

General Plan Land Use Maps and Designations

Table 6: Urban Land Use GP Pg. 32

GP DESIGNATION	DESCRIPTION	OPTIMAL RESIDENTIAL DENSITY (DU/ACRE)	POSSIBLE ZONING DESIGNATIONS
High-Density Urban	General commercial, multiple-family residential, and related services. Confined to Urban Growth Areas.	36-60	RM, RCX, V, CG, CDH, MCX, ML
Medium- Density Urban	Village and neighborhood commercial and single-family and multiple-family residential and related functions. Confined to Urban Growth Areas.	13-35	RM, RD, RCX, V, CN, CV, CG, MCX, ML
Low-Density Urban	Residential, with ancillary community and public uses, and neighborhood and convenience-type commercial uses.	3-12	RS, RM, RCX, ML, V, CV, CN
Urban Expansion Reserve	Allows for a mix of high density, medium density, low density, industrial-commercial mix, and/or natural designations in areas where growth may be desirable, but where specific settlement and infrastructure have not yet been determined.		RS, RM, RCX, CV, CN, CG, MCX, ML, UNV, V
Light/Service Industrial	Uses include but are not limited to business parks, research and development centers, product assembly, distribution centers, laboratories, cottage industries, and light service industrial uses.		MCX, ML
Heavy Industrial	Uses include but are not limited to landfills, quarries, chemical plants, heavy equipment base yards, towing yards, and other uses with the potential to create public nuisance conditions (e.g., noise, environmental impacts).		MG
University	Public university, including ancillary public uses, residential, and support commercial uses.		UNV. CG, CN, RM
Resort	Uses include a mix of visitor-related uses such as hotels, condominium hotels (condominiums developed and/or operated as hotels), single-family and multiple-family residential units, golf courses and other typical resort recreational facilities, resort commercial complexes, and other support services.		V, PD, RS, RM, CV, CN, MCX
Transit-Oriented Development (TOD)	<u>Transit-Oriented Development Floating Zone (TOD) – Mixed-use developments located at strategic points along a regional transit system. TODs consist of moderate and high-density housing, along with complementing public uses, jobs, retail, and services.</u>	<u>Minimum land area. The minimum land area for a new community shall be consistent with the zoning code’s requirements for project districts, which corresponds to the urban and secondary core.</u> KCDP Pg. 4-41	<u>High-Density Village Design Guidelines</u>
Traditional Neighborhood Development (TND)			<u>Medium-Density Village Design Guidelines</u>

#1 Proposed amendment to Table 6: Urban Land Use by adding TOD and TND to the list of “GP Designation” in column 1 (see above) since it is the stated intent of the General Plan (see page 46) to adopt policies to Include both TODs and TNDs.

Sustainable Development and Resilient Communities

Draft GP Pg. 37

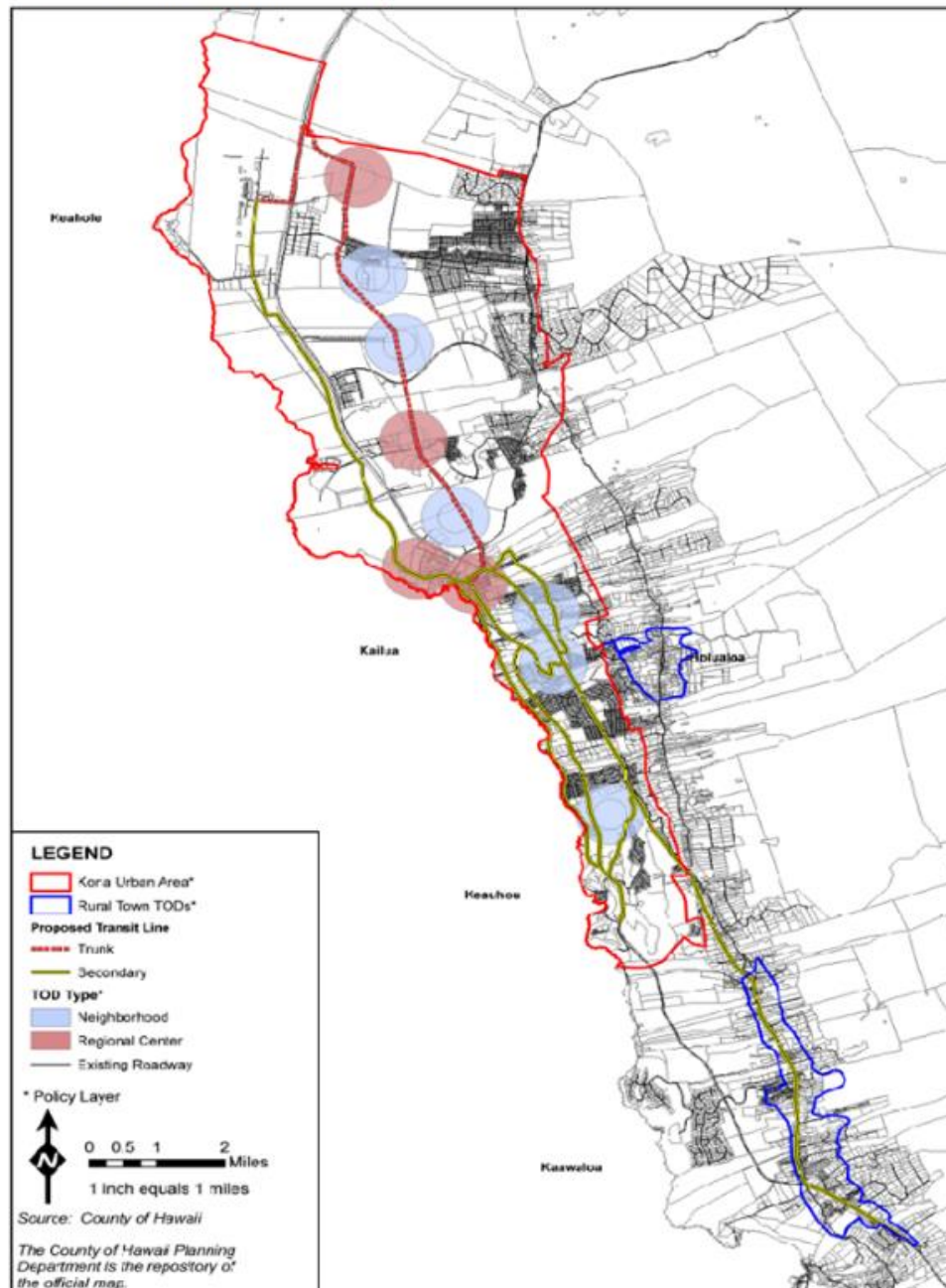
Land Use Map 3



#2 Proposed amendment to Land Use Map 3

Land Use Map 3 should indicate the TOD's that have been identified on Kona CDP Figure 4-7, Pg. 4-36. See map below.

Figure 4-7 Official Kona Land Use Map



#3 Proposed Map 3 Amendment:

Regarding Draft GP Map 3, it is suggested that the property that now appears as the newly proposed High-Density Urban and Medium Density boundaries located mauka of the Old Airport and makai of Queen Ka'ahumanu Hwy be instead designated as a Regional Center and Neighborhood TODs as designated in the Kona CDP Official Land Use Map, Figure 4.7.

This is important to ensure that **proper mixed-use master planning** is carried out for the area. See the recommendation from KCDP below:

“Makaeo Village (Regional Center) A major retail center is planned near the Old Airport Park. As a mixed-use village, the plan is to introduce residential uses into the mix, design a complementary relationship to the Old Airport Park, and integrate a transit hub or major park and ride facility for commuters”. Source KCDP Pg. 4-40

Land Use Goal

1.2: Urban Growth Areas

The Urban Growth Areas include high-density Transit Oriented Development (TOD), medium-density Traditional Neighborhood Development (TND), and low-density Urban Neighborhood Centers. These centers provide physical, social, governmental, and economic concentrations and easier access to services, recreation, and employment activities. Draft GP Pg. 46

#4 Proposed amendment to Pg 46: Following the above language, amend the text to include these general definitions:

Transit-Oriented Development (TOD). The development of compact, mixed-use villages which would integrate housing, employment, shopping, and recreation opportunities. Villages would be designed around transit stations/stops which would reduce the need for daily trips and financially support the expanded transit system. Source KCDP Pg. 4.6

Village Types Defined—Transit-Oriented Developments (TODs) vs. Traditional Neighborhood Developments (TNDs). Both TODs and TNDs are compact mixed-use villages, characterized by a village center within a higher-density urban core, roughly equivalent to a 5-minute walking radius (1/4 mile), surrounded by a secondary mixed-use, mixed-density area with an outer boundary roughly equivalent to a 10-minute walking radius from the village center (1/2 mile). The distinction between a TOD and TND is that the approximate location of a TOD is currently designated on the Official Kona Land Use Map (Figure 4-7) along the trunk or secondary transit route and contains a transit station, while TND locations have not been designated and may be located off of the trunk or secondary transit route at a location approved by a rezoning action. Source KCDP Pg. 4-28