

Parker Ranch

June 20, 1991

Mr. Norman Hayashi, Director
Planning Department
COUNTY OF HAWAII
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Hayashi:

RE: Rezoning/SLU Applications
Parker 2020 Project

In a letter, dated May 6, 1991, the Planning Commission chairperson raised a number of pertinent questions regarding the subject matter. We would like to use this means to respond to those questions, as well as to update your office regarding other aspects of this project.

INDUSTRIAL PARK

- A. Background. The pending application calls for 50+ acres to be rezoned into the ML district. The County Department of Public Works had raised traffic concerns regarding this aspect of the project. In our meeting of October 2, 1990 with the staff of said Department, one alternative discussed was the deferral of this component of the project, pending the start of the Waimea By-Pass Road.

Since that time, we have explored the concept of an interim "in-town, by-pass road" through the Town Center. It is also our considered opinion that there is a pressing need for some light industrial area.

- B. Recommendation. In view of the foregoing and in response to the Commission's question, we respectfully request favorable consideration for 25 of the requested 50+ acres of ML zoning. The 25 acres would essentially be located at the south side of the requested area and would encompass the existing automotive repair and storage area.

The entrance to the requested industrial subdivision from the Mamalahoa Highway would be fully channelized.

The Commission also asked a question relative to an emergency connector road. We understand this to mean a road between the proposed industrial area to the Kawaihae Road. At this time, none is being planned, as the distance is too far. It would appear to be more prudent to find an access that would take it through the Lalamilo Farm Lots subdivision.

RURAL-RESIDENTIAL AREA

- A. Background. The Commission raised the issue of access from the Kohala Mountain Road. This was also an item of concern raised by members of the public.
- B. Recommendation. After studying this matter further, the applicant has agreed to eliminate any and all accesses to this area from the Kohala Mountain Road. Hence, access to this area will be taken from the Kawaihae Road. This access will be improved in a manner consistent with the State and/or County's access requirements, including the construction of a fully channelized intersection.

TOWN CENTER

- A. Background. There was a number of issues associated with this component of the project. These involved drainage, extent of the commercial zone, traffic improvements and access locations, equestrian trail, development phasing, and town character.

In that regard, we studied the issues and came forth with a modified land use concept plan. This concept plan is attached for your review and appropriate action.

As you review this concept plan, there are two items that should be stressed. One is that this concept plan does NOT in any way change the requested zoning lines. It merely attempts to refine the concept to better address the aforementioned issues. Secondly, as more detailed studies (such as drainage, terrain, etc.) are made in conjunction with the other level of permitting process, there will invariably be some adjustments made to the plan. Nonetheless, the basic concept as proposed herein will still be retained.

1. Interim "In-Town, By-Pass Road."

- a. Location. The northeastern or Honokaa-side access to this area is proposed to be situated between the Waimea Civic Center and the Lucy Hendriques Medical Center. Kamamalu Street will not be used.

Our consultants felt that the proposed intersection would provide for a much safer and free-flowing access than Kamamalu Street. While this point occurs near a bend, the applicant would install traffic lights and make related intersectional improvements. Thus, the safety aspects would not be compromised due to the slight curvature at this point of the Mamalahoa Highway.

Furthermore, it was also believed that this new access would minimize any potential traffic conflicts with residents of the Kuhio Village who currently use Kamamalu Street.

The southwestern or Kona entrance of this road would occur in the vicinity between the Race Track and an existing water reservoir. This location would be town side of the proposed Waimea By-Pass Road. Appropriate intersectional improvements, such as a channelized intersection at the Mamalahoa Highway, would also be constructed by the applicant.

- b. Level of Improvements. As noted earlier, the northeastern entry will be signalized. The southwestern entry will be fully channelized.

This road would have a right-of-way of 80 feet. The entire length of this road, plus the related intersectional work at the Mamalahoa Highway, would be constructed in conjunction with the development of the first residential increment of this project.

Initially, this road would consist of a minimum of 2 lanes, built to County D.P.W. requirements. This would thus implement the concept of an interim in-town, by-pass. The improvements within the entire 80-foot right-of-way would occur only in the area fronting the actual area of residential and/or commercial development. As such, as the project progresses, the balance of the improvements within the entire right-of-way would occur.

Within the proposed commercial area, the road would have curb, gutters, and sidewalks. At this point in time, the applicant believes that having curb, gutters, and sidewalks within the residential areas would detract from the rural and "paniolo" ambience sought by this project. Alternative pedestrian movements are being proposed (see below) which attempt to address the safety issue.

- c. Recommendation. In addition to incorporating the above (in concept) as conditions of approval, development of the property should not occur until approval from the affected property owner(s) (Lucy Henriques and/or State of Hawaii) for the access to the Mamalahoa Highway is secured by the applicant.
2. Drainage. In further studying this matter, our consultants believe that the existing drainage course that bisects the property can be properly integrated into the overall design of this project. The preliminary drainage concept calls for much of the existing projected flow to be re-directed to the south or Mauna Kea side of the property into the open pasture. The balance would continue its present course.

It should be noted that the decision to retain a small amount of drainage flow was motivated by the desire to create a park-like setting throughout the site, and thereby further capturing the rural ambience of this project. This drainage area would have multiple purposes. For one, it would function as a drainage way. It would also serve as a pedestrian access between the residential and commercial areas. Finally, it would function as a part of the park area. As such, it is felt that this concept would better capture the overall paniolo ambience of this project.

3. Commercial Area.
 - a. Size and Location. To make the project consistent with the existing General Plan LUPAG map, the modified land use concept now calls for about 42+ acres of commercially-zoned land. This represents over a 50% reduction from the original proposal of 104+ acres.

The requested commercially-zoned area would include the area of the existing stable. The balance of the area, as reflected on the plan, would occur to the rear of the existing shopping center and Kahilu Hall.

It would also have at least 7 acres of open space and park area. This open space/park area is intended not only to accommodate some of the drainage ways. It is intended to create a focal point for the town center.

- b. Level of Improvements. Lindsey Road would be extended to the site in conjunction with any development of this area. Appropriate improvements to the intersection of Lindsey Road and the Mamalahoa Highway would also occur then.

All of the road fronting the commercial area would be built to County dedicable standards. There would also be curb, gutter, and sidewalks.

- c. Recommendation. In addition to incorporating the above, it is understood that the balance of the initially requested commercial area would be denied.

4. Residential Area.

- a. Phasing. This component of the project would be developed in three phases. The various phases would look like this:

1) Phase I - TOTAL: 764± (376± lots, 388± units)

- a) RS-10: 101 acres, 334± lots
b) RS-15: 18+ acres, 42± lots
c) RM-3: 5 acres, 50± units
d) RM-2: 34+ acres, 338± units

2) Phase II - TOTAL: 83± lots

- a) RS-15: 36+ acres, 83± lots

3) Phase III - TOTAL: 107± (87± lots, 30± units)

- a) RS-10: 27+ acres, 87± lots
b) RD-5: 4+ acres, 30± units

TOTAL: 954± lots and/or units

It should be noted that the above phases are predicated upon Phases II and III being initiated upon the start of construction of the Waimea By-Pass or comparable alternative. Phase I would begin in conjunction with the interim in-town, by-pass road.

- b. Open Space/Park. Within the residential area, there would be close to 13 acres of park and open space. If the proposed park and open space within the town center area were included, the total park and open space area would be approximately 20 acres.

Of this area, a minimum of 5 contiguous acres would be set aside for active recreation use. It would also be partially improved (graded and grassed) and have a restroom facility. It would be private, unless and until the County accepts it.

- c. Improvements. As noted earlier, the park and open space would be partially improved. The active park area would be set aside and improved in conjunction with the development of any portion of Phase I.

Likewise, the interim in-town, by-pass road and the improvements to the associated intersection with the Mamalahoa Highway would be constructed in conjunction with the development of any portion of Phase I. Other intersectional improvements at the Mamalahoa Highway would occur only when and if access to the residential area is taken from the affected road, such as Kaomoloa Road and Lindsey Road.

As noted earlier, the applicant has no plans to install curb, gutters and sidewalks within the residential area. This is to make the project more in keeping with the rural ambience of the area.

- d. Recommendation. In addition to the above, it is understood that the zoning for Phases II and III would not be in effect until there is a commitment to have the existing or alternative Waimea By-Pass Road made by the State.

5. Character. You will note that the project concept now calls for the creation of an equestrian trail that would enable one to ride through the property to the pasture land near the proposed Waimea By-Pass.

The concept of creating an open town area within the town center would also foster an atmosphere that would be in keeping with the area. It should be noted that the goal is also to keep the stables as part of the commercial focal point.

As such, the re-introduction of the equestrian paths, the notion of a town center with a park and open space, pedestrian ways between the town center and the residential area, and the incorporation of the existing stables area as part of the commercial town center should all help to foster this rural, "paniolo" flavor.

6. Education. The applicant believes that there is sufficient land to allow for the orderly expansion of Waimea School. This was possible through a land exchange consummated with the State by the Trust.

The applicant also intends to work with the State in establishing reasonable drop off and pick up areas adjacent to the school and if needed, within the applicant's property.

In view of the foregoing plus the years of past contributions, such as the present gymnasium, constitute a reasonable contribution in addressing the concerns raised by the State.

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Finally, we would like to note that the proposed water agreement has already been submitted to the County. It is our understanding that it has been signed by the Department of Water Supply and the Corporation Counsel. It is currently awaiting your office and the Mayor's review and appropriate action.

Thank you very much for your cooperation and understanding on this matter. Please feel free to contact me or any of our consultants if you have questions on the above.

Sincerely,

A handwritten signature in black ink, appearing to read "Gilliard P. Smart", with a long horizontal line extending to the right.

Gilliard P. Smart
Trustee

GPS:ky

Enclosure

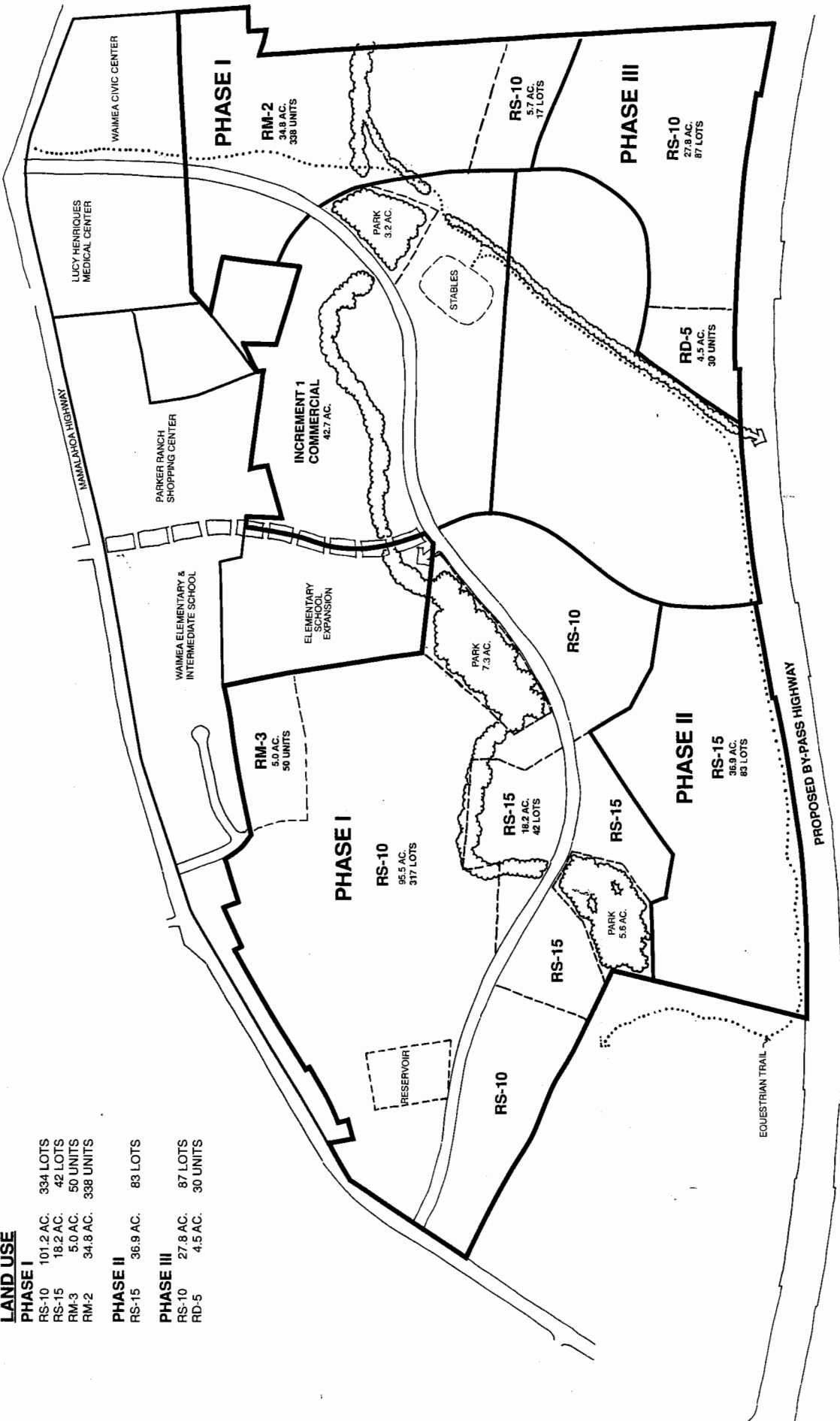
cc: Roger Harris
Sidney Fuke
Joseph Vierra

LAND USE

PHASE I
 RS-10 101.2 AC. 334 LOTS
 RS-15 18.2 AC. 42 LOTS
 RM-3 5.0 AC. 50 UNITS
 RM-2 34.8 AC. 338 UNITS

PHASE II
 RS-15 36.9 AC. 83 LOTS

PHASE III
 RS-10 27.8 AC. 87 LOTS
 RD-5 4.5 AC. 30 UNITS



**PROPOSED PHASING PLAN
 PARKER RANCH 2020**

June 5, 1991
 Prepared by Belt Collins & Associates

