution”, the County Charter, by imposing on the County government a public trust obligation for both natural and cultural resources.

It is also during the period since the 2005 Edition of the General Plan, that Hawai‘i County was faced with a wave of natural disasters – hurricanes, tropical storms, earthquakes, tsunamis, and a volcanic eruption that has held a significant region of the County hostage. These acute disasters have provided the island community with a kind of reality check. Individually and collectively, residents cannot take well-being for granted. Disaster planning and resiliency planning are critical starting with the need for redundancy and back-up systems. Redundancy in networking and connectivity is critical for all essential services from road connectivity to media network connectivity (internet radio/tv/newspaper). And rather than becoming territorial about responsibilities, overlap and sharing of resources shall be the norm.

Principal 3: Prioritization of Organizational Health

Improved organizational structure and connectivity between all branches and units within the County government shall be a high priority. A new emphasis will be placed on strengthening the networking and communication between the Mayor, the Council Members, the County Departments and Agencies, County Commissions and Boards, and the Community Development Plan Action Committees. All units within the County government must routinely engage in self-monitoring and performance evaluation. Increased collaboration and partnership with the state and federal governments is also essential.

Principal 4: Prioritization of Fiscal Health

The County shall pursue a level of fiscal health such that government services can function efficiently in all Districts for all basic services. As part of the General Plan the County shall pursue strategies to fund its goals and objectives. Prioritization of increasing revenue streams without simply raising property taxes will be made an agenda item in all

budget discussions. As part of achieving fiscal health, the County shall seek more taxing authority from the state, such as through increased allocation of TAT revenues, as well as increased funding from fees and penalties, and shall rally against unfunded mandates. Likewise the County must act proactively to ensure that the neighboring Islands receive their fair share of state infrastructure funding. A greater emphasis shall also be placed on grant writing for all departments.

PART III. RELATIONSHIP BETWEEN THE GENERAL PLAN AND THE COMMUNITY DEVELOPMENT PLANS.

The 2005 General Plan set forth specific data, goals, strategies, and action items for each region of the County. However between the years 2005 and the present, regional Community Development Plans have been adopted and approved by the County Council. The revised General Plan therefore addresses only island-wide goals and policies rather corresponding regional or community goals and policies that would more appropriately be included in the single regional or community development plans.

PART IV. NEW ITEMS IN THE GENERAL PLAN.

COUNTY KULEANA FOR MATTERS OF OVERLAPPING JURISDICTION:

The County must accept its kuleana with respect to areas in which the County's jurisdiction overlaps with state and/or federal jurisdiction. Areas of overlapping jurisdiction include health, energy, agriculture, corrections, coastal waters, surface water quality and quantity, transportation, tourism, and recreation. These areas were not addressed with any particularity in the previous General Plan. The revised General Plan will now address these and other areas of overlapping jurisdiction.

AHUPUA'A APPROACH:

THE AHUPUA'A AS THE ANALYTICAL FRAMEWORK FOR DECISION-MAKING:

When reviewing and implementing the Goals, Policies, and Courses of action set forth in each subject section of the General Plan, the County shall ensure that each study element be analyzed, studied, and implemented in context of the ahupua'a as a land use model. Recent studies have revealed that the use of the ahupua'a as the basis for land use as a model is relevant to the County of Hawai'i's desire to achieve sustainability goals. (Adapted from David Resolution No. 256-15)

AHUPUA'A SYSTEM APPROACH:

"Utilize the geographical features of the ahupua'a land divisions and the historical use of the ahupua'a land divisions as the basis for identifying important values and priorities and for developing and applying appropriate regulatory decisions and other government programs in this County." (Adopted from David Resolution No. 256-15)

The ahupua'a principles of managing natural resources embodies the precautionary principle of ensuring that our natural resources are respected as shared common resources, and that care should be taken to maximize the availability of those resources for each other and for future generations.

PART V. CLARIFICATION OF THE HIERARCHY OF COUNTY LAWS.

Other than the County Charter, the General Plan trumps all Community Development Plans, all Area Improvement Plans such as the Hilo Development Plan, all County Ordinances and Rules, as well as the County's Operating and Capital Budgets. The Community Development Plans however are to be read as incorporated by reference in the General Plan and in the absence of language in the General Plan that is expressly and specifically inconsistent therewith, take precedence over any less specific provision of the General Plan. The current Community Development Plan regions are Puna, Kona, North Kohala, and South Kohala. The Hāmākua, and Ka'ū Community Development Plans are expected to be completed prior to passage of the Revised General Plan.

Likewise, to the extent that a Community Development Plan contains both district level directives as well as community level directives, the district or regional level directives take precedence.

Exhibit B
Agriculture

1. BIODIVERSITY AND HEALTH OF THE SOIL:

- a. Prioritize the long-term health of the soil and surrounding ecosystems, including by promoting sequestration farming practices that maximize the amount of carbon dioxide pulled from the atmosphere and minimize its loss when stored in soil such as use of cover crops, routine crop rotation, and expansive composting to limit the impact of drought.
- b. Promote on-island private and community compost operations to maximize the availability of compost and mulch (that has been processed to eliminate the risk of little red fire ants and other invasive species).
- c. Discourage the use of glyphosate containing herbicides and other toxic herbicides.

2. INVASIVE SPECIES:

- a. Prioritize elimination of the spread of harmful invasive species, including the little red fire ant and the coffee borer, including by way of increased public education.
- b. Identify locations and areas where harmful invasive species are found.
- c. Create a county level master plan to address the array of invasive species issues.
- d. Prioritize assistance to farmers combating invasive species that are harmful to local crops.
- e. Maintain up to date educational materials to prevent and minimize harm from invasive species.
- f. Maximize the number of Albizia trees that endanger public roads and rights of ways to be chipped and used for mulch or compost.
- g. Assist interested communities in purchasing supplies to eradicate coqui frogs and little red fire ants.

3. IRRIGATION “DITCH” WATER:

Ensure the availability of Ag water for agriculture to the maximal extent possible.

- a. Prioritizing functioning of irrigation ditch systems.
- b. Prioritizing that irrigation ditches are under the control of state or county governmental entity, in or not in partnership of non-profit entity, in order to prevent exclusive control of agricultural irrigation systems by single private entities.
- c. To the extent possible diversify uses of irrigation systems to include recreational use of ditches.
- d. Prioritize protection of the irrigation ditch aquatic ecosystem.
- e. Prioritize management of irrigation ditches as exercise in cultural and historical preservation.

4. FISH PONDS AND AQUAPONICS:
Prioritize the restoration of fish ponds and support aquaponics.
5. VALUE ADDED ENTERPRISES:
Prioritize value added agricultural enterprises including mobile slaughterhouses, vacuum cooling plants, and community based certified kitchens.
6. PROTECT NON-GMO CROPS FROM CONTAMINATION:
Prioritize protection of non-GMO farms from being contaminated by drift from GMO operations, including by designating non-GMO crop zones.
7. FARMWORKER PROTECTION:
Prioritize adequate health benefits and safety protection for farmworkers.
8. FOOD SUSTAINABILITY:
 - a. Prioritize programs that make locally grown food readily accessible – including the Food Basket programs and farmers markets, as well as prioritize farm to school and school garden programs.
 - b. Promote a “We are all farmers” program to encourage all homeowners to have a garden – which could span from growing herbs in a kitchen to any size garden, whether at the residence or elsewhere.
 - c. Encourage residential developers to plant fruit bearing trees and to allocate space for community gardens wherever possible.
9. FAMILY FARMS AND LOCAL CO-OPERATIVES:
Prioritize locally owned small to medium sized farms and local co-operatives with a diversity of crops versus mono-crop oriented multinational or mainland agricultural holdings.
10. LOCAL FOOD/PRODUCTS GENERALLY:
Promote availability of locally prepared foods generally, including to:
 - a. Coordinate with the CDP Action Committees to establish at least one ag park in each District for food production by community members.
 - b. Prioritize access to at least one certified kitchen and one agricultural hub in each community.
 - c. Promote efforts to better identify Hawai‘i grown/PR food in restaurants
 - d. Prioritize the accurate brand identification of crops and food products that are unique and special to Hawai‘i Island.
 - e. Prioritize proper identification of locally grown products.
 - f. Prioritize supplying all large institutions – schools, military, and hotels, with food grown on this island; Work with state legislators to disallow the use of the label “Hawaiian”, unless 100% made in Hawai‘i.
 - g. In collaboration with the Department of Education, seek to reduce regulatory barriers to Farm to School programs (such as that all boxes of produce must weigh exactly the same, or that every recipient must receive exactly the same items each distribution date).
 - h. Establish a food and food distribution network policy council (build on the Food Basket’s models for distribution networking).

- i. Routinely advance healthier eating Council resolutions to encourage island-wide engagement in supporting Hawai'i island grown produce and meats (such as October as the month to buy only Hawai'i Island grown vegetables, and November to buy only Hawai'i Island grass fed beef and Hawai'i Island raised chickens).
11. RIGHT TO KNOW:
Promote right to know efforts that enable consumer to identify food ingredients that consumers want or want to avoid, including by establishing a program to certify Hawai'i Island grown crops and foods.
12. IMPORTANT AG LAND CLASSIFICATIONS:
Work with State, to the extent permitted under State Law, to place all agricultural zoned land with soil classifications of A or B soil as "Important Ag Land", and where appropriate with a soil classification of C soil.
13. EMPLOYMENT ISSUES:
In collaboration with the State legislature, address wide spread employment issues:
- a. The worker status issue, that is: employers paying agricultural workers as if a contractor and worker then do not receive benefits, public ends up subsidizing.
 - b. The under the table payment issue, that is: workers paid cash and no benefits and public ends up subsidizing.
 - c. The part-time employee issue and how to enable employers to provide some benefits to part-time without excessive costs and excessive paperwork.
14. MARIJUANA DISPENSARIES AND GROW LOCATIONS:
To the extent allowed by State law, provide that the Council, by way of a Resolution, may restrict marijuana and hemp growing and dispensary locations.
15. PRIORITIZE AG TOURISM:
Prioritize establishment of an Ag-Tourism program that provides for reasonable protection of neighboring property owners based on separate criteria for major and minor Ag-Tourism operations.

Exhibit C
Economic Development: General, Zoning, Land Use

General:

1. CDP ECONOMIC DEVELOPMENT EMPHASIS:

Encourage and assist CDP Action Committees through formation of a Community Leadership Council CDP subcommittee, to play an active role in formulating strategies and action plans for economic development in the CDP District.

2. MERCHANT AND BUSINESS ASSOCIATIONS:

Encourage establishment of Merchant and Business Associations in each business community.

3. SPECIAL IDENTITY ECONOMIC DEVELOPMENT:

- a. Prioritize economic development that is compatible with preserving the environment, supporting good paying jobs, and promoting a sense of place.
- b. Prioritize special identity development in each community by way of design review advisory committees that promote unique architectural, landscape, and signage themes.

4. PROCUREMENT:

In coordination with the State, seek to revise procurement process to incentivize those who propose quality work and have a track record of quality work and accountability, rather than be a process simply to arrive at the lowest bid.

5. BROADBAND:

Prioritize the availability of high-speed broadband accessibility and create high tech industrial parks, with the objective of providing community based broadband of 1 gigabit per second fiber optic lines or wireless broadband, and with no region of the Island served with less than 25 megabits per second.

6. MASS TRANSIT EMPHASIS TO ALL WORKFORCE PLANNING:

Prioritize mass transit so workers can travel at low cost by bus and connect to smaller intra-community bus and voucher taxi, “uber” services, scooter, or “sampan services”, as well as coordinate with area school for “walking school buses” and school vans.

7. ALOHA FRIENDLY SIGNAGE:

Provide more visitor oriented signage, as well as allow limited sandwich signs for businesses subject to a permit to regulate in a manner than avoids interference with pedestrian and bike passage.

8. EFFICIENCY OF PERMITTING:

- a. Maximize permitting by way of the internet to avoid traveling and standing in lines.
- b. Maximize “one-stop” permitting; provide checklists of “to dos” for all permit applicants – including for compliance with the General Plan and the CDPs.

9. WORKFORCE DEVELOPMENT:

Partner with the resorts and other businesses to address gaps in local workforce development.

10. PERMIT SYSTEM REEVALUATION:

Reevaluate all code and rules relating to permits and special permits to simplify and reduce cost, while at the same time making them more transparent to the interested public.

11. PREFERENTIAL TREATMENT OF CERTAIN BUSINESSES:

Discourage the preferential treatment, such as the preferential treatment of certain businesses in the State-County Enterprise Zone Program (which gives the highest preference to biotech operations.)

Zoning:

1. COMMERCIAL AND INDUSTRIAL ZONED LAND:

Increase availability of commercially and industrially zoned lands with substantial buffers to residential and agricultural lands.

2. OHANA DWELLING UNITS:

Maximize incorporation of 'ohana dwellings subject to the availability of adequate sewerage disposal fields.

3. COMPOSTING ON AG ZONED LAND:

Provide the expanded use of agriculturally zoned land for commercial composting and mulching.

4. WELLNESS CENTERS ON AG LAND:

To the extent permitted under state law, allow wellness centers and retreats in agriculturally zoned lands. Wellness centers would include fitness center programs, provided no new structures are required and the space used for the fitness program is less than 3000 square feet.

5. BED AND BREAKFASTS:

Inventory all Island Bed and Breakfasts and determine what if any additional regulation is necessary.

6. BUILT INFRASTRUCTURE REQUIREMENTS:

If any built infrastructure is required, place a deadline date for its completion, after which the Development would revert to the prior zoning classification.

7. GMO INDUSTRIAL AGRICULTURE ZONING:

Assuming the cultivation of GMO crops is legally permissible in Hawai'i County:

- a. Designate Industrial Ag Zones with adequate buffers from other agricultural lands and require adequate buffers from any waterways.
- b. Restrict the cultivation of GMO crops to locations zoned as industrial agriculture, or in the alternative, require a special permit to allow GMO cultivation elsewhere based on demonstrating the absence of risk of contamination to non-GMO farming operations and to other agricultural lands (use the current practices of the floral industry as example of best practices to prevent contamination of non-GMO crops and plants).
- c. Grandfather GMO crop locations existing at the time of passage of Ordinance 13-121, as Industrial Agricultural Zones.

Land Use:

1. AHUPUA'A SYSTEM APPROACH:

Incorporate the values and philosophy of the ahupua'a land division resource management system into land use policies and develop and apply regulatory decisions and other government programs, as appropriate. (Adapted from David Resolution No. 256-15)

2. AVOID STRIP DEVELOPMENT:

Minimize strip development including by requiring wide (12 feet plus) vegetative strips along roadways as part of complete street programs in call village or "town" centers.

3. SENSE OF PLACE AND REAR PARKING:

- a. Whenever possible, require that in all shopping center parking be located in the rear of buildings;
- b. Require natural vegetation strip with canopy trees along all roadways.
- c. Require a tree lined pedestrian walkway through all parking lots from the street to the center that minimizes auto traffic crossings.
- d. Promote design amenities that reflect the local sense of place.

4. EROSION AND RUN-OFF PRIORITY:

- a. Prevention of erosion and run-off of soil shall be given high priority in all engineering plans.
- b. Developments located on slopes shall provide adequate plans to prevent erosion to prevent run-off onto abutting properties.
- c. Permeable ground infrastructure (such as for walkways and parking lots) shall be given priority over extensive hardscape requiring otherwise unnecessary drywells.

5. DEVELOPMENT DOCUMENTATION:

- a. Require documentation of how proposed developments support cultural and environmental well-being, including how the development creates a sense of place.
- b. Require documentation in all proposed developments of how proposed development supports safe pedestrian access through the development and through any proposed parking areas.
- c. Require documentation in all proposed developments how proposed development support mass transit connectivity, for example include pull out areas for bus stops and prioritization of parking adjacent to mass transit stops.
- d. Require documentation how proposed development supports the long-term conservation of natural resources, taking into account on-site and off-site mitigation measures. Incorporate the values and philosophy of the ahupua'a land division into the analysis.
- e. Require that all proposed developments have an emergency preparedness plan", a zero waste plan, "safe pedestrian/bike trail and access plan", a "cultural sites" plan, where appropriate, a "community gathering space" plan (which may be anything from park benches to a community building depending on the type of development).

6. FACILITATE PUBLIC ENGAGEMENT IN DEVELOPMENT DECISIONS:
 - a. Require that all proposed development applications be submitted in pdf format (not just in hard copies) and make those applications available on line at the County's website.
 - b. If requested provide the applicable CDP Action Committee with a hard copy of any development proposal, including for plan approvals;
7. TIMING OF COMPLETION OF REQUIRED INFRASTRUCTURE:

Prioritize that required infrastructure is in place prior to occupancy of commercial and residential occupancy.
8. COMPENSATION FOR PUBLIC PURPOSE TAKINGS:

In the event that private land is needed to pursue a public purpose, compensate the landowner for the reasonable value of the real property lost value.
9. COMPLIANCE:

Periodically review developments for compliance and where there are deficiencies in compliance, establish written timelines for compliance with fines for non-compliance.
10. FACILITATING CONSTRUCTION OF ESSENTIAL INFRASTRUCTURE:

Organize special assessment districts where necessary to fund essential public services for single community benefits.
11. PERIODIC REVIEW OF DEVELOPMENT APPROVALS:

Every 5 years review all approved developments that have developmental triggers that have not been triggered in the past 5 years, and consider no extensions beyond 5 years, and or County implementation in the triggered infrastructure is immediately necessary for health and safety concerns. In the event of finding immediate necessity, determine if county should install infrastructure with a "payback with interest" requirement for the developer.
12. DUE PROCESS:

Ensure adequate due process procedures in the event a permit is denied and for third party complainants.

Exhibit D
Education and Libraries

Education Generally:

1. EDUCATION AS A HIGHEST PRIORITY:

In collaboration with the State, make community education programs a high priority, particularly with regard to making high quality jobs available to our youth.

2. LOCAL CONTROL:

Coordinate with the state to allow the individual counties to play a greater role in educational policies.

3. MENTORING PROGRAMS:

Coordinate with the State to make mentoring program by community members a basic component in all schools.

4. COORDINATION AMONG PRIVATE AND PUBLIC SCHOOLS:

Promote collaboration between public and private schools that are located in the same communities.

5. HAWAIIAN CULTURE EMPHASIS:

a. Coordinate with the State to establish bilingual and or multilingual learning in all schools to include at minimum the State's two official languages.

b. Coordinate with the State to Advance knowledge of principles of Hawaiian cultural such as pono, lōkahi, kakou, and ho'ohanohano.

6. SCHOOL GARDENS:

Coordinate with the State to integrate school gardens in all school curriculums.

7. ZERO WASTE POLICIES:

Coordinate with the State to maximize zero waste policies in all educational institutions, including using food scraps and soiled paper for composting in school gardens.

Libraries:

Coordinate with the State to establish quality district or regional libraries, including "mobile" libraries for rural areas.

Exhibit E
Emergency Preparedness and Protective Services

Civil Defense:

1. DISASTER PREPAREDNESS PLANNING:
 - a. Maintain an updated island wide disaster preparedness plan;
 - b. Require that all developments provide an adequate emergency preparedness plan.
2. ADEQUATE INGRESS AND EGRESS ACCESS:

Require that all developments provide for adequate access: for commercial and residential developments in excess of 5 businesses or 20 homes, a minimum of two accessways shall be provided.
3. INTERACTIVE INTERNET WEBSITE:

Dedicate an interactive county internet website for issues relating to emergency preparedness and during disasters.
4. COORDINATION WITH COMMUNITY ORGANIZATIONS:
 - a. The County shall coordinate with community and national organizations such as Community Emergency Response Teams (CERT), Firewise, and the Red Cross.
 - b. The County shall assist CERT with essential supplies such as ham radios to those who qualify for radio certification.
5. ANNUAL EMERGENCY PRACTICE EVENT:

Organize at least one practice event in each District, relating to one or more types of disasters.

Fire and Police Services:

1. COMMUNITY POLICE:

Implement “community policing” throughout the Police Department.
2. VOLUNTEER FIRE DEPARTMENTS:

Support volunteer fire departments in all Districts.
3. NEIGHBORHOOD WATCH:

Promote neighborhood watch groups and establish police liaisons to coordinate with neighborhood watch groups.
4. HIGH DRUG FOCUS:
 - a. Focus on eradicating the use of methamphetamine and other hard drugs, including excessive use of prescription drugs.
 - b. Work closely with neighborhood watch groups to monitor for “drug houses”.
 - c. Eliminate use of community members as “snitches”.
 - d. Eliminate, or at minimum, minimize, arrests solely involving the use of marijuana.
5. STRESS COUNSELOR:

Maintain counselor position in police department to address issues of stress.

6. OMBUDSMAN PROGRAM:

Create a Mayor's ombudsman for police and fire department services to work with community members that are not satisfied with the responses from protective services.

Water Safety:

1. LIFEGUARDS:

Provide sufficient lifeguards and lifesaving equipment at all public pools/beaches.

2. WATER SAFETY PROGRAMS:

In partnership with appropriate non-profits create water safety programs at all public beaches, including educational materials for visitors that is readily accessible to visiting beach goers.

Corrections:

1. LOCAL CORRECTIONAL INSTITUTIONS:

Maximize locating correctional facilities on island for island residents.

2. REHABILITATION SERVICES:

Maximize rehabilitation programs to decrease recidivism.

3. SPECIAL NEEDS INMATES:

Maximize services for special needs and mental illness inmates.

4. COMMUNITY PROGRAMS:

Promote community programs that assist former inmates to reestablish themselves in their local communities, including assistance in locating employment.

5. FARM GARDENS:

Promote self-reliance and sustainability through farm gardens and marketing programs.

6. COMMUNITY SERVICE:

Vastly expand the use of community service as "punishment/rehabilitation" including for example for county weed maintenance programs, island clean-up and beautification programs, reforestation programs, and park revitalization.

7. MENTORSHIP PROGRAM:

Establish a mentorship program for each inmate or probationer with established members of the Community to help with the person's transitioning to a productive life in the community at large.

Prosecution and Crime Preventive Services:

1. VICTIM EMPHASIS:

Expand services for victims, including coordination with VASH, District CERT, and other appropriate organizations.

2. COMMUNITY PROGRAMS:

Increase community programs aimed to prevent criminal and abusive behavior through Neighborhood Watch programs.

3. LOW PRIORITY FOR USERS OF MARIJUANA:

Discourage prosecution for the sole use of marijuana.

4. PROGRAMS FOR SUBSTANCE ABUSE:

Support community programs for substance abuse users and in particular support social services for those dependent upon these substances who seek to overcome the dependency and find viable employment.

5. ANIMAL COMPANION PROGRAMS:

Expand animal companion programs to assist victims.

Animal Welfare and Abuse Prevention:

1. FERAL DOGS AND CATS:

Increase efforts to decrease the feral populations of dogs and cats by partnering with non-profits that engage in neutering programs and that distribute animals to other locations for home placement.

2. FERAL CHICKENS:

If requested in a community, establish a program to address the problem of feral chickens.

3. GAME MANAGEMENT:

In coordination with State, the County shall support game management programs that support local hunting clubs and that do not rely on mass extermination techniques - such as shooting from helicopters.

4. ANIMAL ABUSE PREVENTION:

Ordinances and rules aimed at preventing animal abuse shall be strictly enforced.

5. HANDLING BIRDS AT LANDFILLS TO PREVENT DISTURBANCE AT AIRPORT:

The County shall consider ways to decrease birds gathering at landfills so that there will not be a need to periodically kill the birds (exterminated to prevent interference with flights into and out of proximately located airports).

Exhibit F
Energy

1. ENERGY SELF SUFFICIENCY:
 - a. Prioritize transition from imported oil to clean energy and energy self-sufficiency, with the priority of solar, wind, ocean hydrothermal and pumped hydro energy sources.
 - b. Prioritize the use of low energy need facilities and services.
 - c. Require the use of low energy solutions in all new developments.
 - d. Support educational programs to reduce demand for electrical power.
 - e. Whenever possible, support proposals that would rely on local labor versus off-island infrastructure and labor.
 - f. Oppose NextEra Purchase of HELCO unless NextEra supports Hawai'i Island self-sufficiency efforts.
2. LOW COST ENERGY:

Support efforts to reduce electric rates on Hawai'i Island as soon as possible and work this priority in tandem with self-sufficiency priority.
3. SAFE AND NEIGHBORHOOD FRIENDLY ENERGY PRODUCTION:

Collaborate with affected neighborhoods to ensure that energy production including by geothermal is handled in a manner that avoids and minimizes negative impacts, provides for all available monitoring programs, and ensures accountability and enforcement of energy providers.
4. PROTECT SCENIC VIEWS:

Require underground installation where there are significant scenic view planes that would be affected by above ground installations.
5. SAFE GAS STORAGE FACILITIES:

Require that gas storage facilities are located in a manner to minimize danger to commercial and residential facilities and to prevent leakage.
6. GEOTHERMAL DEVELOPMENT:
 - a. Subject to the requirements of state law, the relevant Hawai'i County Planning Commission shall have the authority to regulate future geothermal development in Hawai'i County;
 - b. Restrict additional development of geothermal resources absent a showing that new development is designed and managed in a way that avoids, reduces, and mitigates potential harms to neighborhoods and to sensitive natural and cultural resources; and
 - c. Restrict the development of geothermal resources in inhabited areas. (Partially adapted from Ilagan Resolution No. 249-15)
 - d. Collaborate with neighborhoods currently affected by energy generation, including geothermal, to ensure that such production is handled in a manner that prevents or minimizes negative impacts on the surrounding community through the use of every available technology to prevent toxic releases and constant source monitoring of all intentional and accidental releases with permanent record keeping.

- e. Ensure that all future energy development is planned with the involvement of affected communities, with all priorities given to reduced consumption and promoting safest energy production technologies, including small scale decentralized production.
- f. Collaborate with neighborhoods currently affected by energy generation, including geothermal, to ensure that such production is handled in a manner that prevents or minimizes negative impacts on the surrounding community through the use of every available technology to prevent toxic releases and constant source monitoring of all intentional and accidental releases with permanent record keeping.
- g. Ensure that along with constant monitoring that emergency response plans be coordinated between generation sites, government agencies and affected communities.
- h. Give consideration to phasing out generation facilities with a record of serious violations and significant negative health impacts and ongoing risks to public health.

Exhibit G

Environment

1. **WATERSHED AND COASTAL WATER PROTECTION:**

Maximize protection of watersheds and watershed buffer areas and coastal waters, including by prioritizing reforestation of watersheds and streambeds.

2. **MINIMIZE EROSION:**

Minimize erosion including by:

Prioritizing re-forestation/re-vegetation on slopes and along streams in other areas vulnerable to erosion.

- a. Strengthen educational programs and accountability rules to prevent erosion during grading and grubbing.
- b. Identify locations where there is extensive storm runoff, and identify ways to prevent erosion– including use of compost, promotion of cover crops, and minimizing use of pesticides that degrade the soil.
- c. Ensure forestry operations are carried out in a manner that avoids erosion.
- d. Adopt Hawai‘i’s Implementation Plan for Polluted Runoff Control and/or Hawai‘i’s Coastal Non-pollution Control Program Management Plan.
- e. Ensure that pedestrian trail are designed and located to avoid erosion and subsistence especially on slopes, along waterways, in higher elevations, on along the coastline.

3. **SOIL HEALTH:**

Prioritize soil health, including by:

- a. Discouraging AG practices that degrade soil, including by discouraging the use of pesticides and herbicides that are harmful to soil microbes and soil stability.
- b. Prioritize educational programs relating to soil health.

4. **TOXIC HERBICIDES:**

Transition from using glyphosate and other toxic herbicides by the County in public parks, along public highways, and within the shoreline management areas.

5. **DETENTION PONDS:**

Require detention ponds rather than drywells in all developments, however where the use of detention ponds is not possible, additional means shall be required to enhance the surrounding eco-systems to compensate for the adverse impact of drywells.

6. **SHORELINE PROTECTION:**

- a. Prioritize maintenance of undisturbed vegetation along the shoreline, over development along edge of shoreline.
- b. Establish policies and strategies to anticipated changes due to climate change and rising sea levels– such as ensuring adequate setbacks from coastal shorelines and prohibitions against removal of undisturbed vegetation along the shoreline.

7. GLOBAL WARMING:

Prioritize policies to curb global warming, including by:

- a. Minimize hardscape and dark roofs.
- b. Require canopy trees and greenscape corridors (with pedestrian pathways where possible) in residential and commercial developments.

8. NATIVE PLANTS:

Promote the use of native plants however do not allow unregulated removal of non-native fauna and flora unless harmful to the ecosystem in that location.

9. FISH DEPLETION:

Cooperate with state programs to address issues of fish depletion and coral degradation.

10. STREAM FLOWS:

Prioritize efforts to reestablish stream flows wherever possible.

11. ENVIRONMENTALLY AND ESTHETICALLY FRIENDLY SIGNAGE:

Continue to prohibit signage that is not in sync with the County's priority for maintaining the natural beauty of the island.

12. MARINE HEALTH:

Prioritize identifying ways the County can work with State and Federal officials to curb the degradation of marine life.

13. PREVENTING CLOSURES ON HAWAII BELT ROAD:

Prioritize solutions to prevent the closure of the Hawai'i Belt Road due to flooding and landslides, including improving, acquiring, and maintaining alternate routes." (Adapted from David Resolution No. 258-15)

Exhibit H
Governance and Ethics

1. CDP ACTION COMMITTEE ENGAGEMENT:

- a. Engage Community Development Plan Action Committees including for review of all proposed District level Community Improvement projects and funding for specified projects.
- b. Create mayoral ombudsman position to coordinate with the CDP Action Committees and Area Improvement Planning Committees.
- c. Encourage CDP Action Committees to initiate Leadership Councils in interested communities that brings together the leaders/representatives from the communities' non-profit organizations and community associations to work together on advancing CDP and General Plan priorities (use Waikoloa's Leadership Council as model).
- d. Allow CDP Action Committees to appoint new members by majority vote in the event there is a vacancy that lasts for more than 90 days, which committee members shall be allowed to remain for at least one year.

2. COUNTY OMBUDSMAN:

Maintain a Hawai'i County ombudsman at the state capital year round to follow all legislative and state departmental actions, and provide informational resource to the Mayor and Council, as well as to represent the County on issues involving the neighboring islands, especially with regard to budget matters.

3. PUBLIC ENGAGEMENT AND TRANSPARENCY:

Maximize public engagement and transparency, including by posting on the County's website site all proposed subdivisions, planned unit developments, and rezonings.

4. JOINT COMMISSIONS:

Create joint county and state planning commissions including for agriculture, marine ecosystems and coastal waters, health, energy, and transportation.

5. CODE ENFORCEMENT POSITIONS:

Add code enforcement positions in the planning department, rather than being solely a complaint driven system; include review of grading and grubbing permits.

6. ETHICAL STANDARDS:

Raise county ethical standards, including by making elected officials spending readily available on the internet.

7. COORDINATION WITH KINGDOM OF HAWAI'I REPRESENTATIVES:

- a. Provide a government-to-government forum with representatives of the Kingdom Of Hawai'i.
- b. Allow Kingdom of Hawai'i representatives a location at the Hilo and Kona County complexes to pursue their goals of creating a Natural Laws platform.

8. ORGANIZATIONAL HEALTH:
Prioritize organizational health at all levels of county decision making.
Engage consultants who are experts in improving the organization of government organizations.
9. FISCAL HEALTH:
Prioritize fiscal health: Engage consultants who are experts in improving the fiscal health of government organizations.
10. TAXING AUTHORITY:
Advocate for the Counties to have more Taxing Authority, such as for the TAT, Traffic Tickets, and for the Marijuana Dispensaries to be located in Hawai'i County.
11. TRANSIENT ACCOMMODATION TAX REVENUES:
Advocate for the Counties to receive 40% (or better) of the TAT revenues (60% to the State, meaning 20% to HTA and 40% to the State General Fund).
12. BUDGET ANALYST:
Maintain position of budget analyst in the Finance Department to assist the Council and the Department Directors in better understanding and managing the County and departmental budgets.
13. NEW DEPARTMENTS:
Consider adding the following new County Departments: Tourism, Environment, Agriculture, and Health.
14. COUNCIL REVIEW OF ALL APPEAL DECISIONS FROM DECISIONS MADE BY BOARDS OR DIRECTORS OF DEPARTMENTS:
As the policy making body, all decisions whether or not to oppose an appeal of a decision made by a Board or by the Director of a Department, shall be approved by the Council.

Exhibit I
Health and Recreation

1. BLUE ZONE:

- a. Prioritize County initiatives across the island that optimize community health and increased “active living”, including prioritizing Blue Zone built environment initiatives such as complete street projects, pedestrian ways, as well as installing adult fitness equipment.
- b. Require developments to provide for community health opportunities, including sidewalks or trails, and incorporate outdoor fitness equipment.
- c. Identify the community health assets in each District including identifying all trails and walkways and bikeways as well as gaps in community health opportunities.
- d. Partner with the business community to prioritize fitness opportunities at all work places.

2. MEDICAL FACILITIES:

- a. Maximize on-island medical facilities and physicians to provide high quality medical services.
- b. Maximize on-island medical and pharmacology educational and training.
- c. Promote urgent care and wellness centers to facilitate the availability of medical services.

3. INTERGENERATIONAL GATHERING LOCATIONS:

Include intergenerational gathering locations at all parks – for seniors and for mothers with young children.

4. COMMUNITY PARKS AND DOG PARKS:

Prioritize community parks and “parklets” throughout communities with intergenerational design plans, and include enclosed park areas for dog owners to exercise their dogs and socialize among themselves.

5. TRAILS INCLUDING EQUESTRIAN TRAILS:

Prioritize linking trails around the island and inter-community, including mauka makai trails – from shoreline to Forest reserve. In appropriate communities, also establish equestrian trails.

6. INVENTORY OF OPEN SPACE:

Prioritize compilation of an island wide inventory of open space and parcels and of open space purchased with Public Access, Open Space, and Natural Resources Preservation funds. All open space parcels should be depicted on both an island wide map and smaller area maps, by geographic location. These maps should show current and projected open space areas. (Adopted from Eoff Resolution No. 250-15)

Exhibit J
Housing and Shelter

1. HOUSING FOR THE MOST NEEDY:
 - a. Prioritize the availability of transitional housing and shelters for those without any home.
 - b. Prioritize special needs housing including for the elderly and the disabled.
2. HOUSING FUNDING THAT PROVIDES FOR THE HIGHEST NUMBER OF ELIGIBLE PERSONS:

Prioritize multiunit rentals and cluster bungalow type housing rather than single family homes as a way to maximize housing for those in need.
3. SOCIAL SERVICE/EDUCATION OPTIONS FOR HOMELESS AND TRANSITIONAL HOUSING SHELTERS:
 - a. Link homeless shelters and transitional housing shelters with social services and education and job opportunity programs, including community service programs that would allow those needing housing to earn some pay.
 - b. Whenever possible locate a community garden near homeless shelter and allow homeless to have a plot to grow food with the assistance of community volunteers.
 - c. Whenever possible, locate housing shelter near reuse centers as a potential job placement location.
4. MASS TRANSIT LINKAGE:

Address affordable housing needs in combination with reliable mass transit planning so that proximity to employment is not critical.
5. PREVENT PUBLIC HOUSING TENANT ABUSE:

Prioritize programs and changes to the code to ensure that public housing tenants are not abused and are treated fairly and respectfully, including the assurance of lease renewal absent significant breaches of the law or of the lease agreements.
6. TRANSITION FROM HOMELESS (HOUSELESS) TO SHELTERED:

Hire consultants to put together a master plan on how to transition those who are homeless to suitable shelter, with tie-ins to options for employment and educational opportunities.

Exhibit K
Military

1. MINIMIZE LOCAL DISRUPTION:
Maximize coordination with the Military so as to minimize disruption to the welfare of the local residents.
2. EMERGENCY PREPAREDNESS:
Partner with military on emergency preparedness and disaster planning and implementation of disaster and rescue operations.
3. CLOSE COLLABORATION:
Ensure that military representatives consult with the County for proposed actions that would affect the island community for extended periods of time.
4. HUNTER ACCESS:
Coordinate with the military to maximize access by hunters in appropriate areas of the military base.
5. PROTECTION OF NATURAL AND CULTURAL ASSETS:
Coordinate and assist the military in its efforts to protect and preserve historical sites, endangered species, and areas of natural beauty located on the military base.
6. APPROPRIATE SUPPORT OF MILITARY:
Support the military when appropriate to achieve its training missions in such ways that do not adversely affect the environment and the local population.

Exhibit L
Sense Of Place/Natural Beauty/Culture/Public Access

1. PRESERVE THE ISLAND HERITAGE:
 - a. Prioritize County policies and programs that protect and preserve what makes Hawai'i Island and its Districts special and unique including multicultural assets and historic traditions.
 - b. Require that all developments preserve sacred sites and special places, scenic view planes and historic trails: however.
 - c. Identify locations of scenic beauty and obtain easements for the property owner to preserve the vistas, in particular where the views are of the Island's mountains and of the ocean.
 - d. Provide reasonable public access to the shoreline and the public forest reserve and to historic and special places and scenic views.
 - e. Provide signage that informs about historic sites and special places as well as developing new fitness and hiking trails around the Island.
2. SACRED AND SPECIAL PLACES:

Prohibit further development of the tops and upper slopes of the Island's major mountains – Mauna Kea, Mauna Loa, Hualalai, and Kohala, as well other special and sacred sites and historic trails.
3. CELEBRATION EVENTS:
 - a. Promote community events that recognize historic and special events: such as Hawaiian holidays and the Cherry Blossom Festival.
 - b. Provide one or more cultural event for each cultural group in appropriate locations around the Island.
4. MOKU 'O KEAWE:

Consider changing the name of the County from Hawai'i County to Moku 'O Keawe.
5. KUPUNA TREE PROGRAM:

Prioritize avoiding removal of kupuna trees, in other words, avoid removal of significant trees that add to the character and sense of place of the Island's communities and regions even if it would be easier to maintain the location if these trees were removed.
6. SENSITIVE NATURAL AND CULTURAL RESOURCES:

Ensure consistency with the public trust doctrine in protection of sensitive natural and cultural resources. "By law, traditional and customary practices of native Hawaiians as well as the protection of public trust resources must be considered in all land use decision making policies in the County of Hawai'i. The protection of sensitive natural and cultural resources, such as defined in Policy ENV-1.5 of the Kona Community Development Plan, is critical for the survival of these cultural practices. Planning, policies, and action steps included in the General Plan should reflect this philosophy." (Adopted from Eoff Resolution No. 250-15)

7. INVENTORY OF SENSITIVE NATURAL AND CULTURAL ASSETS:

As part of any permit application to the County Planning Department natural and cultural resources shall be inventoried, including but not limited to the following:

- a. Critical habitat areas, including any identified in the General Plan or in the Community Development Plans;
- b. Predominantly native ecosystems, which may not be considered endangered but are valued because of their nearly pristine condition;
- c. Anchialine ponds;
- d. High-level groundwater recharge area;
- e. Historic trails;
- f. Archaeological and historic sites;
- g. Mountain top elevations, generally above the 3000 foot elevation;
- h. Enhanced Shoreline Setback.

Any permit application that encompasses any of the above resources shall strive to incorporate these resources as assets. If a proposed project will have significant, unavoidable, adverse impacts to any of the above resources, the presumption shall be denial of the application and the applicant will have the burden of explaining any overriding considerations. (Adopted from Eoff Resolution No. 250-15 and Kona Development Plan Policy ENV-1.5)

8. HISTORIC TRAILS:

“Develop a formal public access program, to include maps of existing trails from all jurisdictions as well as potential new locations for trails, including trail connections and extensions. The County should coordinate its public access development initiatives with the appropriate state and/or federal agencies.” (Adopted from Eoff Resolution No. 250-15)

Exhibit M

Tourism

1. **AIR ACCESS:**

Collaborate with the State to achieve the goal of direct access by air to Hawai'i Island from international airports.

2. **INTEREST GROUP INVENTORIES:**

Create inventories of available venues for each visitor interest group, including one for each sport, maximize website information for each interest group, such as for cultural and historic site tourism, ag-tourism, health and fitness tourism, biking, hiking, and historic site, fire "lava" tourism; water tourism inclusive of fishing and coastal water activities such as snorkeling and other water sports, sky (astronomy) tourism, Paniolo adventures tourism, and special event tourism.

3. **STATE HAWAI'I TOURISM AUTHORITY (HTA) COLLABORATION:**

Collaborate with HTA and BIVA to sharpen the vision of Hawai'i Island as a separate from the other Hawaiian Islands and destinations in Hawai'i – including more multi-cultural in depth awareness and understanding of the Hawaiians current efforts to create a Kingdom of Hawai'i in the context of the history of how Hawai'i went from being a Kingdom to a State.

4. **TOURISM PRIORITIES:**

- a. **WELLNESS TOURISM:** Above all prioritize "health" related tourism that enhances Hawai'i Island's wellness/fitness/community health models and that is tied Hawai'i's cultural and environmental identity and heritage. Wellness tourism and community health should be merged to the extent possible – such as providing walking trails and hiking locations for both residents and tourists.
- b. **ELEMENTS AND PRIORITY TOURISM:** Promote eco-tourism, AG tourism, food tourism, fitness tourism, music tourism, arts and crafts tourism, as well as "the elements" tourism: lava (fire) tourism, astronomy (sky) tourism, 'aina (the land) tourism, and ocean - snorkeling/fishing (waters) tourism.

5. **ALOHA ATTITUDE:**

Promote aloha with all visitor sectors and avoid approaching tourism as an exercise in how to make more money from the tourist trade.

6. **VISITOR SIGNAGE:**

Prioritize visitor friendly signage around the island; likewise provide phone apps that provide directions and tourist information for the various interest group tourists.

7. **HIGHGRADE WIFI:**

Make Wi-Fi generally available in all community centers and immediately available at airports and major bus stations.

8. **QUALITY BEACH:**

Collaborate with the State to ensure that Hāpuna Beach (our one high quality beach) is upgraded and no longer seems to be a third world destination.

9. QUALITY AIRPORT:

Collaborate with the State in its upgrade of the Kona airport, including aspects of natural beauty (trees and gardens), quality food availability, and quality shopping in particular for items made in Hawai'i.

10. QUALITY PIER:

Collaborate with the State in its upgrade of the Hilo pier for guests arriving by ship.

11. QUALITY HOTELS:

Collaborate with the industry to upgrade the standards and performance at Island hotels.

12. CONNECTIVITY WITH VISITOR INDUSTRY:

Increase communication between tourism industry representatives and local government, regarding a span of issues from capacity, transportation options, promoting Hawai'i Island's special identity.

13. AIRLINE PARTNERSHIPS:

Build closer partnership with the airlines in term of acquainting visitors with what is unique and special about Hawai'i Island – including having travelers learn several words and phrases in Hawaiian and several culturally significant phrases, as well as make them aware of the handouts available that are interest group specific.

14. NEIGHBOR ISLAND MINI CONVENTION CENTER:

In collaboration with the State, encourage the establishment of mini-convention centers on each of the neighbor islands – or at least along the Kohala Coast in Hawai'i County.

15. VASH PROGRAM:

Through the VASH (Visitor Aloha Society of Hawai'i) program, collaborate to assist visitors who suffer problems of whatever form.

16. VOLUNTEER TOURISM:

Create a volunteer tourism program for visitors – with each economic sector – from medical to school visitation (use the Laos program as a model).

Exhibit N
Transportation and Traffic Circulation
(Including pedestrian & bike traffic)

1. MASS TRANSIT PRIORITIZATION:

Prioritize Mass transit as the routine mode of transportation in all land use planning including in development approvals, permits even if less convenient for auto transportation.

- a. Incorporate or provide for the incorporation of the island-wide policies of the Mass Transit Master Plan, and for updates thereto.
- b. Prioritize compliance with the Americans with Disabilities Act in all Mass Transit planning. (Adopted from Paleka Resolution No. 237-15)

Expedite island-wide mass transit plan that incorporates regional transit hubs that provide indoor seating and bathroom facilities and community hublets that at minimum provide safe seating in roofed shelters (major hubs shall be planned for Kona, Waimea, Hilo, and Kea'au)

- a. Coordinate with private transportation services to service the major transit hubs.
- b. Coordinate with local schools to provide "walking bus" and bus service from the transit hubs to the nearby schools.

2. PARKING LINK TO MASS TRANSIT PRIORITY AND PEDESTRIAN/BIKE SAFETY:

- a. Parking policies shall encourage use of mass transit and walking/biking options.
- b. All parking lots shall include canopy trees and delineated pedestrian pathways.
- c. Parking at mass transit hubs and local hublets shall be maximized and there shall be no fees for parking at these locations.
- d. Require that all proposed development include a pedestrian access plan and provide for safe pedestrian access throughout the development – by ways of sidewalks and or trails.
- e. Require that all roads be complete streets, or alternatively separate provision shall be made for safe pedestrian and bike access.
- f. Require separation of auto traffic and parking from pedestrian ways.

3. ADEQUATE INGRESS/EGRESS FROM RESIDENTIAL DEVELOPMENTS:

A minimum of two ingress/egress ways shall be required in all residential developments that exceed 50 homes; residential communities that have 50 or less homes but more than 12, shall at minimum create a second emergency access.

Exhibit O
Water Availability and Quality, Waste Water Services,
and Solid Waste Services

Water Availability and Quality:

1. POTABLE WATER AVAILABILITY:
Make potable water available in all communities at easily accessible locations.
2. QUALITY OF POTABLE WATER:
Coordinate with the State to maximize the quality of potable water.
3. PREVENT LONG TERM DEPLETION OF POTABLE WATER RESOURCES:
In coordination with the State, ensure sufficient provision is made to not deplete the long-term availability of the aquifer resources, by implementing the precautionary principle in all decision making.
4. COORDINATION WITH STATE:
In coordination with the State, promote an expanded role for the County with regard to management of all water quality and quantity matters.
5. AG DITCH WATER:
Ensure that all flowing AG ditch water courses are under state or county control, solely or in partnership with Community non-profits, such that no private entity can solely control the availability of these water sources.
6. CATCHMENT WATER:
Allow catchment water to be used at residences on AG zoned land provided there is sufficient rainfall.
7. WATER STORAGE:
Require the design and location of water storage units in a manner so as not to interfere with view planes.

Wastewater:

1. PREVENT CONTAMINATION PRIORITY:
Ensure adequate management of wastewater and sewage in a manner that prevents contamination of the ground water supply and the coastal waters.
2. WASTE WATER SYSTEM REQUIREMENT:
Require that all new or remodeled residential or commercial development be connected to a municipal waste water system or individual sewage disposal systems, rather than allowing installation of cesspools).
3. GOLF COURSE WATER:
In areas of limited rainfall, require the use of reclaimed water for all golf courses.

Solid Waste:

1. ZERO WASTE POLICY:
Maximize a resource management approach based on Zero Waste policies of “Reduce, Reuse, and Recycle”, including providing a robust zero waste education program in partnership with area non-profits.

2. COMPOSTABLES TO COMPOST:
Prioritize diversion of all green waste, food scraps, and soiled paper from landfills to county or preferably private compost operations.
3. LOCAL APPROACH:
Maximize recycling options for recyclables and compostables at all transfer and landfill facilities.
4. RECYCLING PARTNERSHIPS:
Prioritize recycling partnerships, such as through recycling incentive programs.
5. COTTAGE RECYCLING OPERATIONS:
Promote the expansion of recycle businesses and make available space for cottage operations in locations proximate to the county's landfills.
6. TAKE BACK PROGRAMS:
Promote "take back" programs for appliances and other difficult to dispose of refuse.
7. TRANSFORM TRANSFER STATIONS TO RESOURCE MANAGEMENT STATIONS:
To the extent possible, transform all major transfer stations into resource management stations for compostables and recyclables.
8. STYROFOAM:
Transition to eliminate the sale or use of polystyrene foam (Styrofoam) in particular by retail food establishments.

Resolution No. 257-15

1. Retain Sections 1.1 and 1.2 of the 2005 General Plan as Chapter 1 of the Revised General Plan;

The Draft General Plan contains an introduction section which includes the purpose and history of the General Plan, incorporating language from the 2005 General Plan, Sections 1.1 and 1.2.

2. Insert the attached Exhibit A “GENERAL PLAN POLICIES AND PRINCIPLES” as Chapter 2 of the Revised General Plan;

A. GENERAL PLAN POLICIES AND PROCEDURES

Principle 1: The plan prioritizes environmental and socio-cultural well-being by integrating core values of malama ‘āina, pono, and kuleana into all aspects of county decision-making.

- Environmental well-being (malama ‘āina): The plan places a strong emphasis on sustainability and environmental stewardship. Policies focus on preserving our island’s natural and cultural resources, protecting sensitive ecosystems, and mitigating and adapting to the impacts of climate change. These efforts are geared toward ensuring that the environment is maintained for future generations while supporting our unique ecological and cultural heritage.
- Social and cultural well-being (pono): The plan actively seeks to preserve the cultural identity of Hawai‘i Island by integrating biocultural stewardship in subsequent sections of the plan, including the land use, infrastructure, and economy sections of the draft. Policies target the protection of sacred places, support cultural events, and promote community-driven projects. The draft also highlights the significance of equitable development and inclusive community participation, aiming to ensure that social and cultural values are respected in all decision-making processes.
- Economic well-being (kuleana): The plan promotes regenerative economic development, which is achieved through promoting a local economy that restores and enhances the environment, supports our historic and cultural heritage, and fosters social well-being, rather than depleting resources. The draft contains strategies that support our local agricultural industry and a responsible visitor industry. The plan uplifts the investment in infrastructure that balances economic growth with environmental and social responsibilities. A key goal of the plan is to create economic opportunities that align with the island’s cultural and environmental priorities.

Principle 2: The draft addresses the prioritization of public safety and emergency preparedness by emphasizing resilient communities, improving infrastructure and disaster response, and ensuring public safety is a cornerstone of county policies. *(See Chapter 3 Addressing Climate Change for Island-Wide Health, Section 4.1 Land Use, Section 4.2 Transportation Access and Mobility, Section 4.3 Public Utilities, Section 4.4 Public Facilities and Services, and Section 4.6 Integrated Systems)*

- Enhancing emergency preparedness: The plan outlines clear strategies for improving emergency response capabilities through better coordination with federal, state, and local agencies, and updating emergency plans based on climate change risks and

natural hazards. The county aims to develop and maintain early warning systems, provide education and training for residents, and enhance community readiness through emergency drills and public awareness campaigns.

- **Infrastructure for safety:** Investments in critical infrastructure such as flood control, hurricane shelters, and firebreaks are prioritized to ensure communities are better protected from natural disasters including tsunamis, hurricanes, volcanic activity, and wildfires. The plan also addresses the need for hardened communication systems that can remain functional during disasters, ensuring that communities can stay informed and connected during emergencies. Additionally, improvements to transportation networks including evacuation routes and emergency ingress/egress from vulnerable areas are highlighted to enhance the safety of residents.
- **Collaboration with public safety agencies:** The plan ensures close collaboration with the police, fire department, and emergency medical services to bolster response times and enhance coordination during crises. The integration of advanced technologies and communication systems is part of the strategy to optimize the deployment of first responders.
- **Community resilience:** Building community resilience is a key focus, with the plan encouraging the development of community-level initiatives that build local capacity to handle emergencies. This includes supporting volunteer networks, establishing neighborhood preparedness programs, and developing resource hubs that can provide critical supplies and information during a crisis. These efforts aim to reduce dependence on centralized emergency services and foster self-sufficiency in times of disaster. Additionally, the plan elevates public education and training initiatives to ensure that residents are well-informed about potential hazards and know how to respond effectively.
- **Climate adaptation:** Considering the increasing risks associated with climate change, the plan integrates climate resilience into emergency preparedness. This involves assessing vulnerabilities to rising sea levels, extreme weather events, and other climate-related risks, and preparing communities through adaptive infrastructure and planning.

Principle 3: The plan uplifts the prioritization of organization health by incorporating mechanisms for continuous improvement, transparency, and accountability in county operations. There is a new section of the plan, Integrated Systems (Section 4.6), which focuses on improved coordination and collaboration across county government in order to better serve the community.

- **Interagency coordination:** To ensure that all county agencies are working in harmony and not duplicating efforts, the plan encourages better interagency coordination. By facilitating collaboration among different departments and aligning their goals, the county can achieve greater efficiency and improve the overall functioning of its governmental structure.
- **Public feedback and transparency:** The plan stresses the importance of community engagement in maintaining organizational health. By seeking regular feedback from the public and making government operations more transparent, the county ensures

that it remains accountable to residents. This feedback loop helps in adjusting policies, improving service delivery, and responding to community needs.

- Self-monitoring and evaluation: The plan encourages the county and its agencies to adopt routine self-monitoring practices. This includes the implementation of performance metrics and regular evaluations to assess the effectiveness and efficiency of county programs and services. These evaluations are designed to ensure that the county's operations are aligned with its goals of sustainability, public safety, and community resilience.

Principle 4: The plan emphasizes fiscal health as a key priority to ensure that the county can sustainably provide essential public services while maintaining financial stability. The plan addresses fiscal health through various proactive strategies, primarily within the Integrated Systems element (Section 4.6).

- Fiscal accountability and transparency: The plan calls for ongoing fiscal accountability through regular audits and financial reviews to ensure county agencies are managing their funds efficiently. Additionally, the plan emphasizes public transparency in financial matters, ensuring that residents can review how tax dollars are being spent and hold government accountable for financial decisions.
- Long-range planning and capital improvements: The plan encourages the county to engage in long-term financial planning, particularly regarding large capital improvement projects. By anticipating future needs and securing funding through phased budgeting, the county can avoid financial shortfalls while addressing growing demands for infrastructure, housing, and public services.
- Cost-effective service delivery: The plan stresses the importance of cost-effective service delivery, urging county agencies to seek innovative ways to provide basic services without sacrificing quality. This includes leveraging technology to reduce operational costs and improve the efficiency of public services.
- Revenue diversification: To ensure long-term fiscal stability, the plan promotes the exploration of diverse revenue streams. By reducing reliance on any single source of revenue, such as property taxes, the county can better withstand economic fluctuations. This includes encouraging economic development initiatives that generate new revenue, such as sustainable tourism, agriculture, and renewable energy projects.
- Budgeting and resource allocation: The plan highlights the importance of responsible budgeting and resource allocation. County agencies are encouraged to optimize the use of available funds by focusing on cost-effective solutions and streamlining services. This includes improving the management of county resources to ensure that critical services, such as public safety, infrastructure, and education, are consistently funded.

The plan explicitly clarifies the hierarchy of county laws by reaffirming that the General Plan serves as the overarching document guiding all county planning efforts, regulations, and development. The plan discusses that other county documents, such as the Community Development Plans (CDP), must align with the General Plan. The implementation chapter of

the plan (Chapter 6) states, “If there is a direct conflict between the CDP and the General Plan, the General Plan shall be controlling.”

3. Insert the attached Exhibits B through Exhibit O, “GENERAL PLAN CATEGORIES” as Chapter 3 of the Revised General Plan, using the following or similar titles:

B. AGRICULTURE

Agriculture is primarily addressed in the Land Use element (Section 4.1.6) and the Economic element (Section 5.3). The draft plan seeks to ensure the viability and growth of the agricultural sector in Hawai‘i by providing a supportive regulatory environment, economic incentives, and partnerships, while addressing land use, sustainability, and food security challenges. The plan contains a comprehensive set of goals, objectives, policies, and actions that are intended to promote and sustain agricultural activities on Hawai‘i Island. The following are key themes:

- Preserve and maximize the use of productive agricultural lands
- Economic and food security support
- Policy and zoning amendments
- Support for small-scale farmers
- Promotion of agricultural worker housing
- Public and private partnerships
- Regenerative agricultural practices
- Community and education support
- Market access and infrastructure

Listed below are supporting objectives, policies, and actions:

Land Use Goal: We strategically apply progressive land use strategies incorporating indigenous and contemporary knowledge and place-based practices to direct and manage growth for the health and safety of our communities.

Objective 15: Support the active use of Productive Agricultural lands.

Policies:

15.1: Development in Productive Agriculture and Extensive Agriculture areas should include agricultural uses, related economic infrastructure and cottage industries, compatible renewable energy, open area recreational uses, community facilities, and compatible agriculture worker housing.

15.2: Special permit applications within Productive Agriculture designated land should support primary agriculture use.

15.3: Encourage buffer zones or compatible uses between Productive Agriculture and adjacent other uses of land to mitigate unintended agriculture externalities such as machine/animal noise, odors, fertilizer/pesticide drift, and related impacts.

15.4: Preserve agricultural character, including the open space preserved by agricultural land.

15.5: Support the development of small-scale visitor accommodations that directly promote the agriculture industry, health and wellness industry directly related to agriculture, or are near points of interest that support agriculture.

15.6: Any subdivision or agriculture worker housing complex developed on Productive Agricultural Lands should be clustered to minimize impact.

15.7: Encourage and aid the agricultural industry in continuing to provide agriculture worker housing.

15.8: Encourage the use of agriculture, ranch, and forestry land preservation programs.

15.9: Promote the preservation and restoration of indigenous agricultural systems.

15.10: Provide flexibility to allow adjacent compatible uses for agriculture with industrial components, such as carbon sequestration, timber, or food processing.

15.11: Encourage agroforestry as a viable industry, which can utilize less productive agricultural lands and contribute to carbon sequestration.

Actions:

15.a: Amend the Zoning Code to develop standards for permitting certified incubators or commercial kitchens in Rural or Agricultural districts.

15.b: Conduct a study to review a maximum developable area consideration for properties designated as Productive Agricultural lands.

15.c: Create and adopt a County Agricultural Tourism program.

15.d: Amend the County Code to allow agriculture worker housing to be permitted where the employee's primary occupation is working on a specific farm but where the housing and the farm are not on the same parcel.

15.e: Amend the County Code and associated Planning Department Rules to establish annual reporting for additional farm dwellings.

15.f: Update the Real Property Tax Code for agricultural land uses that result in actual production or other public benefits, such as native forestry and the ecosystem services that result from well-managed rangelands.

15.g: Amend the Zoning Code to require Plan Approval for commercial open area recreational uses in the Agricultural District.

15.h: Evaluate the Zoning Code relating to livestock production such as piggeries, apiaries, and pen feeding based on modern practices and potential impacts on adjacent uses.

15.i: Develop standards and guidelines for buffer areas located adjacent to agricultural lands.

15.j: Develop a program and incentives, including proposed resources (e.g., grants, loans, technical assistance, education) that support small-scale farmers, the lease of public lands, and learn opportunities to become effective stewards of the land.

15.k: Collaborate with USDA and the State to enable farmers to bring local meat to local markets.

Agriculture and Food Systems Goal: Agriculture is a robust, diversified sector that addresses food security and includes a broad range of agricultural-based businesses that highlight value.

Objective 46: Increase access to land for active food production.

Policies:

46.1: Support urban agriculture uses including on-site home occupation sales.

46.2: Support innovative agriculture demonstration projects.

46.3: Assist in the expansion of the agricultural industry through the efficient use of productive agricultural lands, capital improvements, and continued cooperation with appropriate state and federal agencies.

46.4: Assist in the promotion of Hawai'i Island branding and labeling for local produce, meat and fish, dairy, and other agricultural products.

46.5: Collaborate across County departments to engage in food systems planning, including the elimination of food deserts.

46.6: Assist in cooperative marketing and distribution endeavors to expand opportunities for local agricultural products for the local market as well as for exports.

46.7: Explore opportunities and methods to utilize local materials and by-products from agriculture, forestry, agroforestry, silviculture, and aquaculture.

46.8: Support the research and development of the agriculture technology industry in collaboration with agriculture applications to optimize production.

46.9: Support regenerative agricultural practices and the restoration of traditional ecological knowledge and practices that offer multiple benefits, such as improving agriculture and food system waste management to reduce County greenhouse gas (GHG) emissions and rotational grazing to improve soil health and sequester GHG.

46.10: Support the development of private, county, and state agricultural parks to make land available and distributed equitably and proximate to infrastructure and housing.

46.11: Partner with government, private and nonprofit agencies, communities, and other stakeholders for programs, training, and building community capacity in the promotion of the agricultural industry.

46.12: Increase public-private partnerships to develop and support community-based food systems.

46.13: Support the development of agricultural worker housing.

Actions:

- 46.a: Advocate for the State legislature to amend the Hawai'i Revised Statutes to include green waste, composting, and fertilizer yards for commercial use as permitted uses on agriculturally zoned land.
- 46.b: Advocate for the State DOH to streamline the composting permitting process.
- 46.c: Support the use of USDA Natural Resources Conservation Service assistance.
- 46.d: Advocate for the State to incentivize local food production through expanded tax credits.
- 46.e: Support training and capacity building related to the requirements of the Food Safety Modernization Act.
- 46.f: Invest in a crop suitability tool, including existing and projected water demand.
- 46.g: Develop a food self-sufficiency strategy, including community-based food system assessments and monitoring local food production and consumption.
- 46.h: Develop and implement an emergency food plan that could be deployed in the event of a natural or economic disaster.
- 46.i: Partner with government, private and nonprofit agencies, communities, and other stakeholders for carrying capacity studies of fisheries and the establishment of State community-based subsistence fishing areas.
- 46.j: Coordinate with the University of Hawai'i at Mānoa College of Tropical Agriculture and Human Resources to expand the farm food safety education program.
- 46.k: Support the State Department of Agriculture programs for the prevention, early detection, rapid response, and control of harmful invasive species from becoming established and impacting commercial agriculture.
- 46.l: Support State Department of Education Farm to School programs and other programs designed to provide locally produced food to schools.
- 46.m: Adopt procedures to allow for the development of community gardens and edible landscaping on public lands (e.g., through Friends of the Park agreements).
- 46.n: Provide services and frameworks to support the formation of new commodity groups and other organizations, such as farmer cooperatives.
- 46.o: Amend the Code to expand the designated list of parks authorized to allow farmers' market permits to include parks in rural areas that lack appropriate commercial-zoned lands for farmers' markets.
- 46.p: Support and advocate for streamlined long-term leases for agricultural parks.
- 46.q: Continue to evaluate and update the County's tax reduction programs to ensure that tax incentives for agricultural land use result in actual public benefits and promote local agricultural production where possible.

46.r: Create a real property tax exemption for farmers entitled to federal crop loss insurance.

Objective 47: Increase interagency coordination, programs, and policy initiatives that improve local agriculture infrastructure.

Policies:

47.1: Support the creation of water cooperatives supported with financial sources, such as community facilities districts (CFD). Cooperative users should be responsible for the development, maintenance, and repair of agricultural non-potable water systems.

47.2: Where the County has replaced surface water sources with groundwater sources to meet Safe Drinking Water standards, the County should consider repurposing the surface water sources for agricultural use where the allocation is supportive of the ecosystem.

47.3: Advocate for more flexible and innovative wastewater systems to serve agriculture facilities.

47.4: Support the adaptive reuse or rehabilitation of existing infrastructure or buildings for agricultural processing, including but not limited to the development of commercial kitchens, processing, storage, or distribution facilities.

47.5: Promote the development of a locally grown building material industry through streamlined permitting or building code flexibility.

47.6: Support research and development that promotes local produce while removing interstate marketing restrictions.

47.7: Encourage the use and optimization of the export capacity of airports and harbors for local goods.

47.8: Support research and development of viable biofuel projects that will supply renewable transportation fuels or power for Hawai'i Island in ways that are community-supported, sustainable, ecologically sound, and complementary to food production.

47.9: Support the continued operation of the USDA Daniel K. Inouye U.S. Pacific Basin Agricultural Research Center facility.

47.10: Support the development of processing and manufacturing facilities.

Actions:

47.a: Map existing and proposed agricultural infrastructure and facilities.

47.b: Expand programs and options to allow for agricultural irrigation water.

47.c: Develop criteria to determine appropriate places for agricultural parks, including the availability of potable water.

47.d: Account for verified agricultural water usage in the County Water Use Development Plan.

47.e: Support the expansion of State agricultural water systems in productive agricultural areas

47.f: Investigate the restoration of ditch systems to meet future agricultural needs.

47.g: Amend bulk regulations including building materials for agricultural facilities and infrastructure.

47.h: Partner with government, private and nonprofit agencies, communities, and other stakeholders to study the feasibility of building code amendments and structural integrity testing for locally produced building materials, prioritizing non-native plant species.

47.i: Evaluate grubbing and grading ordinances as they pertain to agriculture including the creation of exemption categories for water storage and aquaculture.

47.j: Seek State legislation or rulemaking to allow local agricultural producers to make direct sales to consumers at County-designated farmers' markets at a lower general excise tax rate.

47.k: Evaluate the Code and statutory amendments to allow farmworker housing to be developed without requiring the housing be sited on the same parcel (i.e., TMK) of the working subject farm.

47.l: Amend the Code to remove barriers to allow for off-site directional signage to promote local farms engaged in direct sales and other permitted visitor-related businesses while minimizing scenic impacts.

47.m: Amend the Code to include provisions for suitable agricultural infrastructure projects financed by County bonds and liens on real property of participating agricultural stakeholders, whether such assessments on TMKs involve contiguous parcels of lands encumbered under an Agricultural Improvement District.

47.n: Incentivize and streamline the process to develop agricultural worker housing on- and off-site.

C. ECONOMIC DEVELOPMENT: GENERAL, ZONING, LAND USE

Economic strategies are primarily found in Chapter 5 Thriving, Diverse, and Regenerative Economy. Land Use and zoning-related strategies are primarily found in Section 4.1 Land Use. The draft plan comprehensively addresses Economic Development, Zoning, and Land Use to support sustainable development, protect natural and cultural resources, and promote a diversified economy. Economic development strategies are interwoven throughout the plan, reflecting a comprehensive approach to cultivating sustainability across various sectors. The economic strategies in the plan are intended to balance growth with sustainability, ensuring that economic development contributes positively to the community and environment. Key aspects include:

- **Diversification:** The plan emphasizes the importance of diversifying the island's economy beyond tourism. It encourages the development of agriculture, renewable energy, and technology sectors, which are seen as vital for creating a more resilient and sustainable economic base.

- **Regenerative Tourism:** While tourism remains a key economic driver, the plan advocates for a shift toward sustainable tourism practices that protect the environment and cultural heritage. This includes promoting eco-tourism and cultural tourism that align with the island's values and natural resources.
- **Local Businesses:** The plan includes policies to support small businesses and entrepreneurship, particularly in rural areas. This is aimed at reducing economic disparities across the island and ensuring that economic benefits are more evenly distributed among residents.
- **Workforce Development:** The plan highlights the need for workforce development programs that align with the island's economic goals. This includes education and training programs in sectors such as renewable energy, agriculture, and technology, which are seen as essential for the future economic health of the island.
- **Infrastructure and Transportation:** Economic development is closely linked with infrastructure improvements, including transportation and communication networks. The plan advocates for infrastructure that supports economic activities while also being environmentally sustainable.
- **Land Use and Zoning:** Economic development is integrated into land use planning, with the plan promoting Smart Growth principles that focus on developing mixed-use areas within urban centers. This approach is intended to stimulate economic activity while preserving the rural character of other parts of the island.
- **Natural and Cultural Resources:** Recognizing the economic value of our cultural and natural resources, the plan advocates for their protection and integration into the island's economic strategies. This includes supporting traditional practices and industries that are both culturally significant and economically viable.

Listed below are supporting objectives, policies, and actions:

General Economic Development (Section 5.2)

Economic Goal: Our economy is diverse, regenerative, and innovative, improving and maintaining the financial well-being of our residents with a focus on increasing local economic opportunities.

Objective 43: Improve access at all levels for education and training.

Policies:

43.1: Support all levels and forms of education.

43.2: Support programs and infrastructure that enable employees to telecommute or work in satellite locations.

43.3: Support apprenticeships and workforce training to strengthen leadership and entrepreneurial skillsets and networks.

43.4: Support County apprenticeships, fellowships, and internships to strengthen skillsets, networks, and innovation.

Actions:

43.a: Continue to support a centralized County demographic and socioeconomic data resource base.

43.b: Continue to provide or expand County services and/or programs for workforce development and technical assistance.

43.c: Expand offerings for mentorship and networking.

43.d: Develop an apprenticeship program for the County.

43.e: Provide business planning assistance, career planning, entrepreneurial training, incubation, and assistance with permitting, licensing, and regulatory issues.

43.f: Develop and maintain partnerships with the higher education system and other organizations to support education and workforce development opportunities.

43.g: Coordinate educational and workforce development programs with local high schools, community college campuses, trade unions, and other groups.

Objective 44: Increase the growth and health of small businesses.

Policies:

44.1: Establish Hawai'i Island as a business-friendly place.

44.2: Streamline regulatory processes associated with starting and operating a business.

44.3: Shared workspaces, including certified kitchens and industrial co-work buildings, shall be supported.

44.4: Initiate and/or support programs to revitalize town centers and increase the patronage of local businesses.

44.5: Maintain strong partnerships and effective communication with the business community to identify barriers and actions to improve the business climate.

44.6: Support the creation of shared facilities and resources that can be utilized by multiple opportunity clusters, such as creative industries and technical services.

44.7: Promote creative industries through collaboration with local artists on the design and creation of public, livable spaces.

44.8: Support programs and initiatives that encourage manufacturing and support Hawai'i Island's small-scale independent manufacturers.

44.9: Support business development programs by reducing underwriting risks for the private sector such as industrial development bonds, tax abatement, and low-interest loan programs.

44.10: Support access to capital for small businesses and start-ups.

44.11: Promote the use of the incentives offered by federal and state programs such as opportunity zones and enterprise zones partnership programs to attract businesses.

44.12: Encourage the development of the Technology, Creative, Agribusiness, Health and Wellness, and Education targeted sectors.

Actions:

44.a: Promote liaison services with the private sector with respect to the County's requirements for establishing businesses on the island.

44.b: Utilize County facilities and funds to support shared affordable workspaces, maker spaces, and equipment for small businesses to utilize.

44.c: Complete a feasibility analysis for the County to provide access to tools such as industrial development bonds, tax abatement, and low-interest loan programs.

44.d: Develop business improvement districts and Main Street programs to fund revitalization efforts.

44.e: Educate businesses on financial planning and funding sources for hazard preparedness and recovery, including insurance options for business interruption, natural disasters, and other unexpected occurrences.

44.f: Partner with business associations, realtors, and the chamber of commerce to recruit small-scale manufacturers to establish retail locations in village and town centers to support reinvestment and match potential tenants with local landowners.

44.g: Partner with government, private and nonprofit agencies, communities, and other stakeholders (e.g., University of Hawai'i, business associations, etc.) to convene business development events island-wide.

Objective 45: Incorporate resiliency, diversity, and innovation in County programs, plans, and research to support healthy economic development and revitalization.

Policies:

45.1: Increase County resources and actions devoted to strategic planning, interagency coordination, training and expertise, and capital improvements.

45.2: The Capital Improvements Program (CIP) shall improve and increase the capacity of existing and future commercial and industrial areas.

45.3: Maintain a program for updating the zoning code to accommodate emerging industries and technologies consistent with other goals, objectives, and policies of the General Plan.

45.4: Support lease terms and extensions on State and Department of Hawaiian Home Lands (DHHL) lands that provide opportunities to improve or rehabilitate existing commercial and industrial zoned areas.

45.5: Encourage land uses that allow for small-scale manufacturers in retail establishments that enhance and are balanced with the County's natural, cultural, and social environments.

45.6: Maintain plans and programs to foster sustainable business development opportunities focusing on regenerative agriculture, green technologies and building, innovation and technology, creative industries, and regenerative tourism.

45.7: Improve opportunities for multimodal transit that improve the quality of access to existing job centers.

45.8: Provide technological infrastructure that increases the competitiveness of businesses and allows them to thrive in all parts of the island.

45.9: Expand opportunities for innovation and tech-based businesses.

45.10: Promote a distinctive brand for the island of Hawai'i including distinctive, regional identities as an entity unique within the State of Hawai'i.

45.11: Encourage the development of economic opportunities through the utilization of by-products from various industries.

45.12: Continue to encourage the research, development, and implementation of advanced technologies and processes.

45.13: Promote Hawai'i Island as a center for natural scientific research.

45.14: County departments should integrate economic development, equity, and sustainability outcomes into their annual goals and reports to the Mayor.

Actions:

45.a: Collaborate with emerging industry leaders to identify needed infrastructure and services to support economic diversification.

45.b: Monitor trends and identify business needs, strengthen existing industries, and diversify the economy by attracting emerging industries.

45.c: Collaborate with the private sector to identify business needs, strengthen existing industries, and diversify the economy by attracting new endeavors.

45.d: Remove regulatory barriers that restrict entrepreneurial endeavors, such as zoning restrictions for home-based businesses that do not negatively impact the infrastructure network or the character of the neighborhood.

45.e: Build capacity for implementation and economic development in the target industry clusters identified by the Comprehensive Economic Development Strategy (CEDS).

45.f: Promote cross-sector linkages between Hawai'i Island's anchor and opportunity industries to grow the market for local products and services.

45.g: Expand the research and development for energy and technology industries.

45.h: Assist in the expansion of emerging industries through the development of marketing plans and programs.

45.i: Develop a market strategy that includes housing, a skilled workforce, quality of life, and a healthy regulatory environment to attract emerging industries.

45.j: Assist in the development of a film and creative industries program to market Hawai'i Island sites and coordinate activities.

45.k: Partner with government (e.g., DOT, DBEDT, etc.), private and nonprofit agencies, communities, and other stakeholders to monitor export capacity for Hawai'i Island.

45.l: Partner with government, private and nonprofit agencies (e.g., business associations, realtors, chambers of commerce, etc.), communities, and other stakeholders to streamline regulatory processes and create incentives for urban renewal, rehabilitation, and/or redevelopment programs in collaboration with communities, businesses, and government agencies.

45.m: Program regular collaboration with the University of Hawai'i at Hilo, Hawai'i Community College, the Natural Energy Laboratory at Hawai'i Authority (NELHA), and other agencies to expand the research and development industry for sustainable and equitable economic development.

45.n: Increase grant writing capacity and management and pursue grant funding to supplement County critical needs.

Public Utilities – Telecommunications and Broadband Connectivity (Section 4.3.7)

Objective 30: Advance policies, programs, and initiatives for public and/or private investment in broadband and telecommunications infrastructure.

See Policies 30.1-30.12 and Actions 30.a-30.m

Land Use and Zoning (Section 4.1)

Land Use and Zoning related strategies are primarily addressed in Section 4.1 Land Use. Land use and zoning are central components of the plan that are interwoven throughout the document. These elements guide the county's approach to sustainable growth, economic development, and the preservation of natural and cultural resources. The draft plan contains strategies to reduce urban sprawl, protect rural areas, and make more efficient use of existing infrastructure.

Land Use Goal: We strategically apply progressive land use strategies incorporating indigenous and contemporary knowledge and place-based practices to direct and manage growth for the health and safety of our communities.

Objective 13: Increase the use of Smart Growth principles to focus development within designated urban centers.

Policies:

13.1: Encourage flexibility in the design of residential sites, buildings, and related facilities to achieve a diversity of socio-economic housing mix and innovative means of meeting the market requirements.

13.2: Prioritize increase in density, rehabilitation, and redevelopment within existing zoned urban areas already served by basic infrastructure, or close to such areas.

13.3: Incentivize rehabilitation and adaptive reuse of existing buildings rather than demolition in urban areas characterized by vacant, abandoned, and underutilized older buildings.

13.4: Encourage the rehabilitation and/or utilization of maximum density in multi-family residential areas.

13.5: Rezoning that promote infill are encouraged and should be conditioned to ensure connectivity to the surrounding developments and, where applicable, to provide mixed-use opportunities to make the area more pedestrian-oriented.

13.6: The establishment of urban types of zoning may include additional acreages to account for acreages utilized for public benefits, such as historic sites, public access, parks, and open space.

13.7: Within the “high- and medium-density” area, commercial development shall be focused on major streets, while interior blocks should be zoned primarily for small lot single-family and multi-family residential use.

13.8: Focus on medium- and high-density residential and commercial uses in communities that can sustain a higher intensity of uses and where consistent with General Plan Land Use Map and existing town character.

13.9: Support the rezoning of land to multiple residential near places of employment, retail, utilities, and educational, recreational, cultural, and public facilities.

13.10: Development of TODs and TNDs are encouraged within locations of the urban centers shown on the General Plan Land Use Map. These locations are approximate and become fixed during rezoning.

13.11: Plan for and identify appropriate areas for business incubation/innovation districts and industrial/business parks.

13.12: Urban renewal, rehabilitation, and/or redevelopment programs should be undertaken in cooperation with communities, businesses, and governmental agencies.

13.13: Support master planning by public and private institutions and landowners which emphasize TOD, affordable housing, and mixed-use development.

13.14: Low- to medium-density residential development and/or low-impact office uses within urban areas should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses.

13.15: Encourage the use of more innovative types of housing development with respect to geologic and topographic conditions, such as zones of mix and cluster and planned unit developments.

13.16: Lots within proposed single-family residential subdivisions should not have direct vehicular access from major collector streets or higher based on Federal Highway Administration classifications.

13.17: Large, oversized blocks in new subdivisions should be avoided in favor of smaller blocks and enhanced pedestrian networks. The determination of block size should be based on land use and the urban or rural character of the area.

Commercial

13.18: Support the redevelopment of aging and high vacancy shopping centers and strip-type developments into mixed-use developments with housing and public recreation facilities.

13.19: Encourage the concentration of commercial uses within and surrounding a central core area adequately served by transportation, utilities, and other essential infrastructure.

13.20: Infrastructure and design elements shall be incorporated into the review of commercial developments.

13.21: Encourage a mix of uses near affordable housing and access to commercial and recreational opportunities.

13.22: Industrial and commercial mixed-use districts may be provided in urban centers.

13.23: Distribution of commercial areas shall meet the demands of neighborhood, community, and regional needs in accordance with Smart Growth principles.

13.24: Discourage strip or spot commercial development on the highway outside of the UGAs.

13.25: Discretionary permit applications for regional retail uses, including big box and regional shopping centers located adjacent to areas designated for low-density residential and rural uses, should be buffered to mitigate impacts.

13.26: Encourage small-scale manufacturing and processing within retail establishments that enhance and are consistent with the surrounding community.

13.27: Support the flexible design of commercial spaces to allow for transitional uses that serve the evolving needs of its users.

13.28: Discretionary permit applications for new commercial developments adjacent to or within existing industrial designated lands shall be reviewed for the criteria of conversion from industrial lands.

Industrial

13.29: Industrial development shall be in areas adequately served by transportation, utilities, and other essential infrastructure or adjacent to unique resources and/or projects.

13.30: Support the creation of industrial uses in appropriate locations as part of mixed-use districts and developments.

13.31: Support Industrial Project District zoning and flexibility of uses and lot sizes, depending on the needs of the industries and the communities.

13.32: Encourage Industrial Project Districts and Innovation Centers within the UGAs.

13.33: Industrial-commercial mixed-use districts should serve as transitional areas in accordance with the General Plan Land Use Map and Community Development Plan.

13.34: Support land uses that locate regional-scaled industrial and warehouse sites near major transportation corridors, airports, and harbors.

13.35: Support the development of recycling operations near transfer stations and County landfills.

13.36: Industrial uses may be permitted outside UGAs through Special Permits only when there is a clear community benefit or consistent with County, State, and Federal sustainability objectives.

13.37: Encourage the rehabilitation of existing service-oriented industrial areas.

13.38: Mitigate impacts of industrial development on surrounding uses by requiring landscaping, trees, open spaces, buffer zones, and other appropriate conditions.

13.39: Future land uses in the vicinity of industrial areas, including airports, should have an adequate open space buffer and/or be compatible with the anticipated aircraft noise exposure levels for that vicinity.

13.40: Heavy Industrial and residential uses should be separated by other transitional uses or sufficient open space.

Resort

13.41: Resorts, hotels, visitor attractions, and related development shall be in areas adequately served by transportation, utilities, and other essential infrastructure.

13.42: Promote and prioritize the rehabilitation and the optimum utilization of resort areas that are presently serviced by basic facilities and utilities before allowing new resorts.

13.43: Coastal resort developments shall provide public access to and public parking for beach and shoreline areas.

13.44: The development or designation of new resort areas should complement the character of the area; protect the environment and natural beauty; respect existing lifestyles, cultural practices, and cultural resources; and provide shoreline public access.

13.45: Do not allow new Resort (V) zoning development along the ocean side of Ali'i Drive.

13.46: Resort development should be in balance with the social and physical goals as well as the economic desires of the residents of the area.

13.47: Encourage new developments to be water neutral by balancing water supply and demand.

13.48: Retreat Resort uses may be permitted outside UGAs through Special Permits only when there is a clear community benefit or consistent with County, State, and Federal sustainability objectives. .

13.49: On-site affordable housing and workforce units shall be excluded from the total permitted visitor unit counts for existing and new resort developments.

13.50: Encourage the addition of workforce housing opportunities within existing and proposed resort nodes.

13.51: Incorporate open and natural spaces within existing and future resort nodes.

Actions:

See actions 13.a-13.e.

D. EDUCATION AND LIBRARIES

Section 4.4.5 of the plan discusses educational facilities and libraries, highlighting education, accessibility, and community integration as high priorities. Access to education is also discussed in the Economy chapter (Objective 43) as a significant factor in economic diversification and workforce development.

Listed below are supporting objectives, policies, and actions:

Objective 34: Each community has access to a wide range of educational opportunities.

Policies:

Planning and siting facilities

34.1: Ensure educational facilities meet the needs of Hawai'i County.

34.2: In proposed communities, sufficient acreage, as determined by the Board of Education enrollment guidelines, shall be reserved for school facilities.

34.3: Education sites shall be free from flooding and drainage problems, and excessive slope and shall incorporate appropriate street and driveway design and location to minimize traffic interference, pedestrian hazard, and enable safe and easy access for vehicles, bicycles, and pedestrians.

34.4: Continuous joint pre-planning of educational facilities shall be coordinated with the County, Department of Education, and the UH to ensure compatibility with public services, supporting infrastructure, and equitable mobility access so that facilities are community-centered, designed for multiple uses, and serve as anchor institutions in the community.

34.5: School facilities, such as playgrounds and gyms, should be combined with County parks to allow for afterschool use by the community for recreational, cultural, and other compatible uses.

34.6: The Hawai'i State Library System should co-locate public library facilities in public school libraries where a separate public library may not be feasible, promoting intentional proximity to other community facilities and assets that contribute to a high quality of life.

34.7: School buildings should be designed, or at times retrofitted, to serve as emergency shelters.

34.8: The County should facilitate the use of libraries to disseminate public information and engage civic participation.

34.9: Advocate to the State and private agencies to use educational facilities to offer place-based and distance education opportunities to adults.

34.10: Educational programs should be developed to provide opportunities in diversified industries and develop practices in sustainability and resiliency.

34.11: Encourage the State to provide student, faculty, and staff housing around UH sites.

34.12: Support the continued expansion of the UHH, Hawai'i Community College, and Pālanuanui campuses, as well as encourage continuing education programs throughout the community.

34.13: Support and encourage the strengthening of the UHH through the transfer of appropriate colleges and departments from the University of Hawai'i at Mānoa to the UHH.

34.14: Encourage and support the active implementation of State and UH plans for post-secondary educational facilities, including the "Research and Technology Park," on Hawai'i Island.

34.15: Encourage the expansion of digital access and equity through the resilient buildout of broadband infrastructure and facilities.

Safe Routes to School

34.16: Prioritize active transportation through the development of sidewalks, pedestrian walkways, and bike paths to and from educational facilities to increase walkability and pedestrian safety.

34.17: Require new developments in the vicinity of schools to provide safe pedestrian facilities and additional school zone signage.

E. EMERGENCY PREPAREDNESS AND PROTECTIVE SERVICES

The draft plan addresses emergency preparedness and protective services through a comprehensive set of strategies aimed at improving the safety and resilience of the community in the face of various hazards. In the Public Facilities and Services element (Section 4.4) objectives and policies discuss the co-location of facilities to encourage police and fire stations to be co-located whenever feasible for better coordination and response. This section also highlights strategic placement of facilities in areas that allow for quick and efficient access and tailored to meet the needs of the community. The draft also supports the hardening of structures to improve facility resilience.

The plan contains policies and actions intended to improve and maintain the level of service of public infrastructure. This includes support and funding and integration of services. Preventative approaches are also highlighted by the plan. Design flexibility, incorporating Crime Prevention Through Environmental Design (CPTED), and ongoing collaboration and interagency coordination are included as proactive measures to emergency preparedness.

Listed below are supporting objectives, policies, and actions:

Public Facilities and Services Goals: 1) Our communities are safe and protected, and have access to integrative health, education, and social services to support a high quality of life for all residents. 2) Our communities are adequately served by sustainable and efficient public infrastructure,

utilities, and services based on existing and future growth needs, sound design principles, and effective maintenance practices.

Objective 31: Adequately maintain public facilities.

Policies:

31.1: Maintain an Asset Management Program aimed at utilizing maintenance plans to prolong the life of our facilities as well as reduce whole-life costs.

31.2: Maintain the unique features of historic structures, while balancing maintenance and safety needs.

31.3: Prioritize the replacement of deficient and inadequate facilities.

31.4: Encourage the adoption of innovative materials and methods that improve facility resilience.

31.5: The development of County facilities should be designed to fit into the locale with minimal intrusion while providing the desired services. Implement protocols for receiving community input during capital improvement project siting and design.

31.6: Explore and encourage adaptive reuse of former facilities such as airports (e.g., Maka'eio Park) and fire stations (e.g., Kawai'ani Fire Station).

Objective 32: Protect the health and well-being of residents and visitors.

Policies:

Planning/Siting Protective Services Facilities

32.1: Police and fire stations should be co-located whenever feasible.

32.2: The establishment of a police/fire facility shall consider site size and locations that permit quick and efficient vehicular access.

32.3: Strategically plan and locate volunteer fire facilities, which may include co-existing with full-time Fire/EMS stations.

32.4: Police headquarters shall be near the geographic center of the service area and near concentrations of commercial and industrial use.

32.5: Hardened shelters shall be located within reasonable proximity to population centers.

32.6: Lifeguard stations should be located at all County and State beach parks.

Level of Service

32.7: Adequately support, fund, and expand volunteer fire facilities and capacity.

32.8: Maintain a level of service for response time that is consistent with National Fire Protection Association (NFPA) standards.

32.9: Ensure Hazardous Material service for both the windward and leeward sides of the island.

32.10: All fire stations should provide Emergency Medical Services (EMS).

32.11: Stations in rural areas should be based on the population to be served and response time rather than on geographic districts.

Preventative Approaches

32.12: Accommodate flexibility in design and provisions for alternate water sources for fire protection when adequate public water is not available.

32.13: Incentivize the development of large, dedicated catchment tanks for firefighting access.

32.14: The Fire Department shall participate with other related governmental agencies and the involved landowners in the preparation of fire protection and prevention plans.

32.15: Crime Prevention through Environmental Design (CPTED) should be incorporated into planning and design.

32.16: Business Improvement Districts or other organizational tools, such as partnerships with local businesses, should be used to enhance security and orderliness in downtown areas.

32.17: Support bicycle patrol programs in urban areas.

32.18: Encourage the further development and expansion of community policing programs, school resource officers, and neighborhood/farm watch programs.

32.19: Ensure adequate training and capacity building for emergency response.

32.20: Prioritize hazard mitigation projects in the CIP.

32.21: County public expenditures within Volcanic Hazard Zones 1&2 should be limited to the restoration or enhancement of natural resources and parklands or expenditures required to serve existing development or necessary for public health and safety. However, other expenditures may be warranted based on a cost-benefit analysis.

32.22: Continue to participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS) to the maximum extent possible and shall seek to improve its current CRS Class rating (to the maximum extent feasible to reduce insurance costs).

Emergency Facilities and Communication Systems

32.23: Ensure emergency warning sirens and communications coverage is adequate for each community.

32.24: All emergency response critical facilities and communication systems shall be designed and maintained to be resilient and remain operational during hazard events.

32.25: All new emergency facilities shall be designed to minimize and prevent loss.

32.26: In collaboration with State agencies, maintain shelter capacity and condition records to ensure that evacuation shelters are adequate for each community.

Public Education Program

32.27: Increase public education related to hazard zones, including evacuation routes and procedures for visitor accommodations.

32.28: Develop the capacity for hazard preparedness of non-governmental organizations, businesses, and neighborhood groups, such as Community Emergency Response Team (CERT) and Medical Reserve Corps (MRC).

32.29: Partner with government, private and nonprofit agencies, communities, and other stakeholders to assess and plan for alternative routes and possible relocation of coastal roads.

Actions:

See related Actions 32.a-32.v

F. ENERGY

The plan addresses energy primarily in Addressing Climate Change for Island-Wide Health (Chapter 3) and the Electricity and Renewable Energy section (Section 4.3.6). The plan contains several objectives, policies, and actions designed to promote energy self-sufficiency, improve energy efficiency, and support the use of renewable energy.

Listed below are supporting objectives, policies, and actions:

Objective 7: Reduce the County's carbon footprint to net zero emissions by 2045.

- Achieve a 100 percent renewable-powered County fleet by 2035.
- Support the statewide effort to achieve 100 percent renewable ground transportation and 100 percent renewable energy by 2045.

Policies:

7.1: Incentivize efficiencies that integrate affordable housing and carbon neutrality.

7.2: Require energy-efficient designs in all new County facilities and upgrade existing facilities with energy-efficient systems.

7.3: Support building code updates that incentivize energy-efficient designs and climate-neutral building methods and materials.

7.4: Encourage and incentivize the use of technologies, techniques, and materials in building design, construction, and removal that minimize the ecological footprint over the life cycle of the structure.

7.5: Encourage and incentivize large developments to meet energy sustainability certification standards.

7.6: Strive for energy sustainability certification for new County buildings or when renovating existing buildings for County use.

7.7: Prioritize energy-efficient designs, energy-efficient systems, and waste reduction and/or reuse at County facilities.

7.8: Evaluate Capital Improvement Projects for energy efficiency and carbon reduction, including the cost savings related to improved design.

7.9: Partner with government, private and nonprofit agencies, communities, and other stakeholders to develop comprehensive and coordinated strategies promoting energy and water conservation to strive for climate resilience.

7.10: When evaluating public investments, including acquisition, siting, and design, consider the potential of natural areas for carbon sequestration and provide climate adaptation and mitigation opportunities.

7.11: Integrate and incentivize urban forestry into all scales of planning where feasible and compatible with infrastructure.

7.12: Develop carbon-emission standards and an incentive program aimed at achieving County carbon emission goals.

7.13: All County facilities shall report energy usage annually.

7.14: Program the upgrading of the County vehicle fleet and equipment to net zero emissions.

7.15: The Mass Transit Agency shall operate a net zero emissions fleet by 2035.

7.16: Prioritize the installation of electric vehicle chargers at community facilities, for both County vehicles and public parking.

7.17: All new County vehicle purchases, including average mpg, emissions equivalent per gallon of fuel (or kWh), and estimated annual operation and maintenance costs shall be reported annually.

7.18: Prioritize the accommodation of active transportation options as part of the planning and design of all roadway improvements to encourage non-motorized forms of transit.

Objective 29: Strive towards energy self-sufficiency.

Policies:

29.1: Increase partnerships and interagency collaboration to ensure that energy facility production and distribution is adequate, efficient, and dependably available to each community to support present and future demands.

29.2: Promote and encourage the creation of a modern grid to support the use of distributed generation such as private photovoltaic systems connected to the grid.

29.3: The County shall remove barriers to energy systems that improve independence and resiliency, such as microgrids, combined heat and power (CHP), backup generation and storage, and other decentralized electricity systems.

29.4: Maintain tax incentives for renewable energy improvements and continue to revise incentives as energy technologies progress.

29.5: Continue to participate at the State level to provide feedback on all energy-related initiatives and proposed revisions to comprehensive Integrated Resource Plans.

29.6: Advocate to the Public Utility Commission (PUC) in support of the following types of strategies and initiatives:

- a) Programs and fee structures that promote renewable energy
- b) Consumer incentives to utilize renewable alternatives
- c) Social Equity analysis of proposed energy projects to ensure residents are protected as energy consumers regarding rates, grid planning, utility compensation, and energy project siting

29.7: Encourage and incentivize alternative energy sources including off grid or distributed power sources to increase resiliency.

G. ENVIRONMENT

The draft General Plan places a strong emphasis on environmental protection and stewardship, addressing a wide range of issues including watershed and coastal water protection, erosion control, soil health, shoreline protection, climate change, and native species preservation. The plan takes a comprehensive approach to ensure that environmental stewardship is integrated throughout various elements of the plan, aiming for a balance between sustainable development and conservation.

The Biocultural Stewardship Chapter (Chapter 2) aims to ensure that natural and cultural resources are thriving and sustainably managed, preserved, and restored to maintain Hawai'i's unique and diverse environment. *See objectives 1-5 and corresponding actions.* Addressing Climate Change for Island-Wide Health (Chapter 3) focuses on incorporating equitable climate mitigation and adaptation priorities into policies, programs, infrastructure, and decision-making to ensure a just transition to a climate-resilient island. *See objectives 6-8 and corresponding actions.*

Within the Sustainable Development and Resilient Communities element (Chapter 4), which contains key sections including Land Use, Transportation, Public Utilities, Public Facilities and Services, Housing, and Integrated Systems, there are strategies that advocate for environmental protection and management within our built environment. Environmental sustainability measures advocate for renewable energy generation, green building practices, and climate resilience strategies to adapt and mitigate environmental risks and improve the overall environmental quality. The land use policies and actions address the protection and enhancement of natural spaces, disaster prevention and hazard mitigation, and adjusting land use policy for environmental compatibility. Examples of infrastructure planning strategies that address the environment include designing complete streets to incorporate multimodal transportation options to reduce vehicle reliance, thereby reducing traffic congestion and air pollution.

The economic chapter (Chapter 5) of the plan highlights natural and cultural resource protection by emphasizing regenerative practices. A regenerative economy refers to an economic model that aims to restore and enhance the environment while providing economic opportunities for residents. This chapter promotes sustainable agriculture practices that generate soil health, enhance biodiversity, and support our local food system. The economic chapter also promotes a regenerative and responsible visitor industry with policies and actions that support the visitor industry's investment in communities, 'āina, and historic and multicultural heritage.

Listed below are supporting objectives, policies, and actions:

Objective 9: Maintain community character and land use compatibility.

Policies:

9.1: The development of commercial facilities should be designed to reflect the character of the community while providing desired services and mitigating impacts on the surrounding environment.

9.2: In those cases where provisions of the zoning and subdivision code are inconsistent with the character of surrounding neighborhoods, variances, or Planned Unit Developments (PUD) that maintain consistent village/town character should be encouraged.

9.3: Zoning, subdivision, and other applicable ordinances shall provide for and protect open space areas.

9.4: Support mechanisms, such as PUD and Cluster Plan Development (CPD), that group parcel density to preserve open space, recreational areas, or scenic viewsheds.

9.5: Discretionary permit applications for uses that may impact view planes to and along the coastline, and areas of natural beauty should take into consideration visual impact assessments and propose conditions to mitigate scenic impacts where appropriate.

9.6: In the review of discretionary permits, consider land use compatibility to ensure proximate compatible and complementary uses and appropriate mitigation measures.

9.7: Encourage developers of new urban areas to place utilities underground.

9.8: Route selection for high-voltage transmission lines should include consideration for setbacks from major thoroughfares and residential areas. Where feasible, delineate energy corridors for such high-voltage transmission lines.

Objective 10: Increase the integration of natural systems planning.

Policies:

10.1: Protect and enhance Hawai'i's beaches, shoreline, open spaces, and scenic resources.

10.2: During discretionary permit applications, the Planning Director may require a pedestrian, equestrian, and/or bicycle path when it is possible and safe to connect to existing or future open space, drainage, or active living corridors.

10.3: Proposed discretionary permits for large development projects (200+ units) in the North Kohala, South Kohala, North Kona, South Kona, and Ka'u Districts should be designed to be as water neutral as reasonably possible through water conservation, recharge, and reuse measures to reduce the water footprint.

10.4: Identify outstanding natural or cultural features, such as water courses, fine groves of trees, heiau, and historical sites and structures on subdivision preliminary plat maps.

Objective 12: Reduce the threat to life and property from natural hazards and disasters.

Policies:

12.1: Enact additional land use and building structure regulations in areas vulnerable to severe damage due to the impact of waves or inundation.

12.2: Review land use policy as it relates to floodplains, high surf, and tsunami hazard areas.

12.3: Consider natural hazards in all land use planning and permitting.

12.4: Discourage intensive residential development in areas of high volcanic hazard.

12.5: Discourage public investment/infrastructure that supports increases in density in high-risk hazard areas, while allowing such investment to support existing residents and facilities.

12.6: Reduce development intensity in identified high-risk hazard areas.

12.7: Incorporate hazard mitigation strategies into policies and planning decisions using the most conservative models in delineating hazard areas.

12.8: Encourage the development and implementation of Community Wildfire Protection Plans, Firewise Community Certification, and public education programs for communities with high wildfire risk.

12.9: Encourage the use of natural features such as sand dunes, xeriscape, or native plants to provide buffers from hazards.

H. GOVERNANCE AND ETHICS

The Integrated Systems section of the draft plan (Section 4.6) focuses on the need for collaboration and the use of interconnected systems across county departments to enhance efficiency, service delivery, and policy development. This section outlines several key benefits and objectives of adopting integrated systems, including improved service delivery, cost savings, enhanced efficiency, and better data management. Additionally, it includes policies to ensure adequate funding, technology adoption, alignment and consolidation of functions, collaboration with state agencies, and the integration of sustainability, climate resilience, and equity into all county operations. Key aspects include:

- Improved Service Delivery and Public Engagement: Sharing information across agencies to reduce duplication and increase speed.
- Cost Savings: Avoiding redundant systems through pooled resources and streamlined service delivery.
- Enhanced Efficiency: Reducing bureaucracy and speeding up decision-making by making information more accessible.
- Improved Data Management: Ensuring data accuracy and accessibility through centralized information repositories.
- Better Policy Development: Facilitating access to comprehensive and accurate data for evidence-based policymaking.

Listed below are supporting objectives, policies, and actions:

Integrated Systems Goal: We employ integrated systems that are efficient, equitable, and organized to facilitate coordination and collaboration.

Objective 40: Increase collaboration and cooperation for efficiency, effectiveness, and responsiveness.

Policies:

40.1: Maintain and adequately fund County government services at the level necessary to be effective.

40.2: Ensure that government attitudes, actions, and services are sensitive to community needs and concerns.

40.3: Sufficiently fund, and facilitate the timely preparation, maintenance, and update of public policies and plans to guide County programs and regulatory responsibilities.

40.4: Expand the adoption of technology across all County agencies to achieve greater efficiency, accessibility, and accountability to the general public throughout government operations.

40.5: Continue to seek ways of improving public service through the coordination of service and maximizing the use of personnel and facilities.

40.6: Promote alignment and consolidation of State and County functions whenever more efficient and effective delivery of government programs and services may be achieved.

40.7: Collaborate with appropriate State agencies for the provision of public facilities to serve the needs of the community.

40.8: Require all County departments to collaborate with the County Office of Sustainability, Climate, Equity, and Resilience (OSCER) as the lead agency to ensure the integration of the County's goals of sustainability, climate resilience, and equity into all county operations and planning initiatives.

Objective 41: Maintain fiscal integrity, responsibility, and efficiency.

Policies:

41.1: Provide for a balanced budget.

41.2: Allocate fiscal resources to efficiently implement the objectives of the General Plan in addition to essential government operations.

41.3: Ensure accountability in government operations.

41.4: Calculate the cost of the different County services provided.

41.5: Continue regular review of the County fee and fine schedules.

41.6: Maintain a debt financing plan to schedule bond authorization.

41.7: Leverage multiple sources of funding as part of the Capital Improvements Program (CIP).

41.8: Encourage financing tools like Community Facilities Districts (CFD) to help fund off-site infrastructure improvements.

41.9: Develop short and long-range capital improvements program and operating budgets for public facilities and services.

41.10: Capital projects shall be analyzed for overlapping scopes.

41.11: Projects involving more than one Department's assets shall be coordinated to define scoping, design, and construction needs.

41.12: Improve the effectiveness of the Capital Improvements Program to maintain transparency of the status of all County CIP projects.

Objective 42: Achieve equitable outcomes for County programs, policies, and allocation of resources.

Policies:

42.1: Promote policies that actively address and reduce disparate outcomes for historically underserved communities.

42.2: Seek equitable distribution of County investments towards promoting employment opportunities, infrastructure, and other community benefits.

42.3: Provide resources for County employees to understand and actively advance equity solutions within all agencies of County government.

42.4: Consider financial and time barriers, geographic constraints, and language accessibility when conducting community outreach.

I. HEALTH AND RECREATION

The plan emphasizes a holistic approach to health and recreation, prioritizing access to facilities and spaces that promote well-being across all age groups. The draft contains a comprehensive set of objectives and policies aimed at ensuring equitable access to recreational and health facilities and promoting active lifestyles. Health and recreation are primarily addressed in the Public Facilities and Services section (Section 4.4), Recreation (4.4.6) and Community Health and Wellness (4.4.7). The goal of Section 4.4 is twofold:

Our communities are safe and protected, and have access to integrative health, education, and social services to support a high quality of life for all residents.

Our communities are adequately served by sustainable and efficient public infrastructure, utilities, and services based on existing and future growth needs, sound design principles, and effective maintenance practices.

Strategies throughout the plan include those relating to the equitable allocation of facilities, design and use of recreational facilities, maintenance and improvement, inclusive recreational services, sustainable and accessible design, and community engagement and planning. The

comprehensive approach ensures that health and recreation are central to the county's future in terms of enhancing community health, well-being, and connectivity.

- **Blue Zone:** The plan acknowledges the importance of trails and active living initiatives. These types of initiatives are designed to support walking, biking, and other active forms of transportation, contributing to improved public health and quality of life.
- **Health Facilities:** The plan supports the expansion of the healthcare industry, particularly in underserved areas. It encourages the development of more clinics and healthcare facilities to ensure that all residents have access to quality healthcare services.
- **Intergenerational Gathering Locations:** Recognizing the importance of community cohesion, the plan promotes the creation of intergenerational gathering spaces for people of all ages can connect. These include community centers and parks that are designed to cater to a range of ages.
- **Community Parks and Open Space:** The plan highlights the need for more community parks and the preservation of open space. It advocates for the creation of public spaces where residents can enjoy nature, engage in recreational activities, and participate in community events.

Listed below are supporting objectives, policies, and actions:

Objective 9: Maintain community character and land use compatibility.

Policies:

9.3: Zoning, subdivision, and other applicable ordinances shall provide for and protect open space areas.

9.4: Support mechanisms, such as PUD and Cluster Plan Development (CPD), that group parcel density to preserve open space, recreational areas, or scenic viewsheds.

9.5: Discretionary permit applications for uses that may impact view planes to and along the coastline, and areas of natural beauty should take into consideration visual impact assessments and propose conditions to mitigate scenic impacts where appropriate.

Objective 10: Increase the integration of natural systems planning.

Policies:

10.1: Protect and enhance Hawai'i's beaches, shoreline, open spaces, and scenic resources.

10.2: During discretionary permit applications, the Planning Director may require a pedestrian, equestrian, and/or bicycle path when it is possible and safe to connect to existing or future open space, drainage, or active living corridors.

Objective 13: Increase the use of Smart Growth principles to focus development within designated urban centers.

Policies:

13.5: Rezonings that promote infill are encouraged and should be conditioned to ensure connectivity to the surrounding developments and, where applicable, to provide mixed-use opportunities to make the area more pedestrian-oriented.

13.6: The establishment of urban types of zoning may include additional acreages to account for acreages utilized for public benefits, such as historic sites, public access, parks, and open space.

13.9: Support the rezoning of land to multiple residential near places of employment, retail, utilities, and educational, recreational, cultural, and public facilities.

13.10: Development of TODs and TNDs are encouraged within locations of the urban centers shown on the General Plan Land Use Map. These locations are approximate and become fixed during rezoning.

13.13: Support master planning by public and private institutions and landowners which emphasize TOD, affordable housing, and mixed-use development.

Objective 17: Increase transportation connectivity.

Policies:

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.3: Prior to disposing of, leasing, or transferring public lands through County Property Management procedures, the County shall assess, document, and protect access to existing active living corridors that are located on County-owned parcels.

17.4: Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network.

17.5: Ensure that existing active living corridors that are publicly owned or available by easement are properly identified and that their access elements are secured and documented.

a) Primary examples include but are not limited to historic trails and roads, roads-in-limbo, 'paper roads', former sugar cane roads, train infrastructure remnants (Rails to Trails), and pedestrian and bicycling paths.

b) "Acceptance" by the County of the responsibilities detailed in the grant of easements should require County Council action and a dedicated funding source.

17.6: Provide public pedestrian access opportunities to scenic places and vistas.

17.7: Establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.1: Ensure transit routes connect with other modes of active transportation consistent with the County Street Design Manual.

18.2: Provide more equitable mobility for youth, low-income, elderly, and people with disabilities.

18.3: Maximize regular and paratransit service to the following:

- a) Town centers, commercial districts, and employment centers.
- b) Airports and cruise ship terminals.
- c) University and adult education centers.
- d) Accommodate school schedules such as after-school activities and sports.

18.4: Bus maintenance facilities should be developed at or near appropriate transit hubs.

18.5: Adopt hub and spoke system including alternative first and last mile or door-to-door services.

18.6: Transit infrastructure (e.g., bus stops, bus pullouts, waiting benches and shelters, and signs) shall be adequate and upgraded along existing and future transit routes.

18.7: Data shall be collected and analyzed to optimize mass transit planning, operation, and overall performance.

18.8: Improve and expand public transportation in communities with the highest socioeconomic needs.

18.9: The County's public transit system assets shall be available to assist in transportation in emergency situations.

Objective 19: Reduce vehicle miles traveled (VMT).

Policies:

19.1: Encourage collaboration between the Planning Department, the Department of Public Works, the Department of Parks and Recreation, and the Mass Transit Agency to define the scope and priority of capital investment projects that achieve active transportation objectives and goals.

19.2: Increase arterial capacity through prioritization of alternative means of transportation, such as mass transit, bicycle, and pedestrian systems.

19.3: Incorporate bicycle routes, lanes, and paths within road rights-of-way.

19.4: Increase mobility for minors, non-licensed adults, low-income, elderly, and people with mobility limitations through prioritization of alternative means of transportation.

19.5: Roadway designs and improvements made by the Department of Public Works shall accommodate pedestrian-friendly, multimodal design, and on-street parking evaluations, to the fullest extent possible.

19.6: Use traffic demand management to aid in reducing traffic congestion by targeting an increase of active transportation mode share to 10 percent (bicycling, walking, micro-mobility).

19.7: Concurrency reviews should incorporate reduction in vehicle miles traveled to mitigate traffic impacts (e.g. the level of service) and achieve sustainability and demand management goals.

Objective 20: Achieve a transportation system that employs all modes of transportation at a community scale.

Policies:

20.1: Encourage the application of the County of Hawai'i Street Design Manual when necessary to preserve the character of an area while maintaining a pedestrian and bicycle friendly design and desired landscaping solutions.

20.2: In planning, designing, and constructing new roadways or modernizing improvements, transportation agencies should balance the conservation of the area's natural, historic, and scenic qualities with transportation safety objectives for traffic speed, safety, and traffic calming.

20.3: Support and provide technical assistance to assist in the development of road improvement districts to finance road improvements.

20.4: Preserve the unique character of an area by allowing flexibility in existing roadway improvements and maintenance while seeking a pedestrian-friendly design and desired landscaping solutions.

20.5: Incentivize subdivision roadway connectivity.

20.6: A corridor planning/management program shall be maintained to help prioritize various active transportation projects.

Objective 22: Increase transportation safety for transportation's most vulnerable users and reduce traffic fatalities.

Policies:

22.1: Human life and public health are prioritized within all aspects of the transportation system.

22.2: Safety solutions should be prioritized in areas with the most vulnerable populations.

22.3: Engage communities in defining issues and developing solutions for their community, with a particular focus on prioritizing disadvantaged and vulnerable populations.

22.4: Prioritize interdepartmental coordination and accountability of traffic safety through education, enforcement, engineering, encouragement, and evaluation. Focus on policies, practices, staffing, and programs to improve road and pedestrian safety.

22.5: Incorporate traffic-calming features into arterial road and street designs to include vertical deflections, horizontal shifts, roadway narrowing, and closures to reduce speeding and increase safety. These may include techniques such as roundabouts, median barriers, speed humps, raised intersections, and other transportation industry practices.

22.6: Commit to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

22.7: Develop roadway standards to accommodate emerging technology for connected and automated vehicles.

22.8: Maintain dedicated roadway standards that are appropriate to roadway type and achieve active transportation and safety goals.

22.9: Engage and collaborate with the owners of private roads and local community groups to help identify and develop road management agreements that mitigate road closures to provide emergency evacuation routes.

Objective 31: Adequately maintain public facilities.

Policies:

31.1: Maintain an Asset Management Program aimed at utilizing maintenance plans to prolong the life of our facilities as well as reduce whole-life costs.

31.2: Maintain the unique features of historic structures, while balancing maintenance and safety needs.

31.3: Prioritize the replacement of deficient and inadequate facilities.

31.4: Encourage the adoption of innovative materials and methods that improve facility resilience.

31.5: The development of County facilities should be designed to fit into the locale with minimal intrusion while providing the desired services. Implement protocols for receiving community input during capital improvement project siting and design.

31.6: Explore and encourage adaptive reuse of former facilities such as airports (e.g., Maka'eio Park) and fire stations (e.g., Kawaiiani Fire Station).

Objective 35: Park facilities are located within a 10-minute walk in urban areas and a 10-minute drive in rural communities.

Policies:

Parks and Recreation Funding

35.1: Diversify funding sources for recreational facilities.

35.2: State and County CIPs should continue to be coordinated to reflect recreational priorities.

35.3: Equitably allocate park dedications and in-lieu fees among the districts relative to the population.

Interagency Collaboration and Public Engagement

35.4: Continue to improve parks and recreation outreach efforts to ensure program and facility information is adequately available, promoted online through accessible websites and other mediums, and kept up to date to facilitate maximum community participation.

Recreation Facilities Siting and Planning

35.5: Recreational facilities shall reflect the natural, historic, and cultural character of the area.

35.6: Equitably allocate facility-based parks among the districts relative to population, with public input to determine the locations and types of facilities.

35.7: Existing and new parks should be designed with features that accommodate and encourage meaningful levels of physical activity according to the level of service criteria.

35.8: Recreational facilities shall be assessed for dual use as emergency shelters and hardened as needed.

35.9: Establish, in cooperation with the State Department of Education, joint use of schoolyards, County parks, and other public facilities for community use for recreational, cultural, and other compatible uses.

35.10: Recreational facilities should be planned and located where they will best facilitate and support active-living communities.

35.11: Recreational sites should be planned and located within a 10-minute walk from residences in population centers, and serve with a minimum of five acres of land for park purposes per 1,000 resident population in non-population centers of Hawai'i Island.

35.12: Facilitate and prioritize the co-location of schools, parks, and senior centers to promote interactivity between community members of all ages.

Recreational Facilities Maintenance and Improvement

35.13: Public lands with unique recreational and natural resources shall be maintained for public use.

35.14: Maintain and/or improve park facilities and programs based on community needs assessments to ensure County services are meeting the social, recreational, and activity needs of our communities.

35.15: Implement a proactive maintenance program to ensure that park facilities and trails are safely maintained for optimum usage.

35.16: Prioritize maintenance and necessary improvements at existing park facilities over developing new park facilities within each district (this does not preclude accepting lands

for future park development or acquiring properties for the intent of preserving open space, scenic areas, natural hazard areas, or cultural/historic areas from development).

35.17: Combine recreation facility improvement projects with other needed facility improvements (e.g., ADA improvements with facility hardening, etc.)

Recreational Services

35.18: Provide facilities and a broad recreational program for all age groups, with special considerations for the handicapped, the elderly, and young children.

35.19: Prioritize park acquisition and improvements that involve under-represented open recreation and healthy living activities (outside the scope of organized sports), such as:

- a) Walking and biking trails
- b) Skate/roller blade parks
- c) Dog-friendly parks
- d) Parks that offer camping opportunities
- e) Botanical and community garden parks, pocket and art parks
- f) Equestrian/rodeo arenas
- g) Archery and shooting ranges
- h) ATV and motorized recreation areas
- i) Other types of active and passive recreation that enhance the quality of life for residents and visitors.

35.20: Support and enhance recreational facilities by developing additional recreational offerings in underutilized areas of County properties, such as the Pana'ewa Recreation Complex.

Objective 36: Each community has access to healthcare facilities, programs, or community-based care.

Policies:

36.1: Ensure regular health service assessments identify and address the unique needs of the medically underserved population, especially in rural areas.

36.2: Partner with government, private and nonprofit agencies, and other stakeholders to ensure equitable access to healthcare services.

36.3: Ensure healthy communities through aligned land use and infrastructure policies.

36.4: Active living considerations should be integrated into the design of communities.

36.5: Advocate to the State to continue the operation of the rural hospitals.

36.6: Support the establishment of centrally located, 24-hour, full-service medical facilities, with trauma care, to service rural areas.

36.7: Hospitals should be on sites capable of handling moderate expansion of facilities. Quiet surroundings, convenient and adequate access, and compatibility with adjoining uses shall be required.

36.8: Hospitals shall be served by a public sewerage system or have self-contained sewerage systems.

36.9: Ensure that hospitals are sufficiently hardened to remain in effective use through natural disasters.

36.10: Establish a comprehensive network of health and wellness services.

36.11: Integrate community health concerns in community planning.

36.12: Advocate for programs serving the elderly, disabled, and homeless persons.

36.13: Improve coordination and integration of services.

36.14: Support the establishment of home and community-based services (HCBS) that operate consistent with community character.

36.15 Increase opportunities and support for home-based care for aging in place.

J. HOUSING AND SHELTER

The draft addresses housing and shelter with a comprehensive focus on affordability, inclusivity, and access to supportive services. The Sustainable Development and Resilient Communities Chapter contains a section called Housing for All (Section 4.5). The goal of this section is for residents to have access to adequate and affordable housing to meet the needs of the population and provide equitable opportunities for household flexibility and mobility. The draft addresses the following themes to promote a more equitable and resilient housing landscape for all residents.

- **Affordable and Senior Housing:** The plan prioritizes increasing the availability of affordable housing for residents, with a particular emphasis on senior housing to support the aging population. It outlines strategies for developing more housing units that meet the needs of low- and moderate-income households.
- **Transitional Housing and Social Services:** For vulnerable populations, including those experiencing homelessness, the plan advocates for expanded transitional housing and access to social services that provide support for individuals and families in need. The plan integrates educational programs to improve access to job training, financial literacy, and other resources that can help residents secure and maintain stable housing.
- **Mass Transit and Accessibility:** Recognizing the connection between housing and mobility, the plan emphasizes improving mass transit options to ensure that residents have better access to jobs, schools, and services. This includes enhancing public transportation routes in underserved areas.

Listed below are supporting objectives, policies, and actions:

Objective 11: Increase equitable planning and decision-making processes.

Policies:

11.1: Ensure there is necessary and adequate on-site infrastructure for development projects may include but not limited to water, wastewater, and multimodal infrastructure.

11.2: Ensure affordable housing requirements that meet the demand created by the development.

11.3: The County may impose incremental and conditional zoning based on performance conditions that focus on addressing the impacts of the proposed development.

11.4: Concurrency reviews should incorporate reduction in vehicle miles traveled to mitigate traffic impacts and achieve sustainability and demand management goals.

Objective 13: Increase the use of Smart Growth principles to focus development within designated urban centers.

Policies:

13.1: Encourage flexibility in the design of residential sites, buildings, and related facilities to achieve a diversity of socio-economic housing mix and innovative means of meeting the market requirements.

13.2: Prioritize increase in density, rehabilitation, and redevelopment within existing zoned urban areas already served by basic infrastructure, or close to such areas.

13.3: Incentivize rehabilitation and adaptive reuse of existing buildings rather than demolition in urban areas characterized by vacant, abandoned, and underutilized older buildings.

13.4: Encourage the rehabilitation and/or utilization of maximum density in multi-family residential areas.

13.5: Rezonings that promote infill are encouraged and should be conditioned to ensure connectivity to the surrounding developments and, where applicable, to provide mixed-use opportunities to make the area more pedestrian-oriented.

13.6: The establishment of urban types of zoning may include additional acreages to account for acreages utilized for public benefits, such as historic sites, public access, parks, and open space.

13.7: Within the “high- and medium-density” area, commercial development shall be focused on major streets, while interior blocks should be zoned primarily for small lot single-family and multi-family residential use.

13.8: Focus on medium- and high-density residential and commercial uses in communities that can sustain a higher intensity of uses and where consistent with General Plan Land Use Map and existing town character.

13.9: Support the rezoning of land to multiple residential near places of employment, retail, utilities, and educational, recreational, cultural, and public facilities.

13.10: Development of TODs and TNDs are encouraged within locations of the urban centers shown on the General Plan Land Use Map. These locations are approximate and become fixed during rezoning.

13.13: Support master planning by public and private institutions and landowners which emphasize TOD, affordable housing, and mixed-use development.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.1: Ensure transit routes connect with other modes of active transportation consistent with the County Street Design Manual.

18.2: Provide more equitable mobility for youth, low-income, elderly, and people with disabilities.

18.3: Maximize regular and paratransit service to the following:

- a) Town centers, commercial districts, and employment centers.
- b) Airports and cruise ship terminals.
- c) University and adult education centers.
- d) Accommodate school schedules such as after-school activities and sports.

18.4: Bus maintenance facilities should be developed at or near appropriate transit hubs.

18.5: Adopt hub and spoke system including alternative first and last mile or door-to-door services.

18.6: Transit infrastructure (e.g., bus stops, bus pullouts, waiting benches and shelters, and signs) shall be adequate and upgraded along existing and future transit routes.

18.7: Data shall be collected and analyzed to optimize mass transit planning, operation, and overall performance.

18.8: Improve and expand public transportation in communities with the highest socioeconomic needs.

18.9: The County's public transit system assets shall be available to assist in transportation in emergency situations.

Objective 36: Each community has access to healthcare facilities, programs, or community-based care.

Policies:

36.1: Ensure regular health service assessments identify and address the unique needs of the medically underserved population, especially in rural areas.

36.3: Ensure healthy communities through aligned land use and infrastructure policies.

36.4: Active living considerations should be integrated into the design of communities.

- 36.10: Establish a comprehensive network of health and wellness services.
- 36.11: Integrate community health concerns in community planning.
- 36.12: Advocate for programs serving the elderly, disabled, and homeless persons.
- 36.13: Improve coordination and integration of services.

Objective 37: Increase the number and variety of newly constructed housing units for rent and sale that addresses a range of Area Median Income (AMI). (Diversity and Expand Housing)

Policies:

- 37.1: County departments shall collaborate to identify and prioritize infrastructure needs such as roads, water, and wastewater and public-private partnerships that support the desired density of housing types near mixed-use centers and transit hubs in urban growth areas.
- 37.2: Incentivize a mix of diverse housing types, including missing middle housing, smaller house designs, and mixed-income communities.
- 37.3: Prioritize new housing including the missing middle in or near mixed-use developments, urban growth areas with infrastructure, and near existing and proposed transit centers.
- 37.4: Support experimental housing, energy efficiency, and compact housing communities in accordance with HRS, Section 46-15.
- 37.5: Incentivize the use of universal design principles and ADA accessibility in new construction to create physically accessible housing for children, the aging, and those with mobility limitations.
- 37.6: Vacant lands in the urban growth boundary (UGB) should be prioritized for residential and supportive uses before additional agricultural lands outside the UGB are converted into urban uses.

Objective 38: Monitor, conserve, and improve the existing housing stock. (Manage Existing Housing)

Policies:

- 38.1: Enable data-driven research to support and maintain a housing inventory program that monitors existing housing.
- 38.2: Incentivize the use of universal design principles and ADA improvements for the rehabilitation of existing housing and to create physical accessibility for those with mobility limitations.
- 38.3: Encourage the adaptive reuse of non-residential spaces for residential purposes in urban growth areas where supporting infrastructure exists.
- 38.4: Identify and support federal, state, and local housing assistance programs to rehabilitate existing housing for very low- to moderate-income residents.

Objective 39: Prioritize providing quality affordable housing for Hawai'i's residents. (Create Housing Affordability)

Policies:

39.1: Support affordable housing developments for all users including but not limited to the following groups: middle-income workforce, elderly, minimum wage workers, agriculture workers, individuals with special needs, individuals with disabilities, homeless, and retired individuals.

39.2: Support innovative and experimental housing types that address homelessness located near services, job centers, and transit hubs, while providing support services such as rent assistance.

39.3: All affordable housing projects that receive development benefits from the County, such as land use/zoning approvals, special approvals (including HRS, Section 201-H), conditional uses, and density bonuses, shall be required to maintain the affordable rental units for not less than 20 years pursuant to deed restrictions or other mechanisms specified in the HCC.

39.4: Reduce the cost and time of processing land use and construction applications, particularly for affordable housing projects.

39.5: Allow for and apply property tax and land use regulations to incentivize private property owners to provide affordable housing units in mixed-use and urban areas and to disincentivize the land banking of unimproved properties.

39.6: Encourage public agencies and private organizations to participate in federal, state, and private programs to provide new and rehabilitated housing and rental opportunities for low- and moderate-income households.

39.7: Enable housing programs that implement a land trust strategy for publicly owned parcels.

39.8: Encourage the development of workforce housing within or near urban growth areas and employment centers and require large new developments that create a demand for housing to provide affordable workforce housing.

39.9: Enable and encourage the development of affordable retirement communities and aging-in-place opportunities that are located near services and activities for seniors.

39.10: Affordable housing projects should have sufficient open space and recreational amenities or be located near public facilities.

K. MILITARY

The military is not specifically addressed in the plan because the document focuses primarily on sustainability, land use, economic development, and community well-being within the County of Hawai'i's civilian population. While the military does have a presence in Hawai'i, defense matters are largely under federal and state jurisdiction rather than county. Military installations and activities operate independently of local land use and zoning laws.

The General Plan, being a county-level planning document, focuses on local governance issues such as infrastructure, housing, environmental protection and management, and public services. The plan prioritizes biocultural stewardship, climate resilience, land use policies, socioeconomic development – areas where county-level guidance and authority are most relevant. By focusing on areas that fall under its legal authority, the county ensures that the general plan remains aligned with its core responsibilities, leaving military concerns to state and federal planning efforts.

L. SENSE OF PLACE/NATURAL BEAUTY/CULTURE/PUBLIC ACCESS

The draft emphasizes the importance of preserving and enhancing the island's sense of place, natural beauty, culture, and public access. Overall, the plan integrates respect for Hawai'i's cultural and natural resources into its policies, maintaining a balance between preservation of the island's unique identity and responsible public access and recreation. Key themes addressed in the plan include:

- **Preserving Heritage:** The plan underscores the protection of sacred and special places, such as wahi pana (storied places) and cultural landmarks. This ensures that future development respects and preserves the island's historical and cultural significance.
- **Celebration Events and Culture:** The plan supports local celebration events that foster community identity and maintain the cultural traditions of Hawai'i. This includes encouraging public participation in festivals and cultural gatherings that celebrate the island's diverse heritage.
- **Sensitive Natural and Cultural Resources:** Special focus is given to protecting sensitive natural and cultural resources, such as native ecosystems, archaeological sites, and culturally significant landscapes. Policies are put in place to balance conservation with public access, ensuring that residents and visitors can experience the island's natural beauty without compromising its integrity.

The Collaborative Biocultural Stewardship chapter (Chapter 2) serves as the foundation for the subsequent sections of the plan with its goal:

Natural and cultural resources are thriving and sustainably managed, preserved, and restored to maintain our unique and diverse environment.

Biocultural stewardship integrates the connection between the natural environment and cultural heritage. This approach emphasizes the preservation and sustainable management of both biological resources (such as native ecosystems, watersheds, and coastal areas) and cultural resources (including sacred sites, traditional practices, and historic land use systems (ahupua'a). By viewing land and resource management through a biocultural lens, the plan ensures that land use policies:

- **Respect and protect cultural traditions:** This includes maintaining traditional Hawaiian practices such as agriculture, fishing, and gathering, which are tied to the land and natural resources.
- **Promote sustainability:** The biocultural framework encourages land use that regenerates ecosystems while supporting human activity in a way that is mindful of long-term environmental health.

- Guide development decisions: This section informs land use zoning and development by ensuring that areas with significant cultural or ecological importance are preserved and respected. This leads to responsible land use that balances growth with the protection of sensitive areas.

Listed below are supporting objectives, policies, and actions:

Objective 1: Increase the biodiversity and resilience of native habitats.

See related policies and actions.

Objective 2: Preserve and enhance the health and function of watersheds to promote water recharge, improve water quality, and reduce runoff.

See related policies and actions.

Objective 3: Increase direct community restoration and collaborative efforts to conserve and nourish the island's biocultural resources.

See related policies and actions.

Objective 4: The historical integrity, character, scenic assets, and open spaces of our communities are protected, restored, and treated as unique assets with significant social and economic value and managed in perpetuity.

See related policies and actions.

Objective 5: Protect, restore, and enhance our communities' unique scenic character.

See related policies and actions.

Objective 10: Increase the integration of natural systems planning.

Policies:

10.1: Protect and enhance Hawai'i's beaches, shoreline, open spaces, and scenic resources.

10.2: During discretionary permit applications, the Planning Director may require a pedestrian, equestrian, and/or bicycle path when it is possible and safe to connect to existing or future open space, drainage, or active living corridors.

10.3: Proposed discretionary permits for large development projects (200+ units) in the North Kohala, South Kohala, North Kona, South Kona, and Ka'u Districts should be designed to be as water neutral as reasonably possible through water conservation, recharge, and reuse measures to reduce the water footprint.

10.4: Identify outstanding natural or cultural features, such as water courses, fine groves of trees, heiau, and historical sites and structures on subdivision preliminary plat maps.

Objective 17: Increase transportation connectivity.

Policies:

17.1: Ensure Native Hawaiian access rights are clearly expressed in County code, policies, and procedures.

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.3: Prior to disposing of, leasing, or transferring public lands through County Property Management procedures, the County shall assess, document, and protect access to existing active living corridors that are located on County-owned parcels.

17.4: Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network.

17.5: Ensure that existing active living corridors that are publicly owned or available by easement are properly identified and that their access elements are secured and documented.

a) Primary examples include but are not limited to historic trails and roads, roads-in-limbo, 'paper roads', former sugar cane roads, train infrastructure remnants (Rails to Trails), and pedestrian and bicycling paths.

b) "Acceptance" by the County of the responsibilities detailed in the grant of easements should require County Council action and a dedicated funding source.

17.6: Provide public pedestrian access opportunities to scenic places and vistas.

17.7: Establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.

Objective 48: Support the visitor industry investment in its connection with communities, the 'āina, and our historic and multicultural heritage.

Policies:

48.1: Continue to monitor and adopt trends and standards for regenerative tourism.

48.2: Identify partnerships and resources with the visitor industry to ensure balance with the social, physical, and economic goals of the County.

48.3: Prioritize the maintenance of County properties and establish appropriate protocols for the protection of wahi pana.

48.4: Ensure and expand equitable access to interpretive information about wahi pana.

48.5: Support the coordination, collaboration, and improvement of public transportation services as well as eco-friendly options.

48.6: Support the coordination, collaboration, and improvement of public access to natural and cultural resources with State agencies and landowners while balancing the need for protection of these areas.

48.7: Support partnerships to evaluate visitor industry impacts, develop mitigation strategies, and incorporate educational programs on Native Hawaiian and community-based pono practices.

Objective 49: Increase authentic Hawai'i Island visitor experiences.

Policies:

49.1: Integrate 'āina- place-based values into Hawai'i Island's identity.

49.2: Strengthen the accessibility of creative industries and Hawai'i Island-made products such as fashion, food, and the arts to the visitor industry.

49.3: Sustain a visitor industry that promotes small business development.

49.4: Encourage agricultural, educational, and ecological tourism as regional opportunities.

49.5: Strategically guide regenerative tourism efforts that promote a high quality of life for residents.

49.6: Collaboratively create initiatives and improve existing efforts to provide social benefits through transportation, community assets, and housing.

49.7: Support the promotion and development of community-based programs, festivals, and events that celebrate our communities.

49.8: Support and facilitate dialogue among community groups, visitor and tour operators, and industry leaders to ensure 'āina- and place-based values are respected and maintained.

M. TOURISM

The draft addresses tourism by emphasizing regenerative practices, infrastructure development, and community and interagency collaboration. The plan envisions a balanced tourism sector that supports the economy while preserving the island's natural beauty, cultural heritage, and maintaining the quality of life for residents. Key themes addressed in the plan include:

- **Airports and Harbors:** The plan includes upgrades to airports and harbors to improve visitor access while ensuring these facilities align with sustainability and environmental goals. This supports both the visitor industry and local needs.
- **Collaboration with the Visitor Industry:** Collaboration between communities, public agencies, nonprofit groups, private organizations, and the visitor industry is encouraged to ensure tourism development respects local culture and natural resources. This includes working with stakeholders to balance economic benefits with the preservation of our unique heritage.
- **Innovative Tourism and Growth Sectors:** The plan promotes ecotourism as a key aspect of the visitor economy, highlighting the importance of educating visitors on the island's ecosystems and supporting activities that contribute to environmental conservation.

- Visitor Services and Signage: Improved visitor services and signage are planned to enhance the visitor experience, ensuring that tourists have easy access to key information and can navigate the island in a way that respects both cultural and environmental sensitivities
- Environmental Quality and Connectivity: The plan emphasizes maintaining high environmental quality by promoting responsible tourism that minimizes impacts on natural and cultural resources. Strengthened connectivity with the visitor industry ensures that tourism supports local values and long-term sustainability

Listed below are supporting objectives, policies, and actions:

Objective 13: Increase the use of Smart Growth principles to focus development within designated urban centers.

Policies:

Resort

13.41: Resorts, hotels, visitor attractions, and related development shall be in areas adequately served by transportation, utilities, and other essential infrastructure.

13.42: Promote and prioritize the rehabilitation and the optimum utilization of resort areas that are presently serviced by basic facilities and utilities before allowing new resorts.

13.43: Coastal resort developments shall provide public access to and public parking for beach and shoreline areas.

13.44: The development or designation of new resort areas should complement the character of the area; protect the environment and natural beauty; respect existing lifestyles, cultural practices, and cultural resources; and provide shoreline public access.

13.45: Do not allow new Resort (V) zoning development along the ocean side of Ali'i Drive.

13.46: Resort development should be in balance with the social and physical goals as well as the economic desires of the residents of the area.

13.47: Encourage new developments to be water neutral by balancing water supply and demand.

13.48: Retreat Resort uses may be permitted outside UGAs through Special Permits only when there is a clear community benefit or consistent with County, State, and Federal sustainability objectives.

13.49: On-site affordable housing and workforce units shall be excluded from the total permitted visitor unit counts for existing and new resort developments.

13.50: Encourage the addition of workforce housing opportunities within existing and proposed resort nodes.

13.51: Incorporate open and natural spaces within existing and future resort nodes.

Objective 14: Maximize the use of Rural designated lands to preserve rural character and lifestyle.

Policies:

14.1: Support the State Land Use reclassification to Rural in alignment with the General Plan Rural designation.

14.2: Support reclassification/rezoning of appropriate General Plan Rural designated areas where an intermediate land use and a well-defined buffer between Urban and Productive Agricultural areas are consistent with the surrounding uses and rural character.

14.3: Support General Plan amendments and rezoning applications for the development of new Rural Neighborhood Centers with adequate infrastructure, as necessary, in or near presently underserved subdivisions, beginning with those experiencing higher rates of population growth.

14.4: Rural-style residential-agricultural developments, such as new small-scale rural communities or extensions of existing rural communities, should be incentivized to cluster in appropriate locations.

14.5: Support the development of small-scale visitor accommodations with heritage, agriculture, wellness, or similar themes in rural areas and near points of interest.

14.6: Provide flexibility in discretionary permit applications to maintain health and safety for rural small-scale visitor accommodations not serviced by public infrastructure.

Objective 15: Support the active use of Productive Agricultural lands.

Policies:

15.1: Development in Productive Agriculture and Extensive Agriculture areas should include agricultural uses, related economic infrastructure and cottage industries, compatible renewable energy, open area recreational uses, community facilities, and compatible agriculture worker housing.

15.2: Special permit applications within Productive Agriculture designated land should support primary agriculture use.

15.3: Encourage buffer zones or compatible uses between Productive Agriculture and adjacent other uses of land to mitigate unintended agriculture externalities such as machine/animal noise, odors, fertilizer/pesticide drift, and related impacts.

15.4: Preserve agricultural character, including the open space preserved by agricultural land.

15.5: Support the development of small-scale visitor accommodations that directly promote the agriculture industry, health and wellness industry directly related to agriculture, or are near points of interest that support agriculture.

15.6: Any subdivision or agriculture worker housing complex developed on Productive Agricultural Lands should be clustered to minimize impact.

15.7: Encourage and aid the agricultural industry in continuing to provide agriculture worker housing.

15.8: Encourage the use of agriculture, ranch, and forestry land preservation programs.

15.9: Promote the preservation and restoration of indigenous agricultural systems.

15.10: Provide flexibility to allow adjacent compatible uses for agriculture with industrial components, such as carbon sequestration, timber, or food processing.

15.11: Encourage agroforestry as a viable industry, which can utilize less productive agricultural lands and contribute to carbon sequestration.

Objective 24: Improve accessibility to airports, harbor systems, and support facilities.

Policies:

24.1: Encourage the programmed improvement of existing terminals, including adequate provisions for control of pollution and appropriate and adequate covered storage facilities for agricultural products.

24.2: The State Department of Transportation should continue to implement its plans for transportation terminals and related facilities to promote and follow desired land use policies.

24.3: Transportation terminals should be developed in conjunction with the different elements of the overall transportation system.

24.4: Encourage maximum use of the island's airport and harbor facilities.

24.5: Encourage the development, maintenance, and enhancement of Hilo and Kawaihae Harbors as detailed within the State's Hawai'i Commercial Harbors 2035 Master Plan.

24.6: Support the State's objectives to acquire rights within the runway clear-zones, limit heights within approach zones, and restrict noise-sensitive uses within designated noise contours determined by the State.

24.7: Future land uses in the vicinity of airports and harbors should have an adequate open space buffer and/or be compatible with the anticipated noise exposure and industrial nature in the vicinity.

24.8: Encourage pedestrian-oriented connectivity around harbors and small boat harbors.

24.9: Encourage master planning of small boat harbors to accommodate commercial and recreational fishing, tour boats, as well as business and recreational ocean activities, that balance economic vitality and environmental sensitivity.

Objective 44: Increase the growth and health of small businesses.

Policies:

44.1: Establish Hawai'i Island as a business-friendly place.

44.2: Streamline regulatory processes associated with starting and operating a business.

44.3: Shared workspaces, including certified kitchens and industrial co-work buildings, shall be supported.

44.4: Initiate and/or support programs to revitalize town centers and increase the patronage of local businesses.

44.5: Maintain strong partnerships and effective communication with the business community to identify barriers and actions to improve the business climate.

44.6: Support the creation of shared facilities and resources that can be utilized by multiple opportunity clusters, such as creative industries and technical services.

44.7: Promote creative industries through collaboration with local artists on the design and creation of public, livable spaces.

44.8: Support programs and initiatives that encourage manufacturing and support Hawai'i Island's small-scale independent manufacturers.

44.9: Support business development programs by reducing underwriting risks for the private sector such as industrial development bonds, tax abatement, and low-interest loan programs.

44.10: Support access to capital for small businesses and start-ups.

44.11: Promote the use of the incentives offered by federal and state programs such as opportunity zones and enterprise zones partnership programs to attract businesses.

44.12: Encourage the development of the Technology, Creative, Agribusiness, Health and Wellness, and Education targeted sectors.

Objective 45: Incorporate resiliency, diversity, and innovation in County programs, plans, and research to support healthy economic development and revitalization.

Policies:

45.1: Increase County resources and actions devoted to strategic planning, interagency coordination, training and expertise, and capital improvements.

45.2: The Capital Improvements Program (CIP) shall improve and increase the capacity of existing and future commercial and industrial areas.

45.3: Maintain a program for updating the zoning code to accommodate emerging industries and technologies consistent with other goals, objectives, and policies of the General Plan.

45.4: Support lease terms and extensions on State and Department of Hawaiian Home Lands (DHHL) lands that provide opportunities to improve or rehabilitate existing commercial and industrial zoned areas.

45.5: Encourage land uses that allow for small-scale manufacturers in retail establishments that enhance and are balanced with the County's natural, cultural, and social environments.

45.6: Maintain plans and programs to foster sustainable business development opportunities focusing on regenerative agriculture, green technologies and building, innovation and technology, creative industries, and regenerative tourism.

45.7: Improve opportunities for multimodal transit that improve the quality of access to existing job centers.

45.8: Provide technological infrastructure that increases the competitiveness of businesses and allows them to thrive in all parts of the island.

45.9: Expand opportunities for innovation and tech-based businesses.

45.10: Promote a distinctive brand for the island of Hawai'i including distinctive, regional identities as an entity unique within the State of Hawai'i.

45.11: Encourage the development of economic opportunities through the utilization of by-products from various industries.

45.12: Continue to encourage the research, development, and implementation of advanced technologies and processes.

45.13: Promote Hawai'i Island as a center for natural scientific research.

45.14: County departments should integrate economic development, equity, and sustainability outcomes into their annual goals and reports to the Mayor.

Objective 46: Increase access to land for active food production.

Policies:

46.1: Support urban agriculture uses including on-site home occupation sales.

46.2: Support innovative agriculture demonstration projects.

46.3: Assist in the expansion of the agricultural industry through the efficient use of productive agricultural lands, capital improvements, and continued cooperation with appropriate state and federal agencies.

46.4: Assist in the promotion of Hawai'i Island branding and labeling for local produce, meat and fish, dairy, and other agricultural products.

46.5: Collaborate across County departments to engage in food systems planning, including the elimination of food deserts.

46.6: Assist in cooperative marketing and distribution endeavors to expand opportunities for local agricultural products for the local market as well as for exports.

46.7: Explore opportunities and methods to utilize local materials and by-products from agriculture, forestry, agroforestry, silviculture, and aquaculture.

46.8: Support the research and development of the agriculture technology industry in collaboration with agriculture applications to optimize production.

46.9: Support regenerative agricultural practices and the restoration of traditional ecological knowledge and practices that offer multiple benefits, such as improving agriculture and food system waste management to reduce County greenhouse gas (GHG) emissions and rotational grazing to improve soil health and sequester GHG.

46.10: Support the development of private, county, and state agricultural parks to make land available and distributed equitably and proximate to infrastructure and housing.

46.11: Partner with government, private and nonprofit agencies, communities, and other stakeholders for programs, training, and building community capacity in the promotion of the agricultural industry.

46.12: Increase public-private partnerships to develop and support community-based food systems.

46.13: Support the development of agricultural worker housing.

Objective 47: Increase interagency coordination, programs, and policy initiatives that improve local agriculture infrastructure.

Policies:

47.1: Support the creation of water cooperatives supported with financial sources, such as community facilities districts (CFD). Cooperative users should be responsible for the development, maintenance, and repair of agricultural non-potable water systems.

47.2: Where the County has replaced surface water sources with groundwater sources to meet Safe Drinking Water standards, the County should consider repurposing the surface water sources for agricultural use where the allocation is supportive of the ecosystem.

47.3: Advocate for more flexible and innovative wastewater systems to serve agriculture facilities.

47.4: Support the adaptive reuse or rehabilitation of existing infrastructure or buildings for agricultural processing, including but not limited to the development of commercial kitchens, processing, storage, or distribution facilities.

47.5: Promote the development of a locally grown building material industry through streamlined permitting or building code flexibility.

47.6: Support research and development that promotes local produce while removing interstate marketing restrictions.

47.7: Encourage the use and optimization of the export capacity of airports and harbors for local goods.

47.8: Support research and development of viable biofuel projects that will supply renewable transportation fuels or power for Hawai'i Island in ways that are community-supported, sustainable, ecologically sound, and complementary to food production.

47.9: Support the continued operation of the USDA Daniel K. Inouye U.S. Pacific Basin Agricultural Research Center facility.

47.10: Support the development of processing and manufacturing facilities.

Objective 48: Support the visitor industry investment in its connection with communities, the 'āina, and our historic and multicultural heritage.

Policies:

48.1: Continue to monitor and adopt trends and standards for regenerative tourism.

48.2: Identify partnerships and resources with the visitor industry to ensure balance with the social, physical, and economic goals of the County.

48.3: Prioritize the maintenance of County properties and establish appropriate protocols for the protection of wahi pana.

48.4: Ensure and expand equitable access to interpretive information about wahi pana.

48.5: Support the coordination, collaboration, and improvement of public transportation services as well as eco-friendly options.

48.6: Support the coordination, collaboration, and improvement of public access to natural and cultural resources with State agencies and landowners while balancing the need for protection of these areas.

48.7: Support partnerships to evaluate visitor industry impacts, develop mitigation strategies, and incorporate educational programs on Native Hawaiian and community-based pono practices.

Objective 49: Increase authentic Hawai'i Island visitor experiences.

Policies:

49.1: Integrate 'āina- place-based values into Hawai'i Island's identity.

49.2: Strengthen the accessibility of creative industries and Hawai'i Island-made products such as fashion, food, and the arts to the visitor industry.

49.3: Sustain a visitor industry that promotes small business development.

49.4: Encourage agricultural, educational, and ecological tourism as regional opportunities.

49.5: Strategically guide regenerative tourism efforts that promote a high quality of life for residents.

49.6: Collaboratively create initiatives and improve existing efforts to provide social benefits through transportation, community assets, and housing.

49.7: Support the promotion and development of community-based programs, festivals, and events that celebrate our communities.

49.8: Support and facilitate dialogue among community groups, visitor and tour operators, and industry leaders to ensure 'āina- and place-based values are respected and maintained.

N. TRANSPORTATION AND TRAFFIC CIRCULATION

The draft addresses transportation and traffic circulation by focusing on improving mass transit and multimodal transportation, enhancing pedestrian and bike safety, and enhancing community connectivity. The Transportation Access and Mobility section (Section 4.2) primarily discusses the transportation and traffic circulation strategies of the plan. Key themes include:

- **Mass Transit Prioritization:** The plan promotes expanding and improving mass transit systems to reduce traffic congestion and provide residents with efficient alternatives to driving. Investments in bus systems and transit hubs are prioritized to connect communities, reduce car dependency, and support environmentally friendly transportation.
- **Pedestrian and Bike Safety:** Safety for pedestrians and cyclists is a key focus, with the plan encouraging the development of dedicated bike lanes, sidewalks, and pedestrian-friendly infrastructure. This aligns with the county's goal to promote active living and reduce traffic-related accidents.
- **Ingress and Egress from Residential Developments:** The plan stresses the importance of ensuring adequate ingress and egress in residential areas to improve traffic flow and accessibility. This is especially important for new developments and expanding communities, where connectivity to major roads must be carefully planned. Character guidelines are found within the Land Use section to guide access considerations within various community development types.
- **Community Connectivity:** Enhanced community connectivity is encouraged by creating better links between neighborhoods, public spaces, and transit systems. The plan supports the development of complete streets, designed to serve all modes of transportation, including cars, buses, bicycles, and pedestrians, to foster more connected and accessible communities.

Listed below are supporting objectives, policies, and actions:

Objective 11: Increase equitable planning and decision-making processes.

Policies:

11.1: Ensure there is necessary and adequate on-site infrastructure for development projects may include but not limited to water, wastewater, and multimodal infrastructure.

11.2: Ensure affordable housing requirements that meet the demand created by the development.

11.3: The County may impose incremental and conditional zoning based on performance conditions that focus on addressing the impacts of the proposed development.

11.4: Concurrency reviews should incorporate reduction in vehicle miles traveled to mitigate traffic impacts and achieve sustainability and demand management goals.

Objective 16: Achieve a transportation system that is consistent with and will accommodate planned growth.

Policies:

16.1: Encourage transportation systems that serve to accommodate the present and future development needs of communities.

16.2: Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.

16.3: Encourage the diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.

16.4: Transportation and land use planning shall be integrated to optimize the use, efficiency, and accessibility of existing mass transportation systems and future demand.

16.5: Establish a framework of transportation facilities that will influence desired land use and promote multimodal options.

16.6: Provide for present traffic and future demands, including the development of mass transit programs for high-growth areas by both the private and public sectors.

16.7: Implement procedures for County departments to collaborate on defining short- and long-term transportation CIP projects in terms of scope, timing, proposed funding, and project performance measures required to optimally achieve transportation ambitions stated in County plans, standards, and laws.

16.8: Prioritize CIP investments consistent with General Plan goals and objectives with consideration for multimodal transportation demands, walking and cycling infrastructure, and safety features for our most vulnerable roadway users, for all roadway repaving, rehabilitation, and reconstruction.

16.9: Support the design of all transportation facilities, including airports, harbors, and mass transit stations, to reflect local and/or Hawaiian architecture.

16.10: Identify and evaluate transportation strategies to address energy and climate issues.

16.11: Prioritize public and private transportation investments to expand the multimodal transportation system.

16.12: Require new developments to contribute their pro rata share of local and regional infrastructure costs.

16.13: There shall be coordinated planning of transportation systems for the funding of projects in areas of anticipated growth and to meet program goals of other elements such as historic, recreational, environmental quality, and land use.

Objective 17: Increase transportation connectivity.

Policies:

17.1: Ensure Native Hawaiian access rights are clearly expressed in County code, policies, and procedures.

17.2: Programmatically support the open space network concept with a methodology that includes criteria for establishing County department and other agency responsibilities, mapping requirements, financing strategies for implementation and maintenance, and standards for facilities that enhance the community experience.

17.3: Prior to disposing of, leasing, or transferring public lands through County Property Management procedures, the County shall assess, document, and protect access to existing active living corridors that are located on County-owned parcels.

17.4: Land use applications shall identify as early as possible any existing or potential active living corridors that should be incorporated into the County's open space network.

17.5: Ensure that existing active living corridors that are publicly owned or available by easement are properly identified and that their access elements are secured and documented.

- a) Primary examples include but are not limited to historic trails and roads, roads-in-limbo, 'paper roads', former sugar cane roads, train infrastructure remnants (Rails to Trails), and pedestrian and bicycling paths.

- b) "Acceptance" by the County of the responsibilities detailed in the grant of easements should require County Council action and a dedicated funding source.

17.6: Provide public pedestrian access opportunities to scenic places and vistas.

17.7: Establish public access to historic and modern active living corridors and facilities that provide an island-wide route and connect to major destinations.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.1: Ensure transit routes connect with other modes of active transportation consistent with the County Street Design Manual.

18.2: Provide more equitable mobility for youth, low-income, elderly, and people with disabilities.

18.3: Maximize regular and paratransit service to the following:

- a) Town centers, commercial districts, and employment centers.

- b) Airports and cruise ship terminals.

- c) University and adult education centers.

- d) Accommodate school schedules such as after-school activities and sports.

18.4: Bus maintenance facilities should be developed at or near appropriate transit hubs.

18.5: Adopt hub and spoke system including alternative first and last mile or door-to-door services.

18.6: Transit infrastructure (e.g., bus stops, bus pullouts, waiting benches and shelters, and signs) shall be adequate and upgraded along existing and future transit routes.

18.7: Data shall be collected and analyzed to optimize mass transit planning, operation, and overall performance.

18.8: Improve and expand public transportation in communities with the highest socioeconomic needs.

18.9: The County's public transit system assets shall be available to assist in transportation in emergency situations.

Objective 19: Reduce vehicle miles traveled (VMT).

Policies:

19.1: Encourage collaboration between the Planning Department, the Department of Public Works, the Department of Parks and Recreation, and the Mass Transit Agency to define the scope and priority of capital investment projects that achieve active transportation objectives and goals.

19.2: Increase arterial capacity through prioritization of alternative means of transportation, such as mass transit, bicycle, and pedestrian systems.

19.3: Incorporate bicycle routes, lanes, and paths within road rights-of-way.

19.4: Increase mobility for minors, non-licensed adults, low-income, elderly, and people with mobility limitations through prioritization of alternative means of transportation.

19.5: Roadway designs and improvements made by the Department of Public Works shall accommodate pedestrian-friendly, multimodal design, and on-street parking evaluations, to the fullest extent possible.

19.6: Use traffic demand management to aid in reducing traffic congestion by targeting an increase of active transportation mode share to 10 percent (bicycling, walking, micro-mobility).

19.7: Concurrency reviews should incorporate reduction in vehicle miles traveled to mitigate traffic impacts (e.g. the level of service) and achieve sustainability and demand management goals.

Objective 20: Achieve a transportation system that employs all modes of transportation at a community scale.

Policies:

20.1: Encourage the application of the County of Hawai'i Street Design Manual when necessary to preserve the character of an area while maintaining a pedestrian and bicycle friendly design and desired landscaping solutions.

20.2: In planning, designing, and constructing new roadways or modernizing improvements, transportation agencies should balance the conservation of the area's natural, historic, and scenic qualities with transportation safety objectives for traffic speed, safety, and traffic calming.

20.3: Support and provide technical assistance to assist in the development of road improvement districts to finance road improvements.

20.4: Preserve the unique character of an area by allowing flexibility in existing roadway improvements and maintenance while seeking a pedestrian-friendly design and desired landscaping solutions.

20.5: Incentivize subdivision roadway connectivity.

20.6: A corridor planning/management program shall be maintained to help prioritize various active transportation projects.

Objective 22: Increase transportation safety for transportation's most vulnerable users and reduce traffic fatalities.

Policies:

22.1: Human life and public health are prioritized within all aspects of the transportation system.

22.2: Safety solutions should be prioritized in areas with the most vulnerable populations.

22.3: Engage communities in defining issues and developing solutions for their community, with a particular focus on prioritizing disadvantaged and vulnerable populations.

22.4: Prioritize interdepartmental coordination and accountability of traffic safety through education, enforcement, engineering, encouragement, and evaluation. Focus on policies, practices, staffing, and programs to improve road and pedestrian safety.

22.5: Incorporate traffic-calming features into arterial road and street designs to include vertical deflections, horizontal shifts, roadway narrowing, and closures to reduce speeding and increase safety. These may include techniques such as roundabouts, median barriers, speed humps, raised intersections, and other transportation industry practices.

22.6: Commit to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

22.7: Develop roadway standards to accommodate emerging technology for connected and automated vehicles.

22.8: Maintain dedicated roadway standards that are appropriate to roadway type and achieve active transportation and safety goals.

22.9: Engage and collaborate with the owners of private roads and local community groups to help identify and develop road management agreements that mitigate road closures to provide emergency evacuation routes.

Objective 23: Adequately maintain public transportation systems.

Policies:

23.1: Maintain an Asset Management Program aimed at utilizing maintenance plans for pavement, bridges, and other road infrastructure to prolong the life of our transportation system as well as reduce its whole-life cost.

23.2: Maintain the unique features of historic bridges, while balancing safety needs and preserving historic and scenic character.

23.3: Prioritize the replacement of deficient and inadequate bridges and maintain pedestrian/bicycle access across bridges.

23.4: Design new bridges and bridge improvements to accommodate and not negatively impede identified scenic resources.

23.5: Evaluate freight routes identified in the State Freight Master Plan for required improvements to meet roadway standards.

23.6: Encourage the adoption of innovative materials and methods that improve roadway sustainability and resilience.

O. WATER AVAILABILITY AND QUALITY, WASTE WATER SERVICES, AND SOLID WASTE SERVICES

The draft plan takes a comprehensive approach to addressing water availability and quality, wastewater services, and solid waste management by focusing on sustainability and resource conservation. One Water is primarily addressed in the Sustainable Development and Resilient Communities chapter (Chapter 4), Public Utilities section (Section 4.3). One Water is a holistic strategy that considers and integrates all water sources, including surface water, groundwater, wastewater, and stormwater as interconnected and valuable. By addressing the following key themes, the plan aims to balance growth with the protection of vital water resources and waste services.

- **Water Availability and Quality:** The plan prioritizes ensuring sufficient potable water for residents, with a focus on protecting and enhancing the quality of water sources. It includes strategies to prevent the depletion of water resources through better management practices, including catchment water systems, improved water storage, and promoting the use of water for agricultural purposes. The county also coordinates closely with state agencies to align water resource management efforts.
- **Wastewater Systems and Contamination Prevention:** The plan emphasizes upgrading and expanding wastewater systems to ensure they meet environmental standards and prevent contamination of water sources. This includes investments in modern wastewater infrastructure to reduce leaks and overflows, minimizing the risk of contamination of ground and surface water.
- **Integrated Solid Waste Management:** The plan supports the county's commitment to zero waste, promoting recycling, waste reduction, and responsible disposal methods. The document outlines partnerships with private and public entities to enhance solid waste services and improve recycling programs. It encourages community participation in waste management practices to reduce the environmental impact.

Listed below are supporting objectives, policies, and actions:

Objective 25: Improve the efficiency, reliability, and sustainability of essential infrastructure systems.

Policies:

25.1: Public utility facilities shall be designed at a scale that meets the needs of future development.

25.2: Provide utilities and service facilities that minimize total cost to the public and effectively serve the needs of the community.

25.3: Utility facilities shall be designed to complement adjacent land uses and minimize pollution or disturbance of the natural environment and natural resources.

25.4: Improvement of existing utility services shall be encouraged to meet the needs of users.

25.5: Encourage the clustering of developments to reduce the cost of providing utilities.

25.6: Develop short- and long-range capital improvements programs and plans for public utilities within its jurisdiction that are consistent with the General Plan.

25.7: Maintain an Asset Management Program aimed at utilizing maintenance plans to prolong the life of our utilities as well as reduce whole-life costs.

Objective 26: Increase the protection of existing and potential sources of drinking water.

Policies:

26.1: All public water systems shall be designed and built to the DWS dedication standards. All other systems shall meet all relevant health and safety regulations and be designed and constructed by a licensed engineer.

26.2: Water sources shall be protected to prevent depletion and contamination from natural and manmade occurrences or events.

26.3: An effort by County, State, and private interests shall be coordinated to identify sources of additional water supply to be implemented and ensure the development of sufficient quantities of water for existing and future needs of high-growth areas and agricultural production.

26.4: Installation or rehabilitation of water distributions shall be sized to adequately meet fire protection.

26.5: Ensure the highest quality of water is reserved for the most valuable end-use.

26.6: Encourage the design of large development projects (200+ units) in the North Kohala, South Kohala, North Kona, South Kona, and Ka'ū Districts to be as water neutral as reasonably possible through water conservation, recharge, and reuse measures to reduce the water footprint.

26.7: Promote best practices in sustainable water collection and use for private water systems.

26.8: Water system improvements, including exploratory wells, shall correlate with the County's desired land use development pattern.

26.9: The DWS shall prioritize infill development and focus source development to serve designated Urban Growth Areas.

26.10: Water demand projections shall include all consumptive and non-consumptive demands.

26.11: The DWS and the Planning Department shall coordinate priorities before the adoption of any new water development or County land use plans.

26.12: All County potable water systems should have backup standby sources.

One Water

26.13: Treat all water as a valuable resource in community design, and integrate designs for drinking water, stormwater, and recreational water needs.

26.14: Manage water, stormwater, and wastewater as the same natural resource in collaboration with the DWS, DEM, DPW, and DOH.

26.15: New developments should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.

26.16: Support localized, small-scale solutions to water reuse and on-site systems.

Objective 27: Planned and developed municipal sewer capacity is expanded to serve our Urban Growth Areas and reduce sewage-related impacts on water quality.

Policies:

27.1: A Sewerage Study for All Urban Areas, including appropriate water quality management strategies, shall be completed and used as guides for the general planning of sewerage disposal systems.

27.2: Private treatment systems shall be installed by land developers for major resorts and other developments along shorelines and sensitive higher inland areas, except where connection to nearby treatment facilities is feasible and compatible with the County's long-range plans, and in conformance with State and County requirements.

27.3: Immediate steps shall be taken to designate treatment plant sites, sewerage pump station sites, and sewer easements according to the facility plans to facilitate their acquisition.

27.4: The County shall obtain State and Federal funds to finance the construction of proposed sewer systems and improve existing systems.

27.5: Plans for wastewater reclamation and reuse for irrigation and biosolids composting (remaining solids from the treatment of wastewater are processed into a reusable organic material) shall be utilized where topographically feasible and needed for landscaping, agricultural purposes, or fire protection.

Wastewater and Environmental Quality Prioritization

27.6: Pollution shall be prevented, abated, and controlled at levels that will protect and preserve public health and well-being through the enforcement of appropriate Federal, State, and County standards.

27.7: Ensure municipal wastewater systems serve designated Urban Growth Areas (UGA) with the capacity to accommodate projected population growth.

27.8: The Department of Environmental Management and the Planning Department shall coordinate priorities before the adoption of any new wastewater development or land use plans.

27.9: Prioritize developing a multipronged approach to wastewater infrastructure funding, including proactively seeking grant funding for wastewater system expansion, improvements, and new development.

27.10: Ensure wastewater fees reflect actual costs for service, maintenance, and future improvements.

27.11: Ensure that wastewater systems and improvements are designed and functioning to maximize system efficiencies, prevent accidental leaks or spills, and provide sanitary, reliable wastewater treatment that is not negatively impacting natural resources.

One Water-Recycled Water Expansion

27.12: Strive for an integrated approach to stormwater and wastewater, and water resource management that is comprehensive and as efficient as possible.

27.13: Encourage on-site water reuse solutions for large developments.

27.14: Encourage and incentivize the collection of rainfall for non-potable use.

27.15: Prioritize the use of gray water in areas connected to County water and not connected to County wastewater.

Objective 28: Increase green infrastructure practices.

Policies:

28.1: Design to collect stormwater from streets, sidewalks, and other hard surfaces before it can enter the sewer system or cause local flooding; reduce the amount of stormwater that flows into the Sewer System.

28.2: Control stormwater by using it as a resource rather than a waste.

28.3: The “Drainage Master Plan for the County of Hawai‘i” should be updated every 20 years for urban centers to incorporate new studies and reflect newly identified priorities.

28.4: Encourage vegetated shoulder and swale roadside design where climate and grade are conducive.

28.5: Where applicable, natural drainage patterns shall be improved/restored to increase their capacity with special consideration for the practices of proper soil conservation, and grassland and forestry management.

28.6: Implement nature-based solutions that manage stormwater on-site to reduce the burden on the storm sewer system and reduce flooding.

28.7: Prioritize drainage and flood studies for high-risk urban areas within the Urban Growth Area.

28.8: Drainage standards shall incorporate cumulative upslope development patterns.

Storm Water Management

28.9: Develop an island-wide stormwater management program compatible with the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Phase II program.

28.10: The County shall ensure sites are planned, designed, and developed to:

- a) Protect, restore, or mimic the natural water cycle within built environments by retaining, detaining, and/or treating stormwater runoff.
- b) Mitigate direct impacts of the land development process through the use of green infrastructure or low-impact site planning techniques.
- c) Protect areas that provide important water quality benefits and/or are particularly susceptible to erosion and sediment loss.
- d) Optimize the integration of the existing landscape into green infrastructure solutions.
- e) Manage post-construction stormwater runoff rates, through the use of green infrastructure or low-impact development stormwater management practices.

28.11: The County shall ensure that golf course developments develop and implement grading and site preparation plans to:

- a) Develop nutrient management guidelines appropriate to Hawai'i for qualified superintendents to implement so that nutrients are applied at rates necessary to establish and maintain vegetation without causing leaching into ground and surface waters.
- b) Develop and implement an integrated pest management plan. Follow EPA guidelines for the proper storage and disposal of pesticides.
- c) Develop and implement irrigation management practices to match the water needs of the turf.

28.12: The County shall minimize impervious areas on County property, development sites, and parking areas and promote the use of permeable surfaces and landscaped areas in project designs including:

- a) Porous materials
- b) Natural drainage
- c) Filtration pits
- d) Infiltration basins, vegetated bioswales, permeable/porous paving

4. Retain Chapters 15 and 16 of the 2005 General Plan as the final Chapters in the Revised General Plan;

Chapter 6 of the Draft General Plan incorporates key elements from the 2005 General Plan regarding implementation and amendment procedures. The final draft emphasizes a comprehensive review process that ensures the plan remains dynamic and relevant. This

includes regular updates, community engagement, and a system of functional plans and regulations to implement policies.

5. Place the 2005 General Plan Sections 1.6, 1.7, and 1.8, as appropriately updated, in the Appendices to the Revised General Plan;

2005 General Plan Sections 1.6, 1.7, and 1.8 are not included in the final draft.

6. Place all statistical analysis and background research in the Appendices to the Revised General Plan appendices; and

Statistical analysis and background research for the General Plan are currently in the Planning Department's Public Documents in Laserfiche:

<https://records.hawaiicounty.gov/Weblink/1/fol/134446/Row1.aspx>

7. Place the Strategies and Action Plan Sections in a separate Chapter or in the Appendices to the Revised General Plan as the Planning Director deems appropriate.

The Implementation Table (Section 6.4.4), Tables 53-61 include all implementation actions organized by section of the General Plan. This table also contains the lead agency responsible for implementation as well as the type of action (i.e., program, project, interagency coordination, code amendment).

RESOLUTION NO. 258 15**RESOLUTION PROPOSING AN AMENDMENT TO THE COUNTY OF HAWAI‘I GENERAL PLAN, IN ACCORDANCE WITH THE GENERAL PLAN COMPREHENSIVE REVIEW PROCESS, RELATING TO ROADWAY ACCESS IN THE DISTRICT OF KA‘Ū DURING TIMES OF FLOODING.**

WHEREAS, the Hawai‘i County Planning Director initiated a comprehensive review of the County of Hawai‘i General Plan on February 6, 2015; and

WHEREAS, pursuant to section 16.1(3) of the General Plan, the Planning Director established June 6, 2015 as the deadline for Council initiated amendments to the Plan during the comprehensive review process; and

WHEREAS, in consideration of the Council Planning Committee’s request to postpone this deadline, the Planning Director postponed the deadline for Council initiated amendments until September 8, 2015; and

WHEREAS, the Council submits this resolution in response to the Planning Director’s invitation to submit amendments to the General Plan; and

WHEREAS, during times of heavy rainfall, flooding along the Hawai‘i Belt Road in the Ka‘ū District still occurs whereby streams in the area often exceed the capacity of existing bridges and culverts and flood the roadway resulting in temporary closure of the Hawai‘i Belt Road; and

WHEREAS, such road closures severely impair access to this district from surrounding areas and to essential services and shelters; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE COUNTY OF HAWAI‘I that the Planning Director consider the following proposal during the Director’s review and analysis of suggestions offered during this initial phase of the comprehensive review process and ultimately incorporate them as possible, into the final proposed amendments to the Hawai‘i County General Plan in the following section:

5. Flooding and Other Natural Hazards.

In the District of Ka‘ū Courses of Action (presently found in sec. 5.5.9.2), amend sec. 5.5.9.2(c) as follows:

- “(c) Investigate potential solutions to prevent the closure of the Hawai‘i Belt Road due to flooding, including improving, acquiring, and maintaining alternate routes.”

BE IT FINALLY RESOLVED that the County Clerk shall transmit a copy of this resolution to Hawai'i County Planning Director, Duane Kanuha.

Dated at Hilo, Hawai'i, this 2nd day of September, 2015.

INTRODUCED BY:

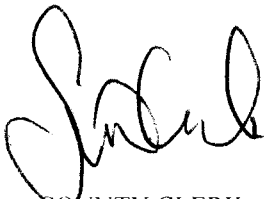


COUNCIL MEMBER, COUNTY OF HAWAI'I

COUNTY COUNCIL
County of Hawai'i
Hilo, Hawai'i

I hereby certify that the foregoing RESOLUTION was by the vote indicated to the right hereof adopted by the COUNCIL of the County of Hawai'i on September 2, 2015.

ATTEST:



COUNTY CLERK



CHAIRPERSON & PRESIDING OFFICER

ROLL CALL VOTE

	AYES	NOES	ABS	EX
CHUNG	X			
DAVID	X			
EOFF	X			
ILAGAN	X			
KANUHA	X			
ONISHI	X			
PALEKA	X			
POINDEXTER	X			
WILLE	X			
	9	0	0	0

Reference: C-431/Waived PC

RESOLUTION NO. 258 15

Resolution No. 258-15

The Draft General Plan addresses flooding and hazard preparedness through various sections of the document.

Climate change and infrastructure impacts are addressed in Chapter 3 of the Draft General Plan. This chapter acknowledges that numerous County roads, bridges, and structures are exposed to severe rainfall events and compounding hazards. The Draft General Plan identifies that sea level rise impacts critical infrastructure including hazard materials and waste storage facilities, wastewater treatment facilities, and transportation, communication, energy, safety, and security systems.

The Draft expands on strategies to increase resilience, indicating a comprehensive approach to infrastructure resilience in various sections of the document including Transportation Access and Mobility (Section 4.2), Public Utilities (Section 4.3), and Public Facilities and Services (Section 4.4).

Listed below are supporting objectives, policies, and actions that address the need to investigate solutions to prevent the closure of major roadways in the event of flooding and other hazards.

Objective 8: Improve the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options.

Policy:

8.9: Design and maintain infrastructure, including roads, buildings, and stream crossings, to accommodate increases in flooding and geologic hazards such as landslides.

Objective 17: Increase transportation connectivity.

Action:

17.b: Explore the potential of multimodal trails to serve as evacuation routes during emergencies.

Objective 18: Increase mass transit ridership by 50 percent by 2045.

Policies:

18.8: Improve and expand public transportation in communities with the highest socioeconomic needs.

18.9: The County's public transit system assets shall be available to assist in transportation in emergency situations.

Objective 20: Achieve a transportation system that employs all modes of transportation at a community scale.

Policies:

20.3: Support and provide technical assistance to assist in the development of road improvement districts to finance road improvements.

20.4: Preserve the unique character of an area by allowing flexibility in existing roadway improvements and maintenance while seeking a pedestrian-friendly design and desired landscaping solutions.

Actions:

20.d: Designate new connectivity points for local traffic roads and create redundant routes for existing highways, utilizing existing routes where possible, that can also serve as emergency and evacuation routes.

20.f: Explore options to incentivize roadway connectivity.

Objective 21: Incorporate green infrastructure to reduce stormwater runoff.

Policies:

21.1: Incorporate low-impact development (LID), green infrastructure strategies, and pollution prevention procedures to address drainage in roadway design and update operation and maintenance methods to retain integrity of these solutions.

21.2: Prioritize roadway drainage improvements in flood-prone areas.

21.5: At a minimum, the County shall plan, site, and develop roads, bridges, and highways to:

- a) Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss;
- b) Limit land disturbance such as clearing, grading, and cut and fill to reduce erosion and sediment loss; and
- c) Limit disturbance of natural drainage features and vegetation, including mitigating impacts of stream crossings.

Objective 22: Increase transportation safety for transportation's most vulnerable users and reduce traffic fatalities.

Policies:

22.1: Human life and public health are prioritized within all aspects of the transportation system.

22.2: Safety solutions should be prioritized in areas with the most vulnerable populations.

22.3: Engage communities in defining issues and developing solutions for their community, with a particular focus on prioritizing disadvantaged and vulnerable populations.

22.9: Engage and collaborate with the owners of private roads and local community groups to help identify and develop road management agreements that mitigate road closures to provide emergency evacuation routes.

Objective 23: Adequately maintain public transportation systems.

Policies:

23.1: Maintain an Asset Management Program aimed at utilizing maintenance plans for pavement, bridges, and other road infrastructure to prolong the life of our transportation system as well as reduce its whole-life cost.

23.6: Encourage the adoption of innovative materials and methods that improve roadway sustainability and resilience.

Objective 28: Increase green infrastructure practices.

Policies:

28.4: Encourage vegetated shoulder and swale roadside design where climate and grade are conducive.

28.5: Where applicable, natural drainage patterns shall be improved/restored to increase their capacity with special consideration for the practices of proper soil conservation, and grassland and forestry management.

28.6: Implement nature-based solutions that manage stormwater on-site to reduce the burden on the storm sewer system and reduce flooding.

28.7: Prioritize drainage and flood studies for high-risk urban areas within the Urban Growth Area.

Objective 32: Protect the health and well-being of residents and visitors.

Policy:

32.29: Partner with government, private and nonprofit agencies, communities, and other stakeholders to assess and plan for alternative routes and possible relocation of coastal roads.

Actions:

32.h: Establish, map, and maintain alternative and emergency evacuation routes in each high-risk hazard area.

32.i: Monitor and address known hazards along transportation routes.

32.k: Develop and/or improve secondary access roads for those communities with only one means of ingress/egress.

32.n: Provide technical assistance to communities developing emergency response and evacuation plans.

32.q: Seek funding and support continued scientific research relating to hazards (e.g., research on erosion rates, slumping rates, slope stability studies, sea level rise rates, tsunami inundation mapping, coastal stream flood mapping, etc.).

32.s: Develop community-specific hazard mitigation plans.