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PLANNING DEPARTMENT
25 AUPUNI STREET

COUNTY OF HAWAII
HILO, HAWAII 96720

1981 ES 730

October 21, 1981

Mr. Dennis Shigeoka, P.E.
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

Dear Mr. Shigeoka:

Revised Environmental Impact Statement for
K & J Tire Center/General Plan Amendment Petition

We have reviewed the subject revised EIS for K & J Tire Center against the requirements of the regulations of the Environmental Quality Commission and our informational requirements as noted in the Environmental Assessment.

We find that the document adequately addresses the concerns raised and we are now accepting the document. We will forward our determination to the Environmental Quality Commission.

Please be advised that the acceptance of the EIS does not necessarily imply an approval of the General Plan Amendment petition which is now under review.

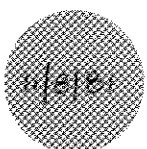
Should you have any questions, please do not hesitate to contact Norman Hayashi of my office at 961-8288.

Sincerely,

for 
SIDNEY FUKU
Planning Director

VKG:gs

cc: Kenneth Tancuys
Joan Kodani, EQC



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REVISED
ENVIRONMENTAL IMPACT STATEMENT
GENERAL PLAN AMENDMENT
WAIAKEA HOUSELOTS, SOUTH HILO
ISLAND OF HAWAII
TMK: 2-2-50: 2 & 3
OCTOBER 5, 1981



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

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I. SUMMARY

This Environmental Impact Statement has been prepared for the County of Hawaii as part of the requirements for a General Plan Amendment to permit the construction of a storage warehouse and parking lot on land presently designated for medium density residential use in Hilo, Hawaii. The desired land use classification is industrial. The site is currently zoned RS-10 Single Family, and the applicant will seek a zone change to ML-20 Limited Industrial. The property is on the outer fringe of Hilo's present industrial area and an agreement of sale and a change of ownership to the applicant are pending.

The intent of this statement is to present potential impacts the proposed action may have on the existing environment to aid the County of Hawaii and concerned organizations or individuals in assessing environmental impact.

Project Location and Description: The 45,000 square-foot parcel is located in Hilo, Hawaii, fronting Manono Street between Lanikaula and Kawili Streets. Proposed is a steel ribbed warehouse building approximately 24 feet tall with 18,000 square feet of floorspace. A 41-stall paved parking lot will front the structure. Perimeter landscaping will be incorporated. The single-phase project will be completed in six (6) months at a cost of \$400,000 and will house K & J Tire

Center, Inc. and rentable space. Specific use of this rented space is unknown at this time.

Environmental Setting: The site is on the windward Big Island coast, known for its characteristically warm, wet weather. Mean annual precipitation is 150 inches, and the average yearly temperature is 73° F. The area is nearly flat and consists of soil of the Papai Series (r PAE) that has rapid permeability and is poorly suited for cultivation. No known rare or endangered species of plant or animal inhabit the urbanized site, and the area is excluded from flood plain and tsunami inundation zones.

There is no existing sewerage system, and sewage is handled by private cesspools. Streets bordering the site are Manono, Kawili, and Lanikaula, each of which are adequate in handling their present traffic loads. Domestic water from the Panaewa Well is supplied through a 6" line along Manono Street. Electricity and telephone services are also available.

Probable Impact of the Proposed Action: The proposed project will require minimal site grading and the excavation of a cesspool and two standard drywells. Construction activities will destroy most of the existing flora and temporarily displace the few transient wildlife species. The atmosphere will be affected during the construction phase by ambient

noise, exhaust, and dust. However, this can be mitigated by muffling systems and dust suppressors. The existing traffic situation will experience minimal effects of the proposed warehouse according to traffic counts and calculated road capacities. Adverse effects can be mitigated through proposed road and intersection improvements in the area. Water requirements of the proposed project will be less than those of the existing residences and therefore will not increase demands. Cumulative industrial expansion is not expected to increase demands on water over those already experienced, and the same holds true for sewage disposal. No archaeological/historical sites exist in the vicinity. The socio-economic outlook of the community may be strengthened by the proposed project and its possible effect on expansion of industrially classified land that is in demand. However it will also have the effect of reducing the land area available for housing which is also in high demand. Resident population of the houselots will also be reduced. Height of the proposed building will reduce the aesthetic appeal of the site. Such an impact will also be evident from future spreading of industrial land use. Mitigating measures include site landscaping and proper suppression of dust, exhaust emission, and machinery noise.

Adverse Environmental Effects that Cannot be Avoided:

Temporary adverse effects include a reduction in air quality during the grading and construction phases.

Although the proposed project will have negligible effect on traffic and circulation in the area, cumulative effects of future expansion may adversely effect circulation, the extent of which cannot be determined at this time. The proposed development and the possible expansion of industrial land use will remove residential housing which is in demand in Hilo.

Relationship of the Proposed Action to Land Use Goals, Policies, and Controls: The proposed action conforms to applicable goals and policies of the General Plan of the County of Hawaii relating to the centralization of industrial areas, the provision of necessary infrastructure, and providing for public necessity and convenience and the general welfare. It is compatible with existing land uses and related areas as outlined in the Hilo Community Development Plan. Plans for the proposed development comply with the applicable requirements of the ML-20 zone.

Alternatives to the Proposed Action: Four alternatives to the proposed action were considered. These are: 1) no action; 2) alternate residential density development; 3) alternate sites; and 4) commercial development. The no action residential and commercial development alternatives are inconsistent with the basic objective of the applicant in seeking to provide warehouse space. The possibility of an

alternate site for development is impractical due to
infrastructural inadequacies, legal restrictions, and
availability of industrial zoned sites.

II. PROJECT LOCATION AND DESCRIPTION

The project site is in Hilo, Hawaii on a 45,000 square-foot parcel adjacent to the east side of Manono Street between Lanikaula and Kawili Streets. TMK is 2-2-50:2 & 3. Six single-family structures and various domestic plantings are presently located on site. Refer to location map figure 1.

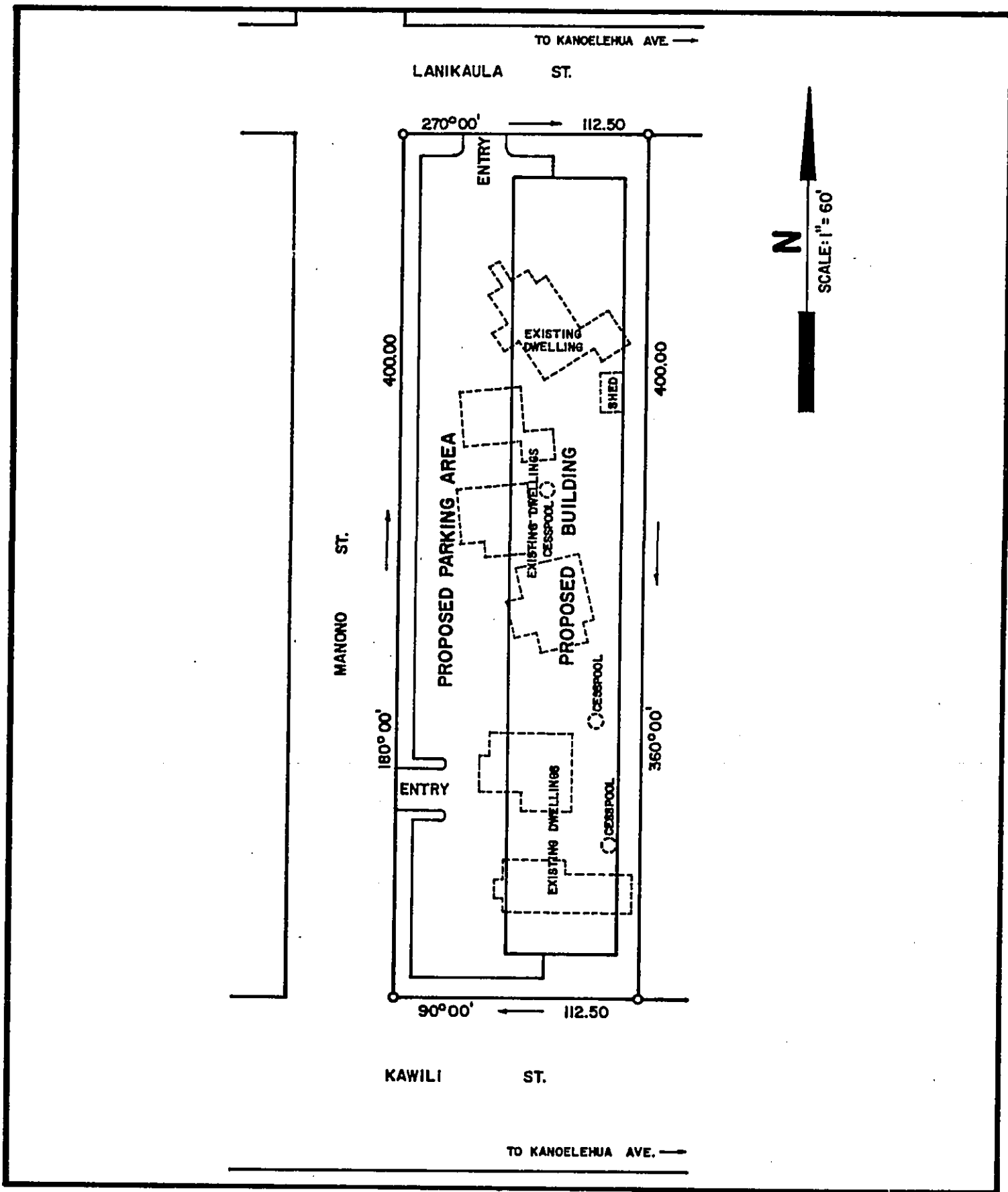
This project consists of a single steel ribbed warehouse building with five separate sections totalling 18,000 square feet of floor space. Two restrooms will be provided in the single story 24-foot tall building. A 41-stall paved parking lot with loading and unloading areas will be accessible from either Manono or Lanikaula Streets. See site map figure 2.

Site landscaping will be done by the owner and incorporates plumeria trees, coconut trees, and an existing 40' African tulip tree. All trees will be situated on the property perimeter with weedelia serving as groundcover (landscaping plan, figure 9, p. 33).

Water, power, and communications lines will connect to existing sources along Manono Street. Sewage generated by several lavatories and toilets will be handled by a single cesspool.

Overall cost of the single phase project is an estimated \$400,000, and time for completion is approximately six (6) months. The proposed structure will provide space for K & J

Tire Center, Inc., and rentable space to house various other operations in conformance with the permitted uses of the limited industrial zoned designation sought.



SITE PLAN

FIGURE 2

III. ENVIRONMENTAL SETTING

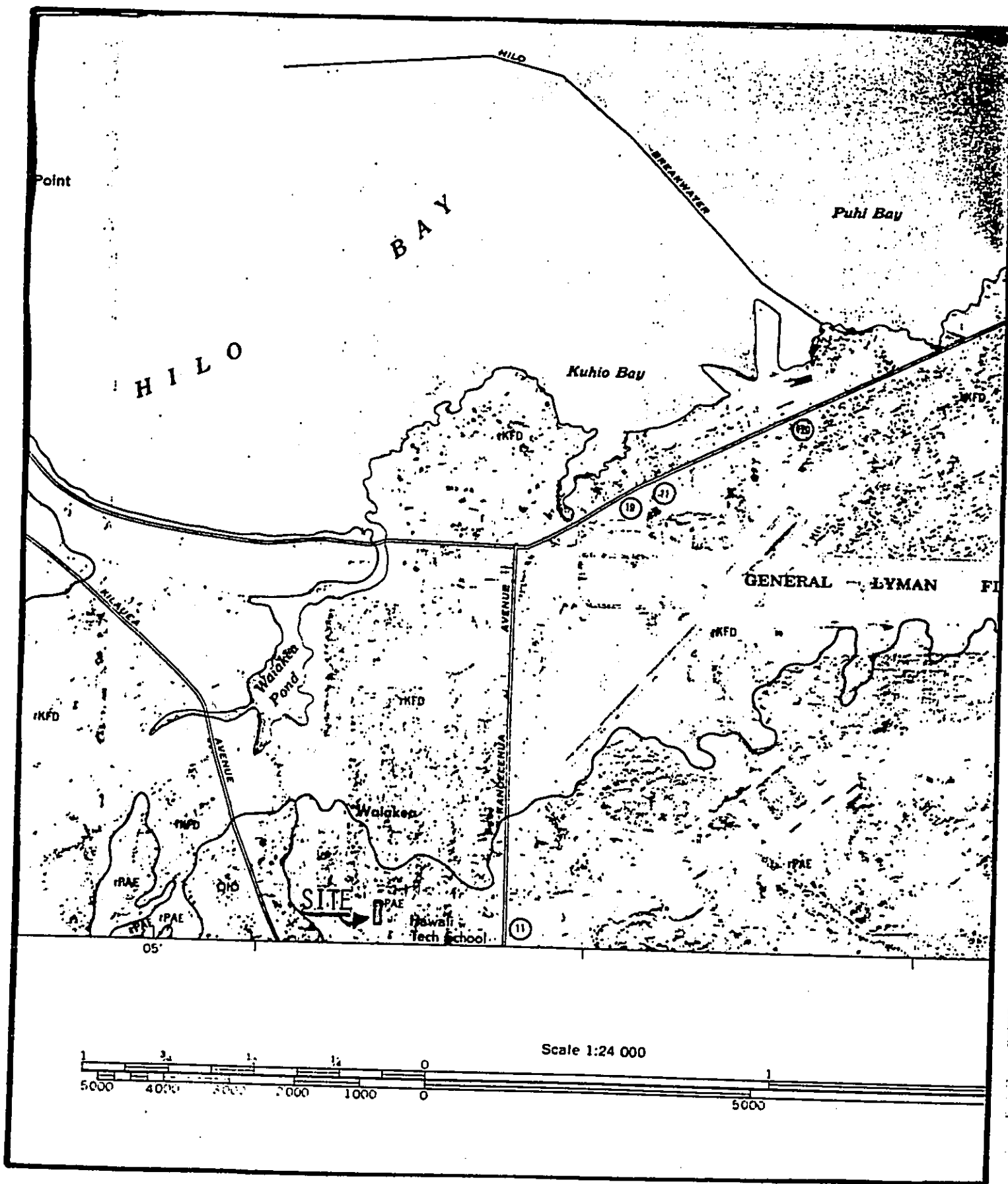
A. NATURAL ENVIRONMENT

Climate

The site is located on the eastern side of the island and is thus exposed to prevailing northeast tradewinds. Warm, moist air from the ocean is forced upward along slopes above Hilo and condenses into clouds which result in frequent precipitation. East-north-east trades prevail, averaging 7 miles per hour. Median annual rainfall is less than 150 inches and humidity averages 80 percent. Annual mean temperature is 73° F. Hilo's climate is mild and known for its wetness. Heaviest precipitation usually falls in December and March (16 inches). June is usually the driest month at 6.75 inches, yet rain falls about 300 days a year.

Soils

Soil in the area of the site is listed as Papai extremely stony muck of the Papai Series (rPAE)¹. Found on the low windward side of Mauna Kea, the surface layer is a very dark brown extremely stony muck about 8 inches thick. Underlying layers consist of fragmented Aa lava. The soil is slightly acidic. Refer to figure 3.



SOILS MAP

FIGURE 3

Characteristics are rapid permeability, slow runoff, and slight erosion hazard. Slope on the site is about 3 percent.

Capability subclass is VIIs which designates very severe limitations for cultivation because the soil is shallow, droughty, or stony.

Wildlife

The site has six occupied dwellings on it and consists mainly of yards and plantings in a medium density residential setting.

Various species that inhabit the site include pets, such as cats and dogs, rodents (mongooses, rats, mice), and birds (sparrows, mynahs, pigeons, doves). No species are rare or endangered. There are no known rare or unique insects on site. Due to urban surroundings these species are transient.

Flora

The species observed on the proposed site are those usually associated with local domestic plantings in Hawaii. These are Mango - Mangifera Indica, Coconut - Cocos nucifera L., African tulip - Spathodea campanulata, Plumeria - Plumeria acuminata, Mountain Apple - Eugenia malaccensis L., Loquat - Eriobotrya japonica. Shrubs and hedges are comprised of exotic plants. No species are known as rare or endangered.

Drainage

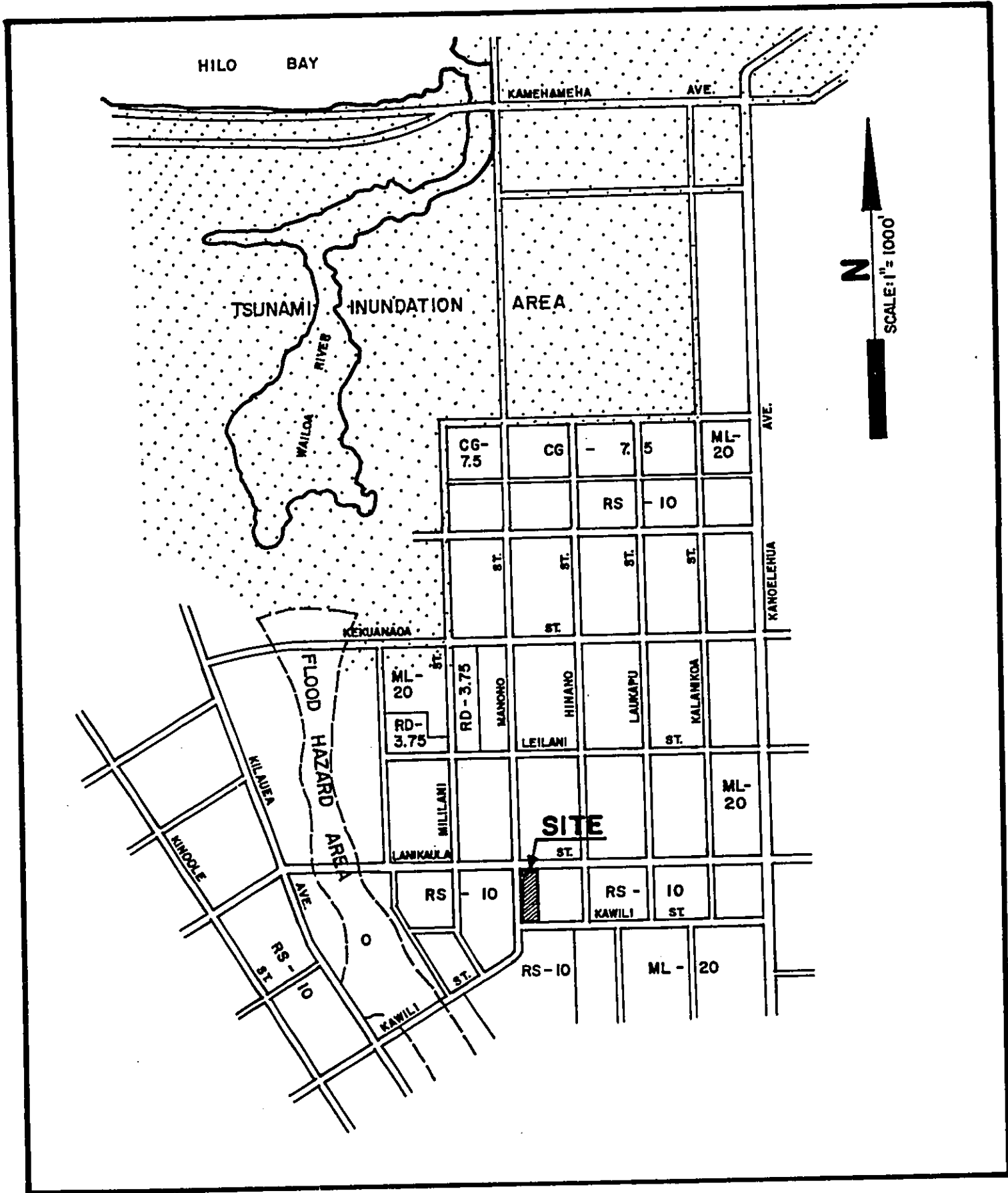
Although many areas throughout South Hilo are susceptible to flooding hazards, the proposed warehouse site is excluded from both flood plain and tsunami inundation zones. Refer to figure 4 for zone delineations.

B. INFRASTRUCTURE

Sewage

The site and immediate area are not presently serviced by the County sewage disposal system. Sewage from the existing single family residences and nearby light industrial buildings (Kawili Street) is handled adequately by private cesspools and septic tanks.

A sewage disposal development plan was researched and prepared by Sunn, Low, Tom & Hara Inc., which recommended implementation of the Railroad Interceptor sewer line along Kanoelehua, west along Leilani Street, and north along Manono Street to connect with the existing Wailoa Sewage Pumping Station². This line would service the present industrial area west of Kanoelehua Avenue and adjacent residential area including the project site. This sewer development is recommended in the Hilo Community Development Plan. No specific timetable for implementation is known at this time.



FLOOD HAZARD AREA

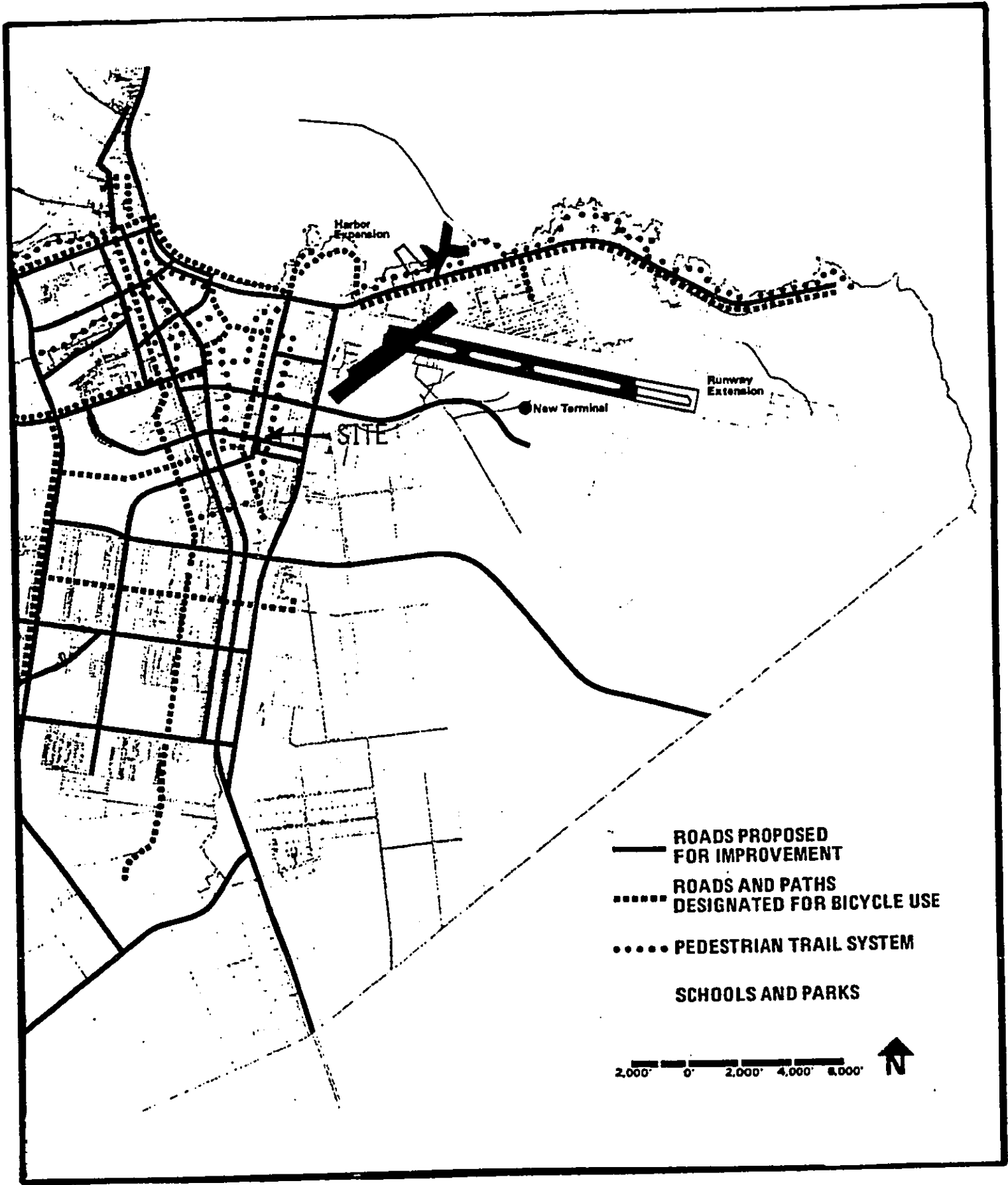
FIGURE 4
- 14 -

Roads

The project site borders Manono Street between Lanikaula and Kawili Streets. The right of way of each roadway are as follows: Manono-50 feet wide, Kawili-80 feet, and Lanikaula-50 feet. Traffic counts are available from the County Department of Traffic Safety and Control only for Lanikaula Street near its intersection with Kilauea Avenue. That is 391 cars per hour. Independent traffic counts on Manono and Kawili Streets were made for this study. Practical capacities for each roadway are: Lanikaula-1105 cars per hour and; Kawili-870 cars per hour³. Practical capacity of Manono Street was not calculated because of the stops at intersections along its route. These practical capacity figures are estimates. Each of these streets are major thoroughfares for traffic in the Hilo urban area and are destined for improvement according to the transportation plan of the Hilo Community Development Plan (see figure 5 for the Hilo CDP transportation plan).

Water

Water is supplied to the area through an 8" line along Lanikaula Street and a 6" line along Manono Street. Source of water is the Panaewa Well which supplies over 1.0 million gallons per day (mgd) to Hilo. Two pumps at the well have 2.0 mgd and 3.0 mgd capacities, so water supply is adequate.⁴



HILO CDP TRANSPORTATION PLAN

FIGURE 5

Power/Communications

Electric power and telephone communications are available from lines running along Kawili, Manono, and Lanikaula Streets.

Solid Waste

There are no public waste collection services in Hawaii County. Refuse disposal for the Hilo area is at the solid waste transfer station located off Leilani Street near General Lyman Field.

C. PUBLIC FACILITIES/SERVICES

Schools

There are eight public elementary schools located throughout Hilo with a total enrollment of 3,790 in grades K-6. Kalani-anaole Elementary-Intermediate has 669 students enrolled in grades K-8. Hilo and Waiakea Intermediate enroll 539 and 910 pupils respectively in grades 7-8. High schools are Waiakea and Hilo High with combined enrollment of 2,682 for grades 9-12. (All figures from County of Hawaii Data Book 1980.)

Hawaii Community College is located directly across the proposed

site on Kawili Street. 1980 enrollment was 1,619. Hilo College is the site of extensive growth and development. Enrollment, including the College of Agriculture, was 1,250 in 1980. University of Hawaii, Hilo College and Waiakea High School campuses are within a mile from the project site on Kawili Street.

Libraries

The Hawaii Public Library System is under the direction of the State Department of Education. The Hilo central branch houses 90,742 volumes and functions as administrative center for the County. The University of Hawaii at Hilo has two libraries housing 103,352 volumes. It's circulation is 34,129 volumes.

Protective

The Hawaii County Fire Department headquarters are located in Hilo on Kinoole Street. Additional 24-hour substations are the Kaumana, Waiakea and Kawaihine Stations.

The Police Department is located in the new public safety building on Ululani Street. During 1977, an average of 339 persons per police officer were served in Hawaii County. Budgetary restraints disallowed an increased police force.

A new correctional facility administered by the State Department of Social Services opened its' doors in May 1970. It can accommodate 24 persons and has the capacity for 44. According to Mr. Clarence Andrade, administrator, 29 individuals staff the correctional facility. These include 22 adult corrections officers, 2 clerical workers, a steno and accounting clerk, 1 social worker, 2 cooks, and one maintenance man. The facility is located on Punahale Street.

Recreation

Hilo is blessed with many naturally beautiful areas which have been or are being developed into County and State parks. There are 57 parks and recreation facilities under County jurisdiction in South Hilo. Included are beach parks along the Keaukaha coast, neighborhood ball parks and gymnasiums, tennis courts, camping and picnic areas and a small boat ramp. Three State Parks are the Wailoa River, Boiling Pots, and Rainbow Falls Parks.

Medical

Located on Waianuenue Avenue above Rainbow Falls, Hilo Hospital serves as the County's main general hospital. This medical center includes employee quarters, a training center building, and related support facilities. In 1977 the 276 bed facility had an average occupancy of 55.5 percent. Hilo Hospital

adequately serves present needs. Plans exist for a new 146-bed hospital facility as construction bids were awarded earlier this year.

Transportation

General Lyman Airport in Hilo is the second largest airport in the state and the main gateway to the Big Island. It handles both direct flights to and from the mainland and local inter-island flights. Direct mainland flights continue to offer the opportunity for export of local perishable goods. Increased capacity has been facilitated by the recent completion of a new terminal at the airport.

Hilo Harbor serves as Hawaii County's main commercial seaport. It is designed to accommodate large cargo barges and ships and handles containerized loads. It has the largest covered storage area and pier space on the island. Young Brother's barges arrive from and depart to Honolulu three times a week. A Matson Navigation Co. ship travels between the west coast and Hilo once every 2 weeks.

Hawaii County's Mass Transit System provides four major bus routes in Hilo: the Papaikou-Mooheau Terminal route; the Waiakea Uka-Mooheau Terminal route; the Keaukaha-Mooheau Terminal route; and the Kaumana-Mooheau Terminal route. The busses run Monday through Sunday in Hilo. The main terminal is at Mooheau Park on Kamehameha Avenue.

D. PRIVATE FACILITIES/SERVICES

Schools

Five licensed private schools serve the Hilo area. Elementary-intermediate instruction is performed at E'Makaala School (66 pupils, 8 staff), Mauna Loa School (40 students, 2 staff), Henry Opukahia School (85 pupils, 10 staff), and St. Joseph's Elementary (617 pupils, 21 staff). St. Joseph is Hilo's only private high school with 291 student and 19 professional staff.

Medical

Numerous licensed private physicians and dentists operate from private offices in Hilo. Hawaii County's average number of residents served per private physician is 843. The number of residents served per active dentist is 1,651 throughout the County. These ratios are likely to be lower within the South Hilo District.⁵

Tranportation

Private transportation services in Hilo include taxis, rentals and air travel. Twelve taxi companies operate in Hilo. Rental agencies supply, in addition to cars, jeeps, pickups, vans, and

campers. All air travel is handled through private companies. Regularly scheduled flights travel inter-island and overseas via Hilo airport. Several aircraft charter companies operate in Hilo. Available are Cessna planes and Bell and Hughes helicopters.

Recreation

A number of private establishments offer recreational facilities for public use. These include the nine-hole Banyan Golf Center, two tennis courts at Waiakea Resort Village, and a 40-lane bowling alley. Five movie theaters are operating in Hilo. Various hotels and restaurants feature cocktails, nightly entertainment, and dancing.

E. SOCIO/ECONOMIC

The South Hilo district has the largest population in Hawaii County. According to County of Hawaii Data Book 1980, South Hilo's population increased from 33,915 in 1970 to 42,320 in 1980. This increase reflects population projections of growth for districts in Hawaii County, particularly in the districts of South Hilo, Puna, South Kohala, and North Kona. Present

population increases are a reversal of trends during the 1950-1960 population decline attributed to the mechanization of the sugar industry and resulting loss of jobs and out migration.

Hawaii County has no ethnic majority. The 1970 census divided the populations ethnic make-up as: Japanese 37.5; Caucasian 28.8; Filipino 16.5; Hawaiian 12.3; Chinese 2.9; and other 2.0.

Hilo holds the County seat and serves as the island's trade and distribution center. Economic emphasis is based on transportation communication and utilities, trade, finance, insurance, real estate, services, and government. Hilo's international market for goods and services results from its own population size and proximity of expanding outlying rural communities - notably in the Puna district.

Key transportation facilities serve the island at General Lyman Field and Hilo Harbor. Their location in Hilo has greatly contributed to this city's trade and distribution businesses. Although not a noted visitor destination area, Hilo's position as gateway to the island and the state keeps tourism viable. Research and expansion of alternate energy production could support increased manufacturing which would boost the economy of east Hawaii. Indirect services to support these growth potentials would necessarily need to be increased. A large segment of the indirect service businesses can be located within a light industrial area.

F. AESTHETICS

The neighborhood encompassing the site is known as the House-lots area. At present, six old (30 years or older) single family dwellings are located on the site. These single story houses incorporate wooden construction and corrugated iron roofing. Yards between the structures are connecting and extend to the edge of Manono Street. A variety of plantings grow throughout the site (refer to fauna section for specific types). The aged, low-profile structures and number of tall trees relay an "older neighborhood" impression.

To the south lies the campus of Hawaii Community College (HCC). Plans by the University of Hawaii have scheduled the relocation of Hawaii Community College classes to the grounds of Hilo College. Possible future alternate use of the HCC complex includes student dormitories, classrooms for the college of continuing education, and university shop and maintenance facilities. Use of the site to house satellite offices of various government agencies is also speculated.

West of the site across Manono Street are the Terikyo Kilauea Kyokai Church grounds. This church is fronted and buffered from adjacent streets by carefully manicured and maintained ornamental plantings. The Terikyo Kilauea Kyokai Church is adjacent to single family dwellings on the same block.

A warehouse and accompanying storage yard are located across Lanikaula Street north of the site. Also situated on this corner are a single family dwelling and a lawnmower repair shop.

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A warehouse and accompanying storage yard are located across Lanikaula Street north of the site. Also situated on this corner are a single family dwelling and a lawnmower repair shop.

IV. PROBABLE IMPACTS OF PROPOSED ACTION AND MITIGATIVE
MEASURES TO MINIMIZE IMPACTS

This impact section includes the possible effects of future industrial development in the Waiakea houselot area since this may be a cumulative effect of the proposed action.

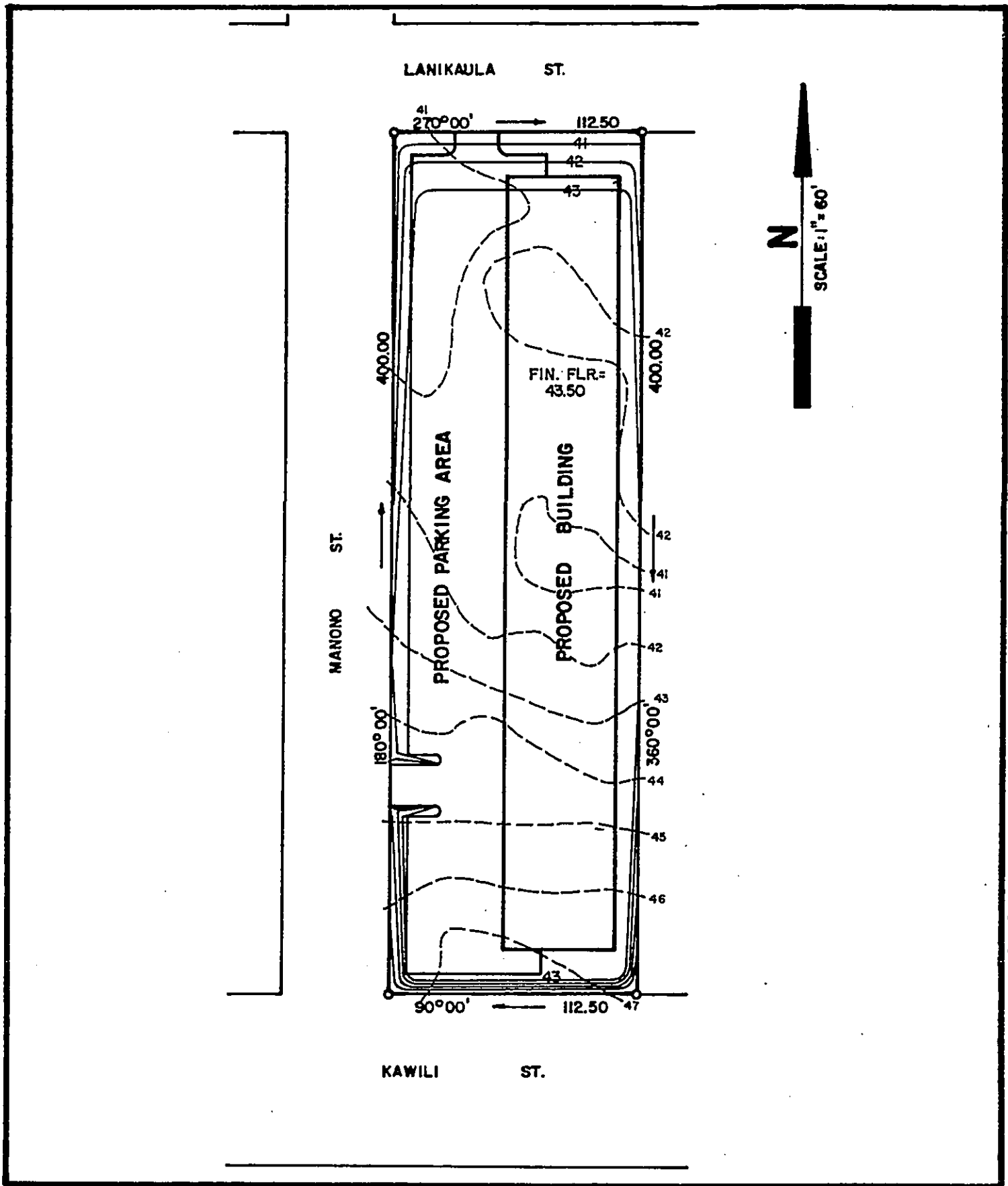
A. NATURAL ENVIRONMENT

Landform

Due to relative flatness of the existing site, grading and filling will be minimal. A maximum of 4 feet will be graded from the southern end of the parcel and 2 feet filled at the northern end to produce a desired foundation for the new building and parking lot. All existing cesspools will be filled and a new one excavated in the middle of the proposed parking lot. Existing water supplies will be disconnected and plugged, and one new water line and meter installed. Refer to the grading plan in figure 6.

Drainage of on-site water will be altered by the proposed building and 279' x 45' surfaced parking lot. The increase in runoff will be accommodated using two standard drywells located in the parking area.

Erosion of all uncovered, unpaved areas will be minimized by groundcover plantings to retain soil and maximize absorption.



GRADING PLAN

FIGURE 6
- 26 -

Flora

Much of the existing flora will be removed or destroyed during site preparation and construction. However, some existing flora that can be incorporated into the proposed landscaping plan will be preserved. These include a number of existing coconut trees, plumeria trees, and a large African tulip all located on the parcel fringes.

The possible cumulative effect of industrial expansion resulting from approval of the desired General Plan amendment and the demand for industrially zoned land may affect flora and fauna of the area. Yards and gardens are characteristically an expression of the homeowner who takes pride in keeping his property agriculturally (with fruits, vegetables, or ornamentals) and aesthetically productive - however, these functions are of secondary value to business for whom maximum productivity of the available land will not be realized through agricultural or aesthetic plantings, but more likely through useable floorspace or parking.

Therefore, although preservation and maintenance of flora is desirable, it is of secondary importance in conducting business and will be reduced significantly in a predominantly industrial area as compared to a residential (especially single-family) neighborhood. The preservation and maintenance of landscaped, planted areas is important in certain areas of the Waiakea Houselot that have been recognized as "city entrances." Such areas provide first and therefore

lasting impressions on visitors and should be planned and maintained accordingly. These city entrance areas include Kanoelehua Avenue at the airport access, Kekuanaoa Street which extends directly to the Waiakea Pond Resort area from the airport, and Manono Street which leads to Banyan Drive from Kekuanaoa Street. Special landscape treatment along these routes in the Waiakea Houselots area is important and may assure the maintenance of attractive flora whether industrial development expands, or residential use remains.

Fauna

The transient birds, insect, and animal community will be displaced by the proposed development. However, habitats will be retained for certain bird and insect species among the remaining trees and landscaped areas.

Atmosphere

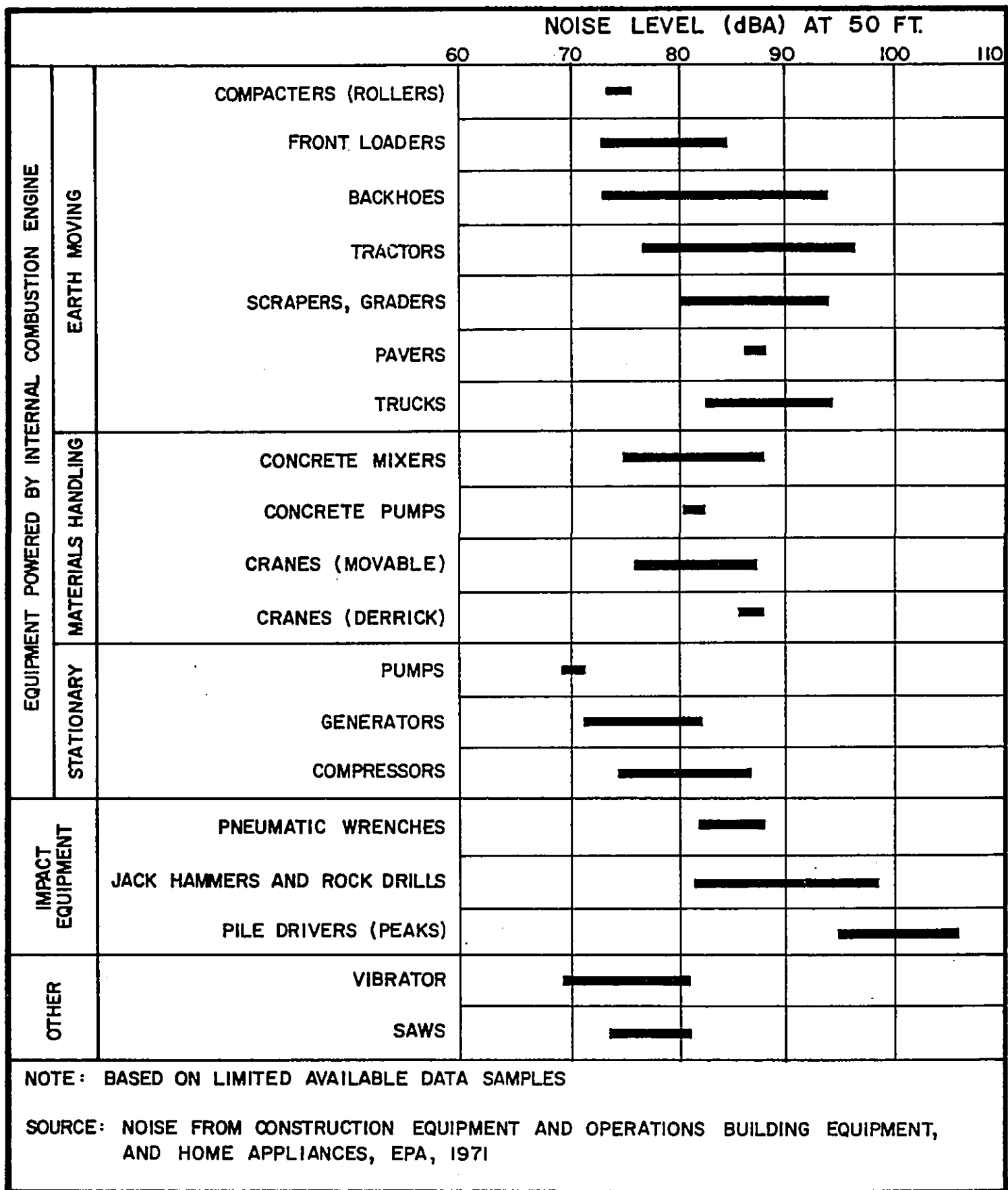
Air quality will be reduced during construction by exhaust emission from machinery and dust from grading and filling operations. Exhaust smoke can be minimized by proper maintenance (and tuning) of internal combustion engines. Dust can be prevented by application of dust suppressants to the ground during grading and filling.

Noise associated with construction is inevitable. Excessive noise will effect adjacent residential areas and Hawaii Community College (HCC). Various equipment noise level ranges are presented in figure 7 and the effects of background noises on people are shown in figure 8.

Noise can be minimized by use of proper muffling systems on equipment whenever possible. Due to expected soil thickness and underlying fragmented Aa base, use of jack hammers, rock drills, pile drives and blasting is not anticipated. Should blasting be necessary for cesspool or drywell excavation, blasting mats will be used to trap debris and muffle noise. Notice of blasting will be issued and warning signs will be posted. Although construction noise may have adverse effects on surrounding areas, these will be confined to regular working hours and limited to approximately six months.

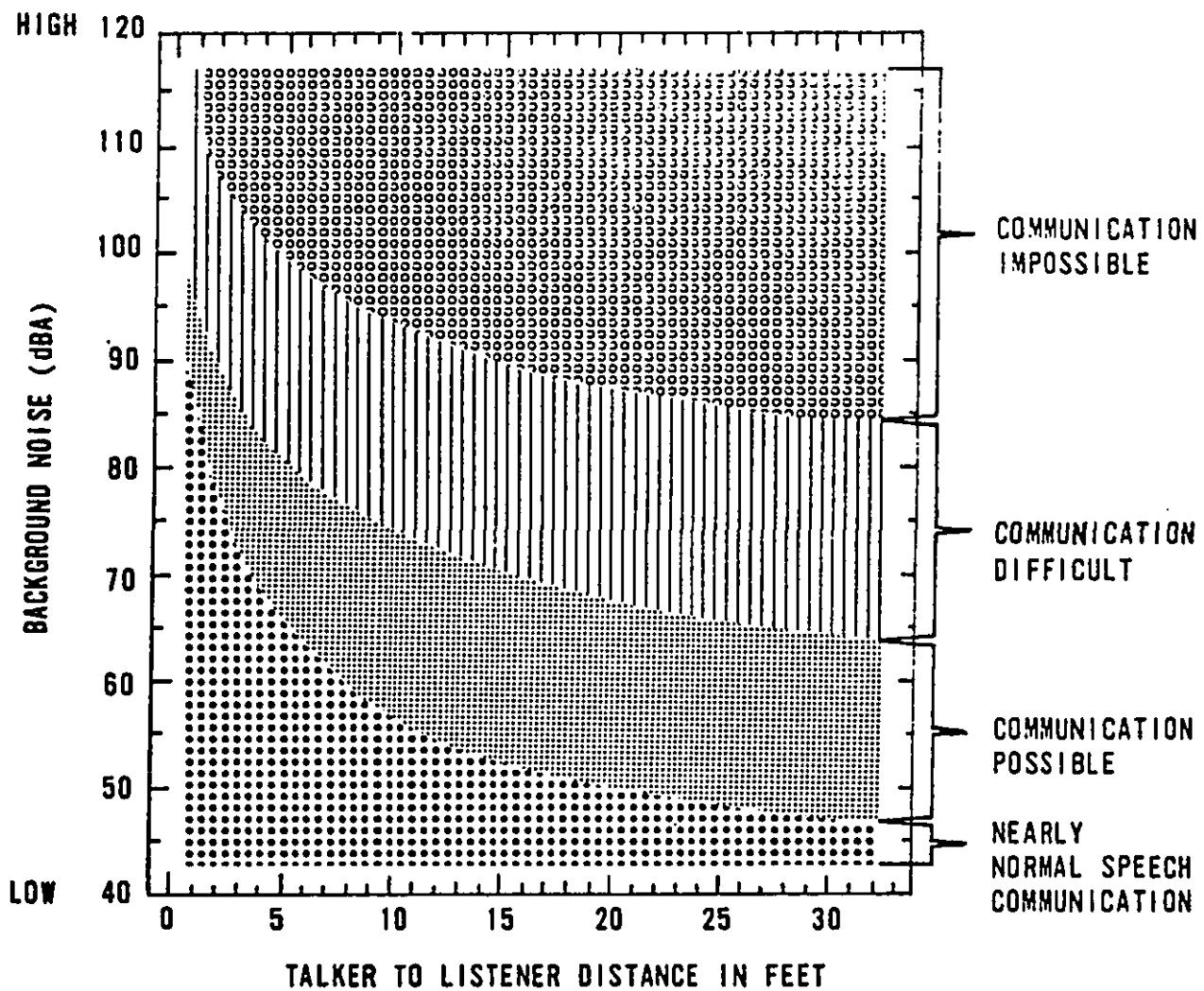
The possible adverse effects of noise that the proposed development may have on adjacent properties during operation (including single-family residences, HCC classrooms, the Terikyo Kilauea Kyokai Church, and a repair business) can only be assessed for K & J Tire Center, Inc., since specific use of the remaining rentable warehouse space is not known.

K & J Tire Center, Inc. is presently located in a steel-ribbed warehouse building of similar construction to that now proposed.



CONSTRUCTION EQUIPMENT NOISE - RANGES

FIGURE 7
- 30 -



SIMPLIFIED CHART THAT SHOWS THE QUALITY OF SPEECH COMMUNICATION IN RELATION TO THE A-WEIGHTED SOUND LEVEL OF NOISE (dBA) AND THE DISTANCE BETWEEN THE TALKER AND THE LISTENER.

(1) EFFECTS OF NOISE ON PEOPLE, UNITED STATES ENVIRONMENTAL PROTECTION AGENCY; WASHINGTON, D.C.; DECEMBER 31, 1971

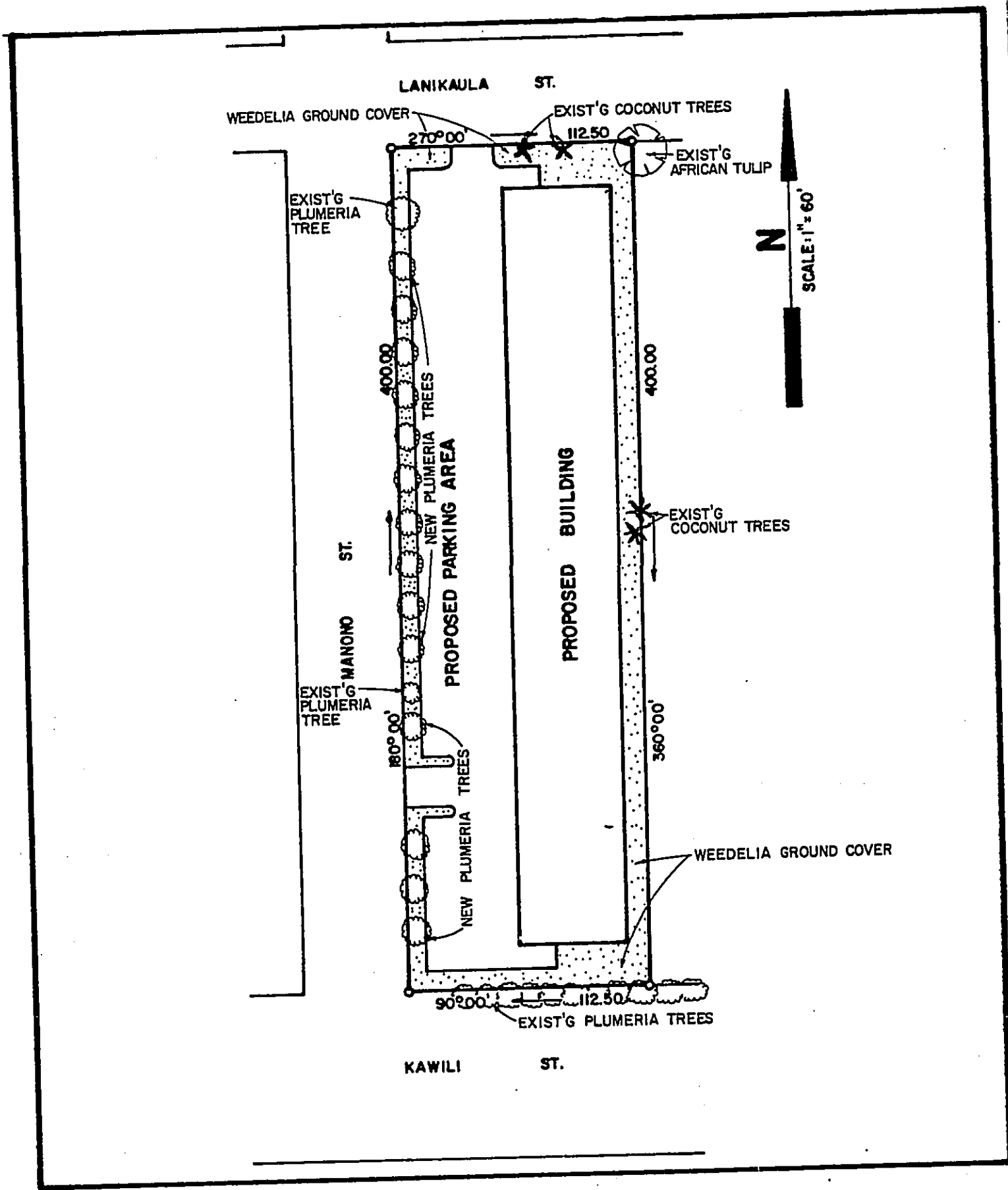
**BACKGROUND NOISE (dBA)
vs DISTANCE (1)**

During business hours, pneumatic tire wrenches and an electric compressor create the most noise at the tire center. Impact wrench noise ranges from 82 to 88 dBA (depending on wrench size) while generator noise is approximately 70 dBA at 50 feet. The warehouse steel walls reduce these values by 10 dBA from outside the building. In comparison, typical traffic noise, such as from vehicles on Kawili and Manono Streets is roughly 70 dBA, suggesting that the proposed tire center may emit noise levels audible over existing traffic at the site only during the intermittent use of impact wrenches.

In addition to the mitigating effects of warehouse walls and normal traffic noise, existing and planned trees on the site's perimeter and on the HCC campus will further minimize noise effects on the classrooms. The relocation of approximately 30 percent of the HCC classes to the UH Hilo College Campus will further minimize noise effects on students.

Similar mitigating measures apply to the noise generated from the planned tire operation and its effect on single-family dwellings east of the proposed building, and the repair shop across Lanikaula Street to the north of the site.

The Terikyo Kilauea Kyokai Church is located directly across Manono Street from the proposed warehouse. Since the front doors of the proposed building will be open during hours of operation, there will be no walls to block noise to the Church. However, noise



LANDSCAPING PLAN

FIGURE 9
- 33 -

from the tire center should dissipate in the planned parking lot and buffered by a row of trees on the site's front perimeter (figure 9). Much of the remaining noise should be drowned out by traffic noise on Manono Street.

Placement of the compressor in an enclosed sound-dampened room within the proposed warehouse will further minimize the noise effects on surrounding properties. Tire Center noise will only be produced during normal business hours.

Assuming that all of the 41 planned parking stalls are used for about one hour each, approximately 82 vehicles per hour (arriving and leaving) could be added to the existing traffic volume (see Appendix A). These additional vehicles may increase the amount of traffic noises audible to surrounding residences and Hawaii Community College. The initial impact of this noise should lessen in significance as residents and students grow more accustomed to it. Traffic will only be generated by the proposed development during regular working hours. Existing plans to relocate Hawaii Community College classes to the UH Hilo College campus will preclude the effects of noise on these classes. By fall of 1981, approximately 30 percent of the classes should be relocated.

Cummulative industrial expansion in the Waiakea Houselots will increase traffic over existing levels and should therefore contribute to increased emissions in the area. These are not

anticipated to adversely affect atmospheric quality of the locality due to the dispersing effect of prevailing tradewinds and results of the federal motor vehicle emission control program. Although it is difficult to project the amount of vehicular traffic possibly generated by future industrial expansion in the area (and resulting air pollution), such traffic increases are not expected to be significant due to planning limitations of industrial zones in the Waiakea Houselots, and the future availability of developable industrial sites in other areas of South Hilo.

Possible industrial expansion in the Waiakea Houselots may have cumulative effects on atmosphere quality. Industrial air pollution has not presented problems in the past or present, nor is expected to initiate new ones. This is due to the lack of noxious manufacturing and production operations in the city. It is also a result of government pollution control standards.

There is some degree of perceived incompatibility between residential and industrial areas which stems in part from the possible adverse environmental effects (such as air and noise pollution) caused by industrial uses. In this respect, the Limited Industrial (ML) district is distinct from its' General Industrial counterpart in that Limited Industrial is reserved for non-noxious uses that generally support activities and uses in other commercial areas. Consider that the only manufacturing, processing, or assembling uses permitted within the ML district are those which are conducted in a building from which there is no odor, dust, smoke, gas, noise,

vibration, radiation, or other effect which has measurable nuisance qualities beyond the property line (see page 65). Such limitations are representative of the permitted ML district uses in that no significant adverse environmental effects should occur. Such evidence that residential and limited industrial areas are environmentally compatible is somewhat qualified by existing areas in Hilo where adjacent limited industrial and medium density urban areas co-exist with no apparent compatibility problems. These include areas at Kawili and Kalanikoa Streets, Iolani and Kekuanaoa Streets, and Mililani and Kekuanaoa Streets.

B. INFRASTRUCTURE

Roads

The proposed warehouse/commercial tire center will add traffic to existing roadways. Forty-one parking stalls are depicted in the plot plan. If all stalls are in use during regular business hours and the average length of parking time is one hour, a maximum of 82 vehicles per hour (arriving and leaving) will travel surrounding streets (Appendix A). A few additional vehicles will provide services to the tire center and other operations utilizing the rentable space. Site plans show access and egress on both Lanikaula and Manono Streets.

Current traffic counts from the County Department of Traffic and Safety Control are available only for Lanikaula Street at its intersection with Kilauea Avenue. Maximum two-way counts averaged 391 vehicles during each of the peak hours (7 to 8 AM and 4 to 5 PM)⁶. The calculated practical capacity of Lanikaula Street is 1185 cars per hour.⁷ These figures indicate that Lanikaula Street is more than adequate to handle present peak traffic loads and will alone accommodate the maximum 85 vehicles per hour added by the proposed warehouse parking and business supply and distribution. Since the daily total traffic count during working hours (7AM to 5PM) was 3767, the addition of 85 vehicles per hour from the proposed warehouse could increase daily traffic during these times to $3767 + (85 \times 10)$ or an estimated 4637 vehicles per day (VPD).

Independent traffic counts of cumulative traffic flow from 7 AM to 5 PM were conducted on Kawili and Manono Streets for use in this document. Two separate counts were made on different segments of Kawili Street. The first, located on Kawili Street west (mauka) of Hawaii Community College, recorded 3063 vehicles. The second, located on Kawili Street east of the HCC campus near Kanoelehua Avenue, recorded 5077 vehicles in the allotted time period. On Manono Street, 3254 vehicles were counted along its segment between Lanikaula and Kawili Streets. Assuming that a maximum of 850 vehicles could be added to surrounding streets from the proposed warehouse between 7AM to 5PM daily (85 vehicles per hour),

a projected level of service on surrounding streets is as follows: 3913 VPD on the first Kawili Street segment (west); 5927 VPD on the second Kawili Street segment (east); and 4104 VPD on Manono Street.

Since both the County and independent traffic counts were taken during summer months, traffic generated by Hawaii Community College was not accounted for. An analysis of such school-generated traffic was presented in a single-light study for Hilo (1973). This study projected that 2,060 VPD could use streets surrounding HCC, assuming a student enrollment of 2,000 in 1983. However, since actual enrollment in 1980 was 1,619, and since approximately 30 percent of HCC classes will be relocated to the UH Hilo College campus in fall of 1981, estimated VPD generated by HCC should be one-third less than the 2,060 estimate for 1983 or 1,374 VPD. The additional traffic could increase the projected levels of service on the selected routes to maximums of 5,287 VPD on the first Kawili Street segment (west), 7,301 VPD on the second Kawili Street segment (east), 5,478 VPD on Manono Street, and 6,011 VPD on Lanikaula Street. These traffic volume estimates remain significantly below the practical capacity estimates for both Lanikaula and Kawili Streets as presented on page 15.

The cumulative adverse effects of intensive industrial expansion on traffic in the Waiakea Houselots can be minimized by a number of proposed road development and improvement schemes. As outlined

in the Hilo Community Development Plan, such projects include improvements (widening) to Kawili, Manono, Lanikaula and Kekuanaoa Streets which will increase their practical capacities and facilitate intra-city movement. Widening will also make available the use of a future hook and ladder truck to provide fire protection since such a vehicle cannot negotiate some of the existing streets.

The current trend in this residential area is toward increased urban density as older residences are replaced by multi-unit and commercial developments. These higher density urban patterns will increase traffic loads not only on cross city routes such as Kawili, Lanikaula and Manono Streets, but will add traffic to the Kanoelehua/Bayfront circumferential route around Hilo. On the other hand, possible expansion of industrial development in this area, which will house secondary shopper's goods (such as building materials, hardware, appliances, furniture, fast foods and restaurants), will likely generate less traffic. The adverse effects on road capacity of circumferential and cross-city routes will probably be less from industrial expansion than from medium density urban development in the Waiakea Houselots.

Water

The proposed warehouse will have two restrooms and one janitor's room for a total of 4 sinks, 4 toilets. These fixtures will generate an estimated water demand load of 50 gallons per minute (g.p.m.)⁸ or 400 gallons per 8-hour working day. The existing 6-inch water line along Manono Street will accommodate 400 gallons per day maximum additional load since current estimated residential consumption at the site is considerably higher. The proposed warehouse water consumption will most likely be less than the existing consumption.

Possible expansion of industrial development within the Waiakea Houselots area as a cumulative effect of this amendment request is not expected to generate a large increase in water demand. Such development could encompass establishments providing secondary shopper's goods including building materials, hardware, appliances, automotive services, and food and drink enterprises. With the exception of food establishments, these types of land uses would likely demand less water than present medium density or possible high density urban uses because they would not require domestic water for washing, bathing, cleaning or cooking. From this aspect, the quantity of water supplied by the Panaewa well to this area should accommodate future needs. Likewise, possible expansion of industrial land use classifications will not have foreseeable impact on either water supply or distribution.

Sewage

One cesspool will collect all sewage from facilities in the proposed warehouse. Eventual hookup to sewer lines will be made when proposed sewer lines are completed. In addition to the cesspool, two standard drywells will be excavated for draining parking lot runoff. Due to high permeability of the substrata, some leachates and organic matter may seep to the water table. However, the quantity of wastewater disposed should not contribute significantly to basal water pollution as dissipation of any contaminants is expected before any harmful effects are possible.

Future industrial expansion in the Houselots area conceivably initiated by this proposed General Plan amendment may have a cumulative effect on the underground water table if sewage disposal is still by cesspool at this time. However, due to the strategic location of the existing Wailoa Sewage Pumping Station and the 30" Wailoa Force Main, and the foreseeable destiny of the Waiakea Houselot for higher density or industrial land uses, construction of the proposed Railroad Interceptor sewage line to service this area is likely. Since population projections to 1990 indicate that the present Hilo Sewage Treatment Plant will be adequate (Sun, Low, Tom & Hara Inc., "Sewerage Study for all Urban and Urbanizing Areas of the County of Hawaii"), future system improvement needs depend on future development, the local conditions of these development areas, and any increased

sewage treatment requirements.

C. HISTORICAL/ARCHAEOLOGICAL

The district of Hilo has played an important part in Hawaiian history, myth and legend. Unfortunately, natural forces and land use changes have destroyed most of the physical features of ancient Hawaiian sites. According to the National Register of Historic Places (1979)⁹ and the Hilo Community Development Plan, no historic or ancient Hawaiian sites exist on the property or in the immediate vicinity of the proposed project.

D. SOCIO/ECONOMIC

As Hilo's economic base is trade and distribution, perpetuation and development of these activities is an asset to the city. The proposed warehouse development will create a number of jobs both during its construction and operation phases. A total of \$400,000.00 will be spent on labor and materials from within the County. This spending will also contribute tax revenues for various government agencies in the short and long term.

The creation of a site designated for industrial use would permit the applicant to relocate his business from its present site on commercially zoned land near the intersection of Kekuanaoa Street and Kilauea Avenue. Since the applicant's industrial enterprise is non-conforming with the commercially designated site and surrounding area, he is seeking a more compatible site to relocate to. Such a relocation would remove his business from a commercially zoned area that is intended to become part of an expanded city center utilizing existing and future commercial development in the Hilo Shopping Center area. This relocation, therefore, supports the policy for future commercial development in Hilo as outlined in the Hilo CDP, and contributes to a planned and viable commercial center.

The development may increase real property taxes on the site due to increased market value of industrial zoned land. Higher property taxes on adjacent properties may also result from increasing land values influenced by anticipation of expanding industrial zones in the Houselots. On the other hand, property taxes of adjacent and surrounding residential areas could be reduced if their assessed value decreases as a result of nearby industrial development. Such devaluation, although difficult to quantify, may be measured in dollars lost upon sale of property for a compromise price, in a reduction of prospective buyers, or in a lessening of favorable residential characteristics and aesthetic appeal.

The proposed project necessitates removal of six single-family dwellings on the site. As a direct result, about five families now occupying these homes must relocate elsewhere. Adequate notice to vacate can help minimize the negative effects of house hunting and moving since low-rent single-family housing in Hilo is generally in short supply.

Future industrial expansion that could result from approval of this proposed General Plan amendment will have various socio-economic impacts on Hilo. One is the availability of high-demand, fee-simple industrial zoned property serviced by basic infrastructure. This development potential could have a positive effect on Hilo's economy, which is based on trade and services. Industrial land use designations can encompass such varied activities as the sale of secondary shoppers goods (building materials, hardware, etc.), warehouse storage, or restaurants.

In the face of a weakening tourism industry outlook in Hilo, and proposed cuts in federal spending, unemployment may rise. A creation of new jobs by development of industrial lands can help stabilize this situation. This is consistent with the County's policy in striving for full employment.

The proposed change in land use designations will not only create industrial land, but remove medium density classifications as well. This will reduce the amount of land available in the affected area for village and neighborhood commercial uses. There is however, adequate room for commercial development in

the Hilo downtown central business district. Such commercial relocation can contribute to the redevelopment of the downtown central business district.

The removal of medium density urban classifications will replace single family residential units in the Waiakea Houselots. This type of dwelling accounts for 91 percent¹⁰ of the total housing inventory of the island. Some housing in the Houselots area is relatively old and in line for either rehabilitation or replacement to meet County codes and standards. Because of this area's prime location in respect to employment, shopping, educational, recreational and other public/private facilities and services, it is destined for in-filling to higher densities which may burden existing infrastructure and utilities. If this higher density development is not a trend in the Waiakea Houselots, then retention of the single family units will have little adverse impact on the environment. However, the residential plan of the Hilo CDP proposed 280 acres in the Waiakea Houselots for Multi-family development while proposed Single-family uses have amounted to 164 acres. See figure 10 and accompanying Hilo CDP Residential Plan Map (figure 11). Expansion of industrial zones into this area would preclude multiple family (duplex and apartment) development.

The replacement of medium density designations by industrially classified land will have the impact of reducing resident

PROPOSED DUPLEX (RD) ZONING

PROPOSED FAMILY (RM) ZONING

PROPOSED DUPLEX (RD) ZONING		PROPOSED FAMILY (RM) ZONING					Total RM Housing	RM .75 Area No.		
Total RS Housing Units Possible	Planning RD	Total (11.6 U/A)	Total RD Housing RD 3.75 Possible	Units RM	Total (10 U/A)	RM 4 (43 U/A)			RM 1 Housing (60 U/A)	RM 1 not in
-	-	-	-	20	-	20	-	-	860	1
336	-	-	-	42	-	42	8	-	1,462	2
682	-	-	-	-	-	-	-	-	-	3
29	-	-	-	76	76	-	-	-	760	4
3	26	26 1/37	302	5	5	-	-	-	50	5
854	37	37	429	91	51 2/37	40	16	-	1,542	6
290	-	-	-	-	-	-	-	-	-	7
-	-	-	-	10	10	-	-	-	100	8
628	-	-	-	280	280	-	-	-	3,800	9
525	20	20	232	50	50	-	-	-	500	10
-	-	-	-	-	-	-	-	-	-	11
-	-	-	-	-	-	-	-	-	-	12
328	-	-	-	-	-	-	-	-	-	13
377	-	-	-	-	-	-	-	4	240	14
-	-	-	-	-	-	-	-	-	-	15
1,350	-	-	-	-	-	-	-	-	-	16
-	-	-	-	-	-	-	-	-	-	17
-	-	-	-	-	-	-	-	-	-	18
9	-	-	-	-	-	-	-	-	-	19
5,716	-	-	-	-	-	-	-	-	-	20
886	-	-	-	-	-	-	-	-	-	21
2,891	-	-	-	-	-	-	-	-	-	22
3,952	-	-	-	-	-	-	-	-	-	23
1,784	-	-	-	-	-	-	-	-	-	24
20,640	83	83	963	578	472	102	24	4	8,314	25

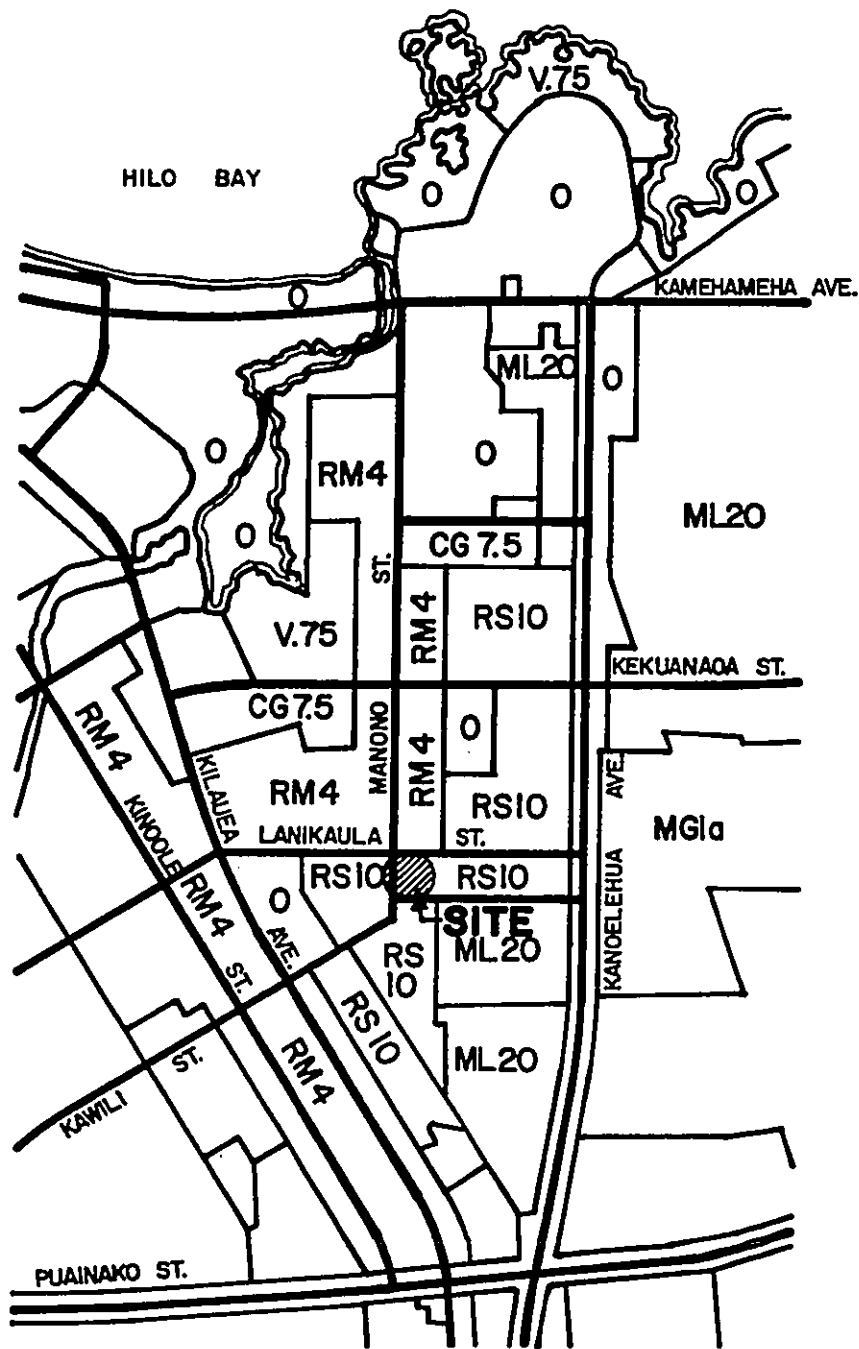
* In acres
 2/ All 51 acres in PUD
 5/ 183 acres in PUD
 Source: Hilo CDP p. 57

** Areas committed for other community uses
 such as schools, churches, etc.
 3/ 50 acres in PUD

1/ 21 acres in PUD
 4/ Hawaiian Homes Land - Maximum allowable density: 1 U/A

FIGURE 10 - PROPOSED RESIDENTIAL UNITS AND LAND ALLOCATION BY PLANNING AREA*

No.	Planning Area	Number of Existing Residential Units (1972)	Projected Number of Residential Units (1980-85)	Size of Planning Area	Total RS	PROPOSED SINGLE FAMILY (RS) ZONING				
						RS 15 (2.9 U/A)	RS 10 (4.3 U/A)	RS 10 Not in Housing	RS 7.5 (5.8 U/A)	RS 7.5 Not in Housing
1	Downtown	201	250-350	120	-	-	-	-	-	-
2	Halai	327	500-600	210	141	-	-	-	109	-
3	Wailuku	362	300-400	298	230	32	68	52	50	67
4	Puueo	490	700-850	149	10	112	-	-	-	-
5	Kaiko'o	428	450-550	301	12	10	-	-	-	-
6	Kukuau/Mohouli	790	1000-1150	369	12	12	34	-	122	-
7	Upper Ponahawai	11	150-400	126	55	-	-	-	55 3/	5
8	Waiakea Pond	-	-	122	-	-	-	-	-	-
9	Waiakea House Lots	1,066	1150-1300	692	164	-	64	18	-	-
10	University	294	500-650	1,060	806	-	806	684	-	-
11	Banyan Drive	25	-	180	-	-	-	-	-	-
12	Wharf	45	0-50	205	-	-	-	-	-	-
13	Keaukaha Homesteads	266	200-300	340	334	-	-	-	-	-
14	Keaukaha	180	300-400	316	130	-	334 4/	6	-	-
15	Airport	-	-	2,010	-	-	-	-	-	-
16	Lower Waiakea Homesteads	222	250-350	822	-	-	-	-	-	-
17	Panaewa	102	100-150	1,063	-	-	-	-	-	-
18	Hawaiian Homesteads	3	0-100	7,198	-	-	-	-	-	-
19	Waiakea Industrial Area	8	-	173	-	-	-	-	-	-
20	Upper Waiakea Homesteads	1,529	1800-1950	2,665	-	-	2	-	-	-
21	Ainako	220	200-300	433	1,884	1,654	230	8	-	-
22	Kaumana	917	1050-1200	2,818	245	95	150	8	-	-
23	Upper Kaumana/Piihouna	143	400-500	6,377	720	246	380	-	94	-
24	Waiakea Uka/Haihai	477	550-650	4,207	989	304	685 5/	-	-	-
25	Upper Waiakea Uka	109	100-200	3,459	611	607	-	-	4	-
	TOTAL	8,215		35,713	6,803	3,202	3,167	776	434	72



HILO COMMUNITY DEVELOPMENT PLAN

RESIDENTIAL PLAN

FIGURE 11

population of the area. This may effect local demand on public facilities providing education and recreation. Cultural patterns of the community will be effected in proportion to the amount of industrial development and the specific kinds of development that take place. Essentially, the quiet neighborhood atmosphere of the Houselots will be affected by commercial vehicles and possible higher ambient noise levels associated with industrial activity. Relocation of families may cause personal hardship.

E. PUBLIC FACILITIES/SERVICES

The proposed warehouse will have no known impact on schools, libraries, recreational facilities or medical facilities and services. The proposed structure will have potential need of Fire Department protective services, these, however, at a level probably less than that presently existing for the site. The proposed building material is non-burnable steel while existing dwellings are relatively old, wooden structures.

An increased need of police service is not anticipated for the site. According to the Hilo Police Department, the difference between patrols of industrial areas and residential areas is that the former needs night patrols while the latter needs day time patrols.

Noise will have its greatest impact on classrooms at Hawaii Community College (across the site on E. Kawili Street) during

initial grading and construction periods. Other than this, the proposed industrial use would not have significant nuisance or noxious qualities. No impacts are anticipated on private schools, medical facilities/services, or recreational facilities. However, the Terikyo Kilauea Kyokai Church, located directly across Manono Street from the site may be affected by unavoidable site preparation and construction nuisances including noise, dust and exhaust. These adverse effects can be mitigated by measures outlined in the "atmosphere" impact section of this document. Long-term impacts of noise that may be generated by warehouse activities could effect the Terikyo Kyokai Church. These impacts can be minimized by maintenance of buffer zones between the church and proposed warehouse which include the landscaped church courtyard, Manono Street itself, trees proposed in the landscaping plan (figure 9), and proposed parking lot. Similar long-term effects of noise on Hawaii Community College classrooms, located across Kawili Street from the site, will be mitigated by the same essential types of buffer zones, excluding the parking lot. Located on the east side of the proposed warehouse, classrooms will be buffered from internal warehouse noise by the solid end-wall of the proposed structure.

Hawaii Community College (HCC) is currently undergoing a reorganization program under which HCC classes are being relocated to the University of Hawaii at Hilo campus. Approximately one-third

of HCC's Liberal Arts classes have made the move as of this 1981 fall semester. The University administration has proposed a number of alternative uses for the vacated HCC facilities. These include much needed student dormitories, space for the College of Continuing Education and University maintenance and shop facilities. Other proposals from outside the university system include use of the campus to house government agencies. As previously established, the warehouse project is not expected to have significant adverse effects on existing HCC classes. Similarly, no significant effects on the possible alternative uses of the campus are anticipated.

F. AESTHETICS

Immediate visual impact of the proposed project will be the expanse of the paved parking lot and building structure covering the length of the parcel along Manono Street. Although the building will probably not be visible from Hinano Street in the east due to a number of single family residences and vegetation between Hinano Street and the project site.

Visual impact of the warehouse and parking lot will be minimized through landscaping of site perimeters. The landscaping plan incorporates stands of plumeria trees along the west and south edges of the plot. Existing coconut trees and an existing 40-foot African tulip tree will remain along the north and west borders. All landscaped areas will be planted with Wedelia groundcover for maximum soil coverage and water retention.

V. ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED.

Significant adverse environmental effects of the proposed project are not anticipated. A reduction in air quality will exist in the immediate area due to exhaust emissions and dust stirred up during grading and construction stages. Increased noise levels will also result. Although these impacts can be mitigated, grading and construction cannot be accomplished while entirely avoiding these adverse effects.

Traffic increases on surrounding streets generated by the proposed warehouse will be insignificant. Congestion caused by cumulative industrial development in the area can be mitigated with proposed road improvements for the area.

Noise concerned with warehouse operations should not extend beyond the property line. However commercial traffic servicing the warehouse may contribute to noise (diesel engines and back-up warning signals) and add to traffic levels.

Long-term adverse effects are difficult to assess because of the variable characteristics of future development patterns. Cumulative industrial growth in the houselots area may increase traffic over present levels, but there may be no actual increases over what could otherwise develop with future multi-family residential growth.*

*Refer to impact on roads section of this document

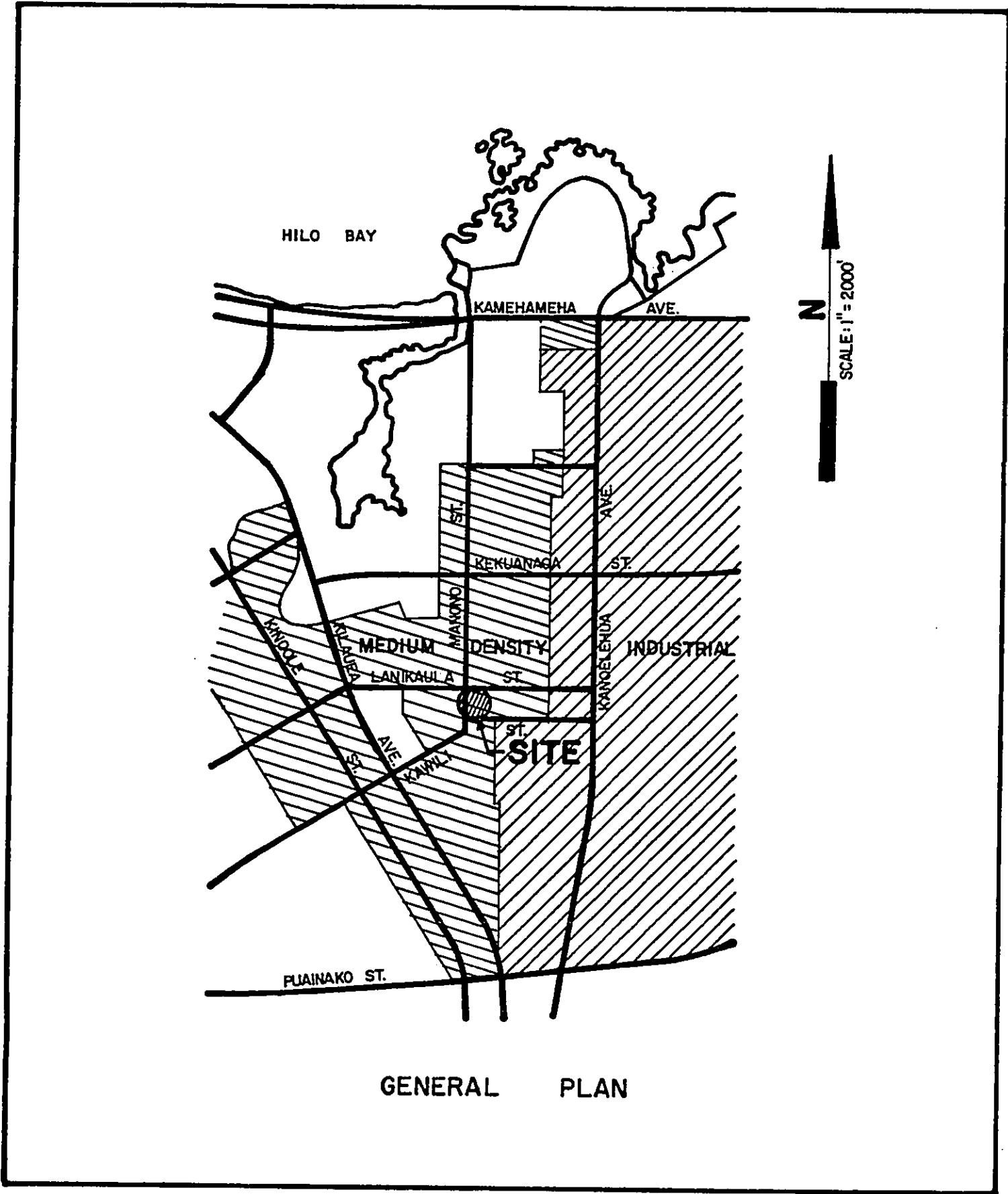
Removal of medium density urban land through designation for industrial use would prevent its use for residential development. This may be considered an adverse effect because housing within the district is in great demand.

VI. RELATIONSHIP OF THE PROPOSED ACTION TO LAND USE GOALS,
POLICIES, AND CONTROLS

The overall planning program for Hawaii County incorporates three distinct levels. The first consists of long-range goals and policies embodied in the General Plan. The second level involves middle and short-range plans designed for specific regions or districts. The Hilo Community Development Plan is one. The third level consists of specific tools for implementation of plans such as development ordinances (zoning and subdivision) and funding (Capital Improvement Program and the Operating Budget). In accordance with being a "living" plan sensitive to changing needs of people and conditions, the General Plan provides re-evaluation periods and an amendment process.

A. THE GENERAL PLAN

Since the project site is designated for medium density urban development on the General Plan Land Use Pattern Allocation Guide (LUPAG) maps (see figure 12), project approval rests on a General Plan amendment of the site for industrial development. This section concerns the provisions affecting General Plan amendments, and conformity (or non-conformity) of the proposed amendment to General Plan goals and policies.



LAND USE GUIDE MAP

FIGURE 12
-55-

The General Plan LUPAG maps may be amended whenever "public necessity and convenience and the general welfare require such amendment".¹² In considering such amendment, the Planning Director will determine if the change results in a more appropriate land use pattern that will further "public necessity and convenience and the general welfare."

As previously delineated in the socio-economic description, the majority of Hawaii County's service-oriented industries are located within the South Hilo district. The following are embodied in the General Plan concerning industrial land use:

Goals:

Designate and allocate industrial areas in appropriate proportions and in keeping with the social, cultural, and physical environments of the County.

Policies:

The County shall support the creation of industrial parks in appropriate locations as an alternative to strip development.

Standards:

Industrial development shall be located in areas adequately served by transportation, utilities, and other amenities. Offstreet parking and loading facilities shall be provided. Topography of industrial land shall be reasonably level.

The proposed project consists of industrial development on the border of Hilo's existing light industrial section, the so-called Kanoelehua area. Development of this site upholds the centralization of the industrial area as opposed to strip or satellite development elsewhere. The site is adequately served by transportation routes, utilities, and infrastructure as described in Section III of this Statement. In contrast, much of the area on the airport-side of Kaneolehua Avenue that is currently zoned for industrial use lacks basic infrastructure such as road access and sewage disposal. In addition, industrial expansion there is discouraged because of the leasehold tenure of these lands controlled by the State of Hawaii and the Department of Hawaiian Homes Lands. Leasehold prevents land investment. Since the land cannot be bought or sold, no profits may be accrued except of that to the lessee.

In 1978, a General Plan revision was initiated which outlined proposed changes to LUPAG maps. These proposals included alternate industrial development sites on the Puna side of the Puna/South Hilo boundary. This was obviously a projection for future expansion (refer to pp. 72 and 73). The present site of the proposed warehouse already has the basic infrastructure, is close to transportation centers, and supports centralization of industry to Hilo's existing industrial area.

It is worthy to note that the General Plan time frame is long range and that it serves as a basic outline instead of a rigid standard outlining future land use. Designation of the site for industrial use is an incremental move to implement the General Plan's goals.

Since the existing General Plan Land Use designation of the site is Medium Density Urban, it is appropriate to present various General Plan goals and policies pertaining to land use within this designation. The proposed action would preclude the following uses contingent with Medium Density urban centers.

Multiple Residential Land Use

Goal: To provide for multiple family residential developments that maximize convenience for its occupants.

Policies: Appropriately zoned lands shall be allocated as the demand for multiple residential dwellings increases. These areas shall be allocated with respect to places of employment, shopping facilities, educational, recreational and cultural facilities, and public facilities and utilities;

The rehabilitation and/or utilization of multiple residential areas shall be encouraged.

Use of the site for multiple residential dwellings will be prevented by the proposed action. The site is conveniently located with respect to employment, shopping facilities, educational, recreational and cultural facilities and is served by adequate public facilities and utilities, except sewage disposal. The delapidated single-family dwellings on site are in line for replacement.

Single-Family Residential Land Use

Goals: To ensure compatible uses within and adjacent to single-family residential zoned areas;

To rehabilitate and/or rebuild deteriorating single-family residential areas.

Designation of the site from medium density to industrial classification should not generate compatibility problems. No noticeable problems exist between these land use designations that presently co-exist in areas at Kekuanaoa and Mililani Streets, Kekuanaoa and Iolani Streets and Kawili-Kalanikoa Streets.

Industrial designation will prevent rebuilding of the existing deteriorated single family residences.

Commercial Land Use

Goal: To provide for commercial developments that maximize convenience to users.

Medium density classifications allow village and neighborhood commercial uses. However, close proximity of the site to existing commercial centers may negate the advantages of these neighborhood and village uses since commercial centers can usually offer a greater selection at lower prices. The industrial designation permits the sale of secondary shoppers goods such as hardware, building materials and car parts. These are categorized as service-oriented.

B. HILO COMMUNITY DEVELOPMENT PLAN

The Hilo Community Development Plan delineates the following courses of action for industrial land use in South Hilo District

Through its zoning powers, the County shall encourage the centralization of industrial activities in the Kanoelehua Industrial area. Noxious industries shall be located away from residential and related areas.

Existing industrial areas were also reviewed with respect to the appropriateness of location and compatibility with existing land uses. Such a specific area of consideration is at Kekuaaoa Street and Kilauea Avenue, where existing industrial use is non-conforming with the commercially zoned land. Because these small-scale industrial uses are not compatible with the commercial zoning for the area, the Hilo CDP recommends that they be encouraged to relocate.¹³ It is within this area that the applicant's Tire

Center is presently located. Since the applicant is actively seeking to relocate his light industrial enterprise to a location where such industrial zoning is compatible with existing land use classifications, the intent of this General Plan amendment is consistent with industrial and commercial land use patterns.

A list of proposed industrial land allocation by planning area (Figure 13) designates 48 acres within the Waiakea Houselots for ML 20 limited industrial use. This area is very favorable for limited industrial use due to its proximity to Hilo's existing and near future industrial center, adequacy of infrastructural facilities, and nearness to transportation terminals and community convenience. The limited industrial zone permits only non-noxious development and thus serves as a compatible buffer zone for adjacent residential areas from the Kanoelehua Avenue artery and noxious general industrial zone east of Kanoelehua. Future uncontrolled expansion of this limited industrial zone (the "snowball effect") in the Waiakea Houselot would be prevented by the flood hazard to the west, and the future availability of these limited industrial zones slated for near-future development with improved infrastructure and utilities.

FIGURE 13

PROPOSED INDUSTRIAL LAND ALLOCATION BY PLANNING AREA*

Planning Area	Size of Planning Area	Total Industrial Zoning	Detailed Industrial Zoning		MG la General Industrial
			ML 20 Limited Industrial	Industrial	
1 Downtown	120	-	-	-	-
2 Halai	210	-	-	-	-
3 Wailuku	298	-	-	-	-
4 Puueo	149	-	-	-	-
5 Kaiko'o	301	-	-	-	-
6 Kukuau/Mohouli	369	-	-	-	-
7 Upper Ponahawai	126	-	-	-	-
8 Waiakea Pond	122	-	-	-	-
9 Waiakea House Lots	692	68	48	-	20
10 University	1,060	-	-	-	-
11 Banyan Drive	180	4	4	-	-
12 Wharf	205	155	-	-	155
13 Keukaha Homesteads	340	-	-	-	-
14 Keukaha	316	-	-	-	-
15 Airport	2,010	1,964	1,070	-	894
16 Lower Waiakea Homesteads	822	64	-	-	64
17 Panaewa	1,063	-	-	-	-
18 Hawaiian Homesteads	7,198	564	265	-	308
19 Waiakea Industrial Area	173	166	58	-	108
20 Upper Waiakea Homesteads	2,665	-	-	-	-
21 Ainako	433	-	-	-	-
22 Kaumana	2,818	-	-	-	-
23 Upper Kaumana/Piihouma	6,377	-	-	-	-
24 Waiakea Uka/Haihai	4,207	-	-	-	-
25 Upper Waiakea Uka	3,459	-	-	-	-
TOTAL	35,713	2,985	1,436	1,549	1,549

* In Acres

SOURCE: Belt, Collins, & Associates, Ltd. Hilo Community Development Plan 1975 p. 75

ZONING CODE

The site of concern (TMK 2-2-50: 2,3) is presently zoned RS-10 Single Family and the applicant seeks a change to ML-20 Limited Industrial to accommodate the proposed warehouse. Refer to zone map figure 14. The following are requirements for the existing RS-10 designation:

Density - 10,000 square feet for each dwelling unit or separate rentable unit.

Height - Two and one-half (2-1/2) stories but not higher than thirty-five (35) feet.

Setback - Front and rear yards, twenty (20) feet; side yards ten (10) feet.

Parking - One (1) For each family or dwelling unit.

ML-20 zones require the following:

Height -

Three (3) stories but not higher than forty-five (45) feet. The proposed single story structure will be 24 feet high.

Setback -

Front and rear, fifteen (15) feet; sides, none except as required by "plan approval". Proposals call for 52.5 foot front setback, 10 foot rear setback, and 29 foot setback on each side.

Parking -

One (1) for each employee expected to be on the premises at any one time, otherwise (1) for each eight-hundred (800) square feet of gross floor area. Planned floor area of the proposed warehouse is 18,000 square feet which would require 22.5 parking spaces. Site plans call for 41 parking spaces. It is unlikely that more than 41 employees will be working on the site at one time.

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

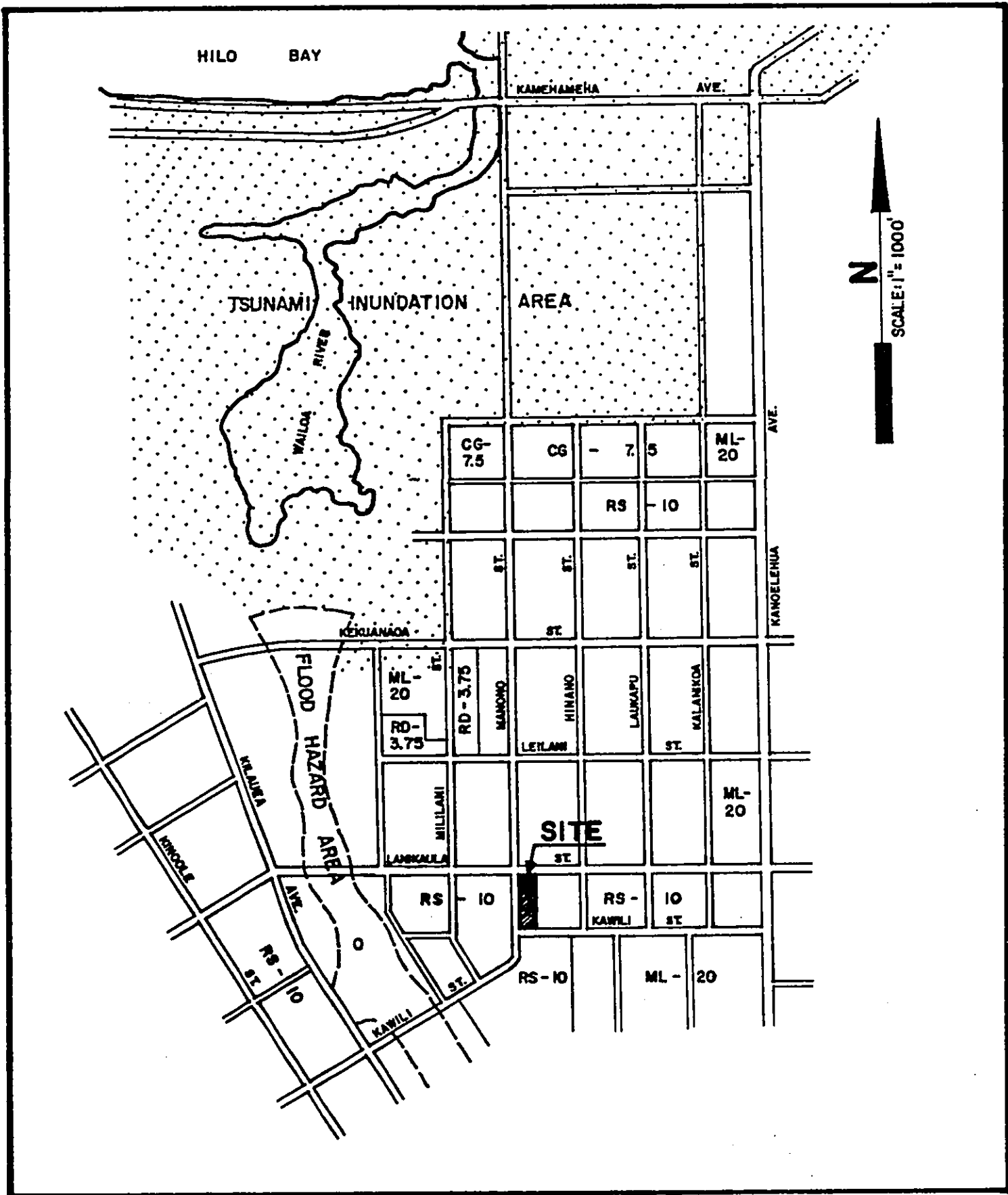
ZONING CODE

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- Parking - One (1) for each employee expected to be on the premises at any one time, otherwise (1) for each eight-hundred (800) square feet of gross floor area. Planned floor area of the proposed warehouse is 18,000 square feet which would require 22.5 parking spaces. Site plans call for 41 parking spaces. It is unlikely that more than 41 employees will be working on the site at one time.



HILO ZONE MAP

FIGURE 14
-64-

Uses specifically permitted within the limited industrial zone are as follows:¹⁴

- A. Any manufacturing, processing, assembling, research, laboratory, bottling, or packaging uses which are conducted in a building and from which there is no odor, dust, smoke, gas, noise, vibration, radiation or other effect which has measurable nuisance qualities beyond the property line;
- B. Animal hospitals with facilities for treatment or boarding of not more than twenty (20) animals;
- C. Automobile service stations and all uses and buildings for the repair, maintenance, service and storage of automobiles and trucks;
- D. Bakeries, laundries, cleaning or dyeing plants.
- E. Carpentry, hardwood product, electrical, plumbing, heating, air conditioning, furniture, upholstering shops and storage;
- F. Contractors' yards for equipment, material and vehicle storage, repair or maintenance;
- G. Draying, freighting or trucking yard or terminal;
- H. Living quarters for watchmen or custodians of industrial properties;
- I. Lumber yards and building materials yards but not including concrete or asphalt mixing and the fabrication by riveting or welding of steel building frames;

- J. Machine, welding, sheet metal, metal plating and treating shops except the fabrication by riveting or welding of steel building frames;
- K. Newspaper and publishing houses, printing shops, cartographing and duplicating processes such as blueprinting or photostating shops;
- L. Public and private utility lines and facilities including offices or yards for equipment, material, vehicle storage, repair or maintenance;
- M. Sales and servicing or rental of any type of vehicle, implement, machinery or equipment;
- N. Terminal, storage or maintenance yards for a fleet of vehicles;
- O. Transportation and tour terminals;
- P. Wholesaling, warehousing and storage buildings and yards except those for highly flammable or explosive products.
- Q. Airfields, heliports and private landing strips;
- R. Lava rock or stone cutting or shaping;
- S. Public dumps;
- T. Sale, storage and sorting of junk, waste, scrap, discarded or salvaged material, machinery, automobiles, or equipments but not including processing;
- U. Retail sales incidental and subordinate to a permitted use;

- V. Incidental and necessary services for persons working in an ML district which are conducted within an integral part of a main structure with entrances from the interior of the building and having no display or advertising visible from the street;
- W. Restaurants;
- X. Buildings and uses normally considered directly accessory to the above permitted areas.

VII. ALTERNATIVES TO THE PROPOSED ACTION

Environmental impact, whether favorable or detrimental, will be forestalled by a no-action alternative. Existing dwellings on site could be preserved, and a zoning change rendered unnecessary. In this event the proposal must utilize an alternate site or be terminated altogether. The no action alternative would prevent immediate and near future expansion of industrial and related activities that comprise a significant part of Hilo's economic base. This alternative would not coincide with the applicant's ambition to construct a warehouse and facilities that maximize convenience to his clientel and is served by adequate infrastructural facilities. No action would, however, preserve existing housing which is conveniently located within Hilo:

Differing residential densities are a possibility. However, a lower density development is not economically practical due to the small parcel size and the potential for more profitable uses. A higher density residential development alternative has greater conformity to the existing area zones and a larger potential profit margin. Although over four out of five Big Island families prefer to live in single family houses, there is preference for multi-family units from 18 percent of the families - all of them located in Hilo and Kona.¹⁵ This preference is for low density multi-family units such as townhouses or duplexes. There is a need for student housing for

University of Hawaii students. Multiple family residences on the site could provide student housing. One drawback is that housing is needed for students at the U.H. Hilo College campus which is located more than a half mile up Kawili Street from the project site. There is no existing, or projected housing need for the Hawaii Community College (HCC) students. In addition, plans for consolidating the two campuses include the eventual transferal of HCC students and facilities to the U.H. Hilo College campus. Negative aspects of the multiple family development alternative are high start-up costs, and significant impacts on existing infrastructure (particularly sewage and circulation) serving the area. This alternative would also fail to provide usable space for the applicant's tire business.

Use of an alternative site for the project is another consideration. However, the applicant believes that present and near-future light industrial development of areas east of Kanoelehua Avenue are impractical due to the inadequacy of existing infrastructure and less convenient accessibility from the bulk of Hilo residents living west of Kanoelehua. Other reasons against an alternative site are the inability to purchase land already zoned ML-20 but controlled by the State of Hawaii and Department of Hawaiian Homes Lands, and the limiting conformities and restrictions accompanying a leasehold land transaction.

A major justification for use of the present site is the applicant's view that the Waiakea Houselots area should be

expanded as Hilo's light industrial center. This is a logical planning sequence if the existing industrial area adjacent to Kanoelehua Avenue is interpreted as being Hilo's planned concentric center. Although the applicant believes that expansion of light industry in the Waiakea Houselots area is favorable, he also recognizes the incompatibility of General Industrial development in the area. A general industrial zoning alternative for the site is not acceptable because of the incompatibility of manufacturing, processing, and refining actions adjacent to a residential area.

Commercial development on the proposed site is another alternative. However, some drawbacks are inherent in this choice. Consider that major regional commercial centers have recently been completed or are in the construction process within Hilo. These centers will effectively capture the majority of consumers from the outlying communities of Puna and within Hilo, significantly reducing the viability of small businesses. Commercial development within this area will detract such land uses proposed for in-filling in the downtown central business district as outlined in County planning policies. Also, present zoning will not accommodate commercial business without a lengthy General Plan amendment.

VIII. THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The purpose of this section is to identify and discuss the trade-offs between short-term or long-term gains or losses in the context of beneficial uses or the foreclosing of possible future uses of the environment. In other words this section discusses the effects of the General Plan amendment on future land use options and socio-economic aspects.

A General Plan amendment and subsequent zone change is proposed to permit the construction of rentable warehouse space. These actions will limit the site to long-term industrial uses. From a broader aspect, they may set the precedence for future amendments and zoning changes resulting in more industrially classified land within the immediate area. What are the short and long-term ramifications associated with this proposed land use alteration?

Currently, there exists a demand in the city of Hilo for land that can reasonably support industrial development. Evidence of this demand is the inavailability of such land due to the prior ownership and extensive use. The actual deficiency does not exist in the lack of land area itself, for the General Plan has designated extensive areas for present and future industrial development. The problems exist in the availability and capability of these industrial lands to reasonably accommodate development.

The General Plan of the County of Hawaii, adopted in January of 1971 designated large tracts of land on the eastern side of Kanoelehua Avenue for both immediate and future industrial development. The bulk of this land is being used for transportation (airport & dock facilities), communications, and utilities, and the rest either supports other industries or is vacant. Vacant land already zoned industrial does exist, however it remains unavailable for development because it is legally tied up by the State or the Department of Hawaiian Homes Lands and cannot be released. In addition, some of these areas lack a sewerage system and adequate access. Since a General Plan goal in the establishment and maintenance of industrial facilities is to promote and encourage the rehabilitation of industrial areas which are serviced by basic community facilities and utilities, there existed a need to designate new areas to accommodate future industrial development.

In 1975, the Hilo Community Development plan was adopted as a second-level document involving middle and short-range (5 to 10 years) planning under the General Plan. The Hilo CDP qualified the need for more industrial land and recommended an area mauka of the airport as the major area serving Hilo and the Big Island. This area however, presently lacks basic infrastructure and adequate accessibility to harbor facilities. These inadequacies are expected to be solved by the extension of Puainako Street which will provide access to the area, and the construction of an "energy-materials transit corridor" providing transport of fuels, raw materials, products, and

sewage lines. Unfortunately, use of this area for industrial development is also precluded by the inavailability of lots controlled by the Dept. of Hawaiian Homes Lands. In review of the General Plan goals, policies and standards relating to industrial and criteria embodied in the Hilo CDP (such as accessibility to port facilities, resolving land ownership problems, and good road access to living areas), this area seems proposed for very far-future use.

In 1978 a General Plan Revision Program was completed. Although it has yet to be adopted, this revision recognized the problems of availability of the vacant industrial lots in Hilo owned by the State and the Department of Hawaiian Homes Lands,¹⁶ and the lack of basic infrastructure to support industrial activities.¹⁷ This program proposed to designate sites at the Hilo/Puna boundary as industrial, citing reasonable accessibility to the Hilo market, transportation terminals, and Puna agricultural activities. As this recommendation remains a long-term planning proposal, industrial development of this site is expected to be a far-future goal.

As these planning considerations indicate, much thought has been made in the direction of providing industrial land areas for future long-term industrial development. However, the present situation suggests that the planning provisions envisioned to support short-term (present) industrial growth have not transpired because of land ownership, availability, and infrastructure development issues.

In lieu of this situation, the development of industrial small scale enterprises in the Waiakea Houselots area adjacent to Kanoelehua Avenue is justified in providing for the present short-term needs of the local business sector. Long-term requirements for future industrial demands can be met by those areas earmarked for such use in the development plans. Availability of these lands in the future will detract from continued future industrial expansion in the Waiakea Houselots area.

The cultural aspect of change is perhaps the most difficult to assess, particularly that relating to the impact on lifestyle. If industrial in-filling takes place into the Waiakea Houselot, two immediate effects become evident - the short-term alteration of residential areas that are overtaken, and the pre-emption of long-term community development that might have taken place.

In the short-term, alteration of the community from single family residential to limited industrial will have numerous effects. Traffic may be dominated by heavier equipment although it will be limited to daytime hours. Consequently, the traffic hazards to children whether playing on or near the streets or traveling on foot or bicycle could be greater. Increased noise from this type of traffic may effect surrounding households. Erection of property barriers (fences & walls) will effectively separate the industrial area from residential, but may convey a more enclosed feeling. Removal of vegetation will add to an urban, artificial atmosphere.

Eventually, residents may vacate, the type and location of their new home determining the ultimate change in lifestyle.

In the long run, the changes that might have taken place if industrial development doesn't expand into the houselots will be precluded (if industrial land use spreads). The possibilities include in-filling of single family units, development of multi-family units, increased commercial development, or no change. All of these possibilities, except commercial development and no change, will bring about higher population densities. With more people come increased traffic, a greater demand on public facilities and infrastructural amenities, and social pressures. Although the demand for multi-family residences is increasing, it is still relatively small in comparison to the demand for single family houses. Advantages of increased densities in the houselots are the accessibility to commercial centers, and the availability of recreational facilities (the Hoolulu complex, Keaukaha shoreline, Wailoa Park, and Bayfront).

The spread of commercial development in the houselot will further detract this type of land use from the main downtown center. Commercial uses, like high density housing, will become a traffic generator adversely affecting main corridors. It will also add to a seemingly spontaneous excess of commercial development in the city.

The possibility of no change precludes all of these previous impacts whether they be positive or negative. It may prevent a traumatic change in lifestyle for some, or prolong a culturally stagnant life for others.

Finally, the possibility of future industrial growth in the houselots can result in long-term productivity. These may be: centralized expansion of an existing industrial area; land uses compatible with adjacent land use and overhead jet noise; availability of land for small-scale businesses; creation of new job opportunities; and a decrease in resident population.

IX. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Irreversible and irretrievable commitment of resources involve the use of building materials, labor, and fuel for completion of the proposed action.

Commitment of the site for industrial use and the cultural and social resources related with this land use change are not considered irreversible because downzoning is a commonplace planning function. However, downzoning may become increasingly difficult in the long run depending on the density and success of urban development. More intensive land use involves more financial backing and therefore a greater commitment to realizing success through the initial development. Of course the viability of the project is the prime determinant as to whether it will remain or be changed, i.e. - be irreversible or reversible. Since long-term projections cannot take into consideration every social, economic, and physical factor that may have significant effect on present land use, short-term land use commitments cannot be considered absolutely irreversible or irretrievable.

X. INTERESTS AND CONSIDERATIONS OF GOVERNMENT POLICIES THAT ARE THOUGHT TO OFFSET THE ADVERSE ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION.

The probable adverse environmental effects of the proposed warehouse development are described in section V of this Statement. They include: a reduction in air quality; increased traffic and traffic noise; and the loss of single family housing.

Adverse effects on air quality will be minimal and mainly evident during the construction period. General Plan policies pertaining to environmental quality in the County of Hawaii state that appropriate agencies shall reinforce and strengthen established standards where necessary - by initiating, recommending, and adopting ordinances pertaining to the control of pollutants affecting the environment. Public Health Regulations applicable to the adverse effects are: Ambient Air Quality Standards, Chapter 42; and Air Pollution Control, Chapter 43. In addition to these standards, laws relating to land use, zoning, development, and planning help to offset adverse environmental effects. Such a planning law is the National Environmental Policy Act (NEPA) and its State counterpart, HRS Chapter 343, which require environmental impact statements for certain proposed actions. Environmental quality goals of the Hilo Community Development Plan are based on NEPA.

Adverse effects caused by increased traffic will be offset by planning policies as outlined in the General Plan and Hilo CDP, which call for programmed improvement of existing streets and thoroughfares, and maintenance and improvement of the County's transit system. Government standards relating to motor vehicle licensing and maintenance help to offset the adverse traffic effects of noise and emmissions.

The adverse effects of a small reduction in available housing are offset by the policy of the County of Hawaii assuring that safe, sanitary, and livable housing be available to persons of all ages, income, and ethnic groups, and to provide a variety of choice as to location and types. Other pertinent County policies relate to meeting housing needs and existing deficiencies, and encouraging government-assisted housing and financing programs.

XI. COMMENTS AND RESPONSES DURING CONSULTATION PERIOD

The following persons, organizations or agencies submitted comments expressing specific concerns about the draft Environmental Impact Statement. Letters of reply to these comments are included. Also reproduced here are letters from persons or organizations who reviewed the EIS, but had no immediate comments to offer.

245 North Kukui Street, Honolulu, Hawaii 96817, Telephone (808) 537-5966

AMERICAN  LUNG ASSOCIATION of Hawaii

August 24, 1981

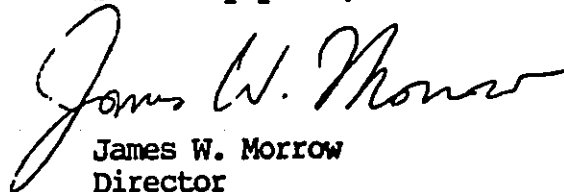
County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Dear Sir:

Subject: Waiakea Houselots; South Hilo

We have reviewed the environmental impact statement for the subject project with particular attention to those sections addressing air quality impact. We noted that the temporary impact of construction activity had been mentioned but that the possible cumulative and long-term effects of vehicular activity associated with industrial development of the area had not been addressed.

Sincerely yours,



James W. Morrow
Director
Environmental Health

JWM:ma
CI/L26

RECEIVED
SEP 3 1981

OKAHARA, SHIGEOKA, & ASSOC.

Christmas Seals Fight TB, Asthma, Emphysema, Air Pollution



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 9, 1981
Letter No. 2254
Job No. 80-076

American Lung Association of Hawaii
245 North Kukui Street
Honolulu, Hawaii 96817

Attn: James W. Morrow
Director
Environmental Health

Gentlemen:

Thank you for your comment of August 24, 1981 on the Environmental Impact Statement prepared for the Waiiaka Houselots General Plan Amendment.

In the section addressing air quality impact, mention was made about the cumulative effects of possible industrial expansion on air quality (p. 34). However, since this paragraph did not specifically refer to the cumulative and long-term effects of related vehicular activity, this information will be added to the revised E.I.S. No long term or cumulative adverse effects of vehicle emissions are anticipated to result from industrial development due to the dispersing effects of the prevailing tradewinds and results of the Federal motor vehicle emission control program. Although it is very difficult to project the amount of vehicular traffic possibly generated by future industrial expansion in the area (and resulting air pollution), such traffic increases are not expected to be significant.

Thank you again for your input to the E.I.S. and should there be any other questions we may answer in this regard, please do not hesitate to call me here in Hilo.

Sincerely,

DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

cc: K & J Tire Center/Mr. Kenneth Tanouye

DKS/lrk

DEPARTMENT OF PARKS & RECREATION
COUNTY OF HAWAII

Date: September 2, 1981

TO: PLANNING DEPARTMENT

FROM: DEPARTMENT OF PARKS & RECREATION

RE: CHANGE OF ZONE APPLICATION
 SPECIAL PERMIT APPLICATION
 USE PERMIT APPLICATION
 VARIANCE
 General Plan Amendment - Residential to Industrial

FOR: K & J Time Center, Inc. TMK 2-2-50:2 & 3

The proposed industrial use may have an adverse effect on the future use of the Hawaii Community College complex, especially if governmental operations are relocated to this area. This possibility and other possible uses of the HCC complex should be more fully discussed in the report.

The applicant should also be informed that there are fifty-seven (57) facilities under County jurisdiction in the South Hilo district (page 19).


MILTON T. HAKODA
Director

encl: return EIS report.



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

October 1, 1981
Letter No. 2351
Job No. 80-076

Mr. Milton T. Hakoda
Department of Parks & Recreation
25 Aupuni Street
Hilo, Hawaii 96720


RE: Environmental Impact Statement
General Plan Amendment
Waiakea Houselots, South Hilo

Dear Mr. Hakoda:

The proposed project is not anticipated to have significant adverse effects on existing classes and facilities at the Hawaii Community College. Accordingly, no significant adverse effects are expected on the proposed alternative uses of the campus. This will be indicated in the revised document, along with mention of possible alternative uses of the HCC complex. The revised version will also indicate that 57 recreational facilities in South Hilo are under County jurisdiction.

Thank you for reviewing and commenting on the statement.
Your useful information is also appreciated.

Sincerely,
OKAHARA, SHIGEOKA & ASSOC., INC.


DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

DKS/lrk

cc: K & J Tire Center

GEORGE R. ARIYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES AND HOUSING
HAWAII HOUSING AUTHORITY
P. O. BOX 17907
HONOLULU, HAWAII 96817

PAUL A. TOM
EXECUTIVE DIRECTOR

IN REPLY REFER

TO: 0-158.1/2737

September 9, 1981

Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:

SUBJECT: General Plan Amendment
Waiakea Houselots, South Hilo, Hawaii

We have reviewed the Environmental Impact Statement on subject matter and are concerned that this proposed action will reduce much needed residential zoned lands in the Hilo district. This site is located in a prime area with respect to employment, shopping, educational, recreational and other public/private facilities and services. Also, all the necessary utilities and infrastructures are readily available for this parcel.

It is our recommendation to preserve the residential designation on this parcel because of the residential character of the neighborhood, the prime location in relation to public and private facilities and the readily availability of the necessary utilities and infrastructures for possible development of affordable housing.

Thank you for allowing us to comment on this matter.

Sincerely,

PAUL A. TOM, Original Signed

PAUL A. TOM
Executive Director

cc: DSSH
Kenneth Tanouye dba
K&J Tire Center, Inc.
c/o Dennis Shigeoka ✓



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 17, 1981
Letter No. 2283
Job No: 80-076

Mr. Paul A. Tom
STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES
AND HOUSING
Hawaii Housing Authority
P.O. Box 17907
Honolulu, Hawaii 96817

Dear Mr. Tom:

Subject: General Plan Amendment
Waiakea Houselots
South Hilo, Hawaii

Thank you for expressing your concerns on the proposed General Plan Amendment for residentially zoned land in South Hilo.

We recognize that such action will preclude future residential use of this site. Since housing within the district is in demand, and because the site is conveniently located with respect to employment, shopping, educational, and recreational facilities/services, the proposed removal of residentially zoned land is considered an adverse effect within the Environmental Impact Statement (p. 52).

Thank you for extending your comments and recommendations on this matter.

Sincerely,
OKAHARA, SHIGEOKA & ASSOCIATES, INC.


DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

DKS/lrk

cc: K & J Tire Center, Inc.



University of Hawaii at Manoa

Water Resources Research Center
Holmes Hall 283 • 2540 Dole Street
Honolulu, Hawaii 96822

8 September 1981

County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:

Subject: EIS for General Plan Amendment, Waiakea Houselots,
South Hilo, Hawaii
TMK: 2-2-50: 2 & 3, August 8, 1981

We have reviewed the subject EIS and offer the following comment.

Actual noise level data (dBA) from K & J Tire Center, Inc. and normal traffic noise on Kawili and Manono Streets would be helpful in utilizing and evaluating the subject's position on the background noise chart (fig. 8, p. 31). Presentation of the chart does not by itself indicate the noise level at the subject site.

Thank you for the opportunity to comment. This material was reviewed by WRRC personnel.

Sincerely,

Edwin T. Murabayashi
Edwin T. Murabayashi
EIS Coordinator

ETM:jm

cc: H. Gee
Y.S. Fok
Kenneth Tanouye



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 17, 1981
Letter No. 2284
Job No. 80-076 a

Mr. Edwin T. Murabayashi
EIS Coordinator
Water Resource Research Center
Holmes Hall 283
University of Hawaii
2540 Dole Street
Honolulu, Hawaii 96822

RE: ENVIRONMENTAL IMPACT STATEMENT
GENERAL PLAN AMENDMENT
WAIAKEA HOUSELOTS, SOUTH HILO

Dear Mr. Murabayashi:

Although the chart on the Background Noise (fig. 8, p. 31) was primarily meant to accompany the dBA chart of Construction Equipment Noise Ranges (fig. 7, p. 30) in evaluating construction phase noise impacts, this Background Noise chart could also help in analyzing noise impacts of the Tire Center during operation as you so indicated.

At K & J Tire Center, pneumatic wrenches and an electric compressor produce the most noise. Impact wrench noise ranges from 82 to 88 dBA (depending on wrench size) while generator noise is approximately 70 dBA at 50 feet. Warehouse walls could reduce these values by 10 dBA from outside the building. For comparison, traffic noise, such as from vehicles on Kawili and Manono Streets, is about 70 dBA, suggesting that the proposed tire center might emit noise levels audible over existing traffic at the site only during the intermittent use of impact wrenches.

Thank you for commenting on this EIS. This additional information will be incorporated into the final draft document.

Sincerely,
OKAHARA, SHIGEOKA & ASSOCIATES, INC.

Dennis K. Shigeoka
DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

cc: K & J Tire Center

Donald K. Okahara, P.E. • Dennis K. Shigeoka, P.E. • Melvin Tanaka, P.E. • Masahiro Nishida, P.E.
200 KOHOLA ST • HILO, HAWAII 96720 • TELEPHONE (808) 961-5527

GEORGE R. ARIYOSHI
GOVERNOR



Melvin Koizumi
Deputy Director

TELEPHONE NO.
548-6915

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
550 HALEKAUWILA ST.
ROOM 301
HONOLULU, HAWAII 96813

September 11, 1981

Sidney Fuke, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fuke:

Subject: Environmental Impact Statement for a General Plan
Amendment in Waiakea Houselots

We have reviewed the subject statement and offer the following comments:

The number of residents living on the project site should be disclosed. There should be a discussion on relocation impacts if the units are presently occupied.

The statement, "Industrial air pollution has not presented problems in the past or present ..." should be qualified.

There should be discussion on how this general plan amendment might affect property tax evaluations in the area.

Page 74 lists agencies and organizations consulted. Any comments and responses made during the consultation phase should be made part of the subject document.

→ The numerous typographical errors in the text should be corrected.

Thank you for allowing us to review this statement.

Yours truly,

Handwritten signature of Melvin K. Koizumi.
Melvin K. Koizumi
Deputy Director for Environmental Health

cc: Kenneth Tanouye dba K & J Tire Center, Inc.



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 29, 1981
Letter No. 2340
Job No. 80-076

Mr. Melvin K. Koizumi
Office of Environmental Quality Control
550 Halekauila Street
Room 301
Honolulu, Hawaii 96813

RE: ENVIRONMENTAL IMPACT STATEMENT
General Plan Amendment
Waiakea Houselots, South Hilo

Dear Mr. Koizumi:

We have received your construction comments on the subject E.I.S. and will incorporate the appropriate supplementary information into the revised document.

Please note that the aforementioned statement "Industrial air pollution has not presented problems in the past or present . . ." is qualified by following sentences that state: "This is due to the lack of noxious manufacturing and production operations in the city. It is also a result of government pollution control standards."

Thank you for reviewing this statement, your comments are appreciated.

Sincerely,
OKAHARA, SHIGEOKA & ASSOCIATES, INC.

Dennis K. Shigeoka
DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

cc: K & J Tire Center

DKS/lrk



COUNTY OF
HAWAII

PLANNING DEPARTMENT

25 AUPUNI STREET • HILO, HAWAII 96720

HERBERT T. MATAYOSHI
Mayor

SIDNEY M. FUKU
Director

DUANE KANUHA
Deputy Director

September 4, 1981

Mr. Dennis Shigeoka, P.E.
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

Dear Mr. Shigeoka:

Draft EIS - K & J Tire Center
G. P. Amendment Petition
TMK: 2-2-50:2 and 3

We have reviewed the subject draft EIS and submit the following comments:

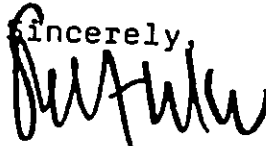
1. A statement is made on page 35 that "Development permitted under a limited industrial zone[d] must conform to set pollution control standards and is therefore deemed compatible with a residential area." We ask that this be clarified, whether you mean Department of Health standards. If this is the case these control standards are not specifically tied solely to uses under the limited industrial zones.
2. On page 38 a statement is made in part which reads "...The adverse effects on road capacity of circumferential and cross-city routes will probably be less from industrial expansion than from high density urban development in the Waiakea Houselots." The area in question is not designated high density urban but rather medium density urban.
3. Page 43 lists office space as a possible use under the land use designation. Please be advised that office use is not a permissible use within the industrial zones unless it is part of other permissible activities.
4. Additionally on page 43, multiple family (duplex and apartment) are also allowable under the medium density urban designation.

Mr. Dennis Shigeoka, P.E.
Page 2
September 4, 1981

5. The section on land use goals, policies and controls should also consider the proposed action in terms of the existing General Plan Land Use designation and the related goals, policies, etc. Additionally all potential uses of the limited industrial designation should be considered.

Should you have any questions, please do not hesitate to contact either Norman Hayashi or Virginia Goldstein of my staff.

Sincerely,



SIDNEY FUKU
Planning Director

VKG:lgv

cc: Environmental Quality Commission



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 30, 1981
Letter No. 2343
Job No. 80-076

Mr. Sidney Fuke
Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

RE: E.I.S.
General Plan Amendment
Waiakea Houselots
TMK: 2-2-50: 2 & 3

Dear Mr. Fuke:

We have received your comments on the subject E.I.S. (letter dated September 4, 1981) and have the following responses to you:

- 1) On page 35, pertaining to pollution control standards, the statement "Development permitted under a limited residential area." was not referring to Department of Health Standards. However, since this sentence is evidently vague and unqualified, it is being omitted from the revised document.
- 2) On page 38, the sentence that incorrectly referred to "...high density urban development in the Waiakea Houselots" is corrected in the revision to "medium density urban".
- 3) The incorrect referral to office space as a possible use within the industrial zone on page 43 was omitted from the document.
- 4) On page 44, multiple family uses (duplex and apartment) are considered in the impact on allowable uses under the medium density urban designation.
- 5) The section on land use goals, policies and controls was expanded to consider the related goals and policies of Medium Density land uses which include multiple residential, single family residential, and village and neighborhood commercial uses. Specific potential uses of the limited industrial designation were listed under the Zoning Code sub-section.

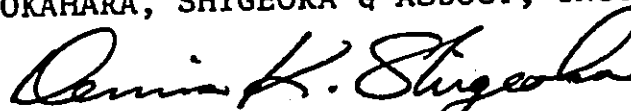
Mr. Sidney Fuke
September 30, 1981
Page Two

Thank you for your review and comments on the subject E.I.S.
document.

Please be informed that the revised E.I.S. is being assembled
and shall be submitted for your acceptance within a week.

Should you have any further questions or comemnts, please feel
free to contact our office.

Sincerely,
OKAHARA, SHIGEOKA & ASSOC., INC.



DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

cc: Environmental Quality Commission
K & J Tire Center

DKS/lrk

cc. Environmental Quality Commission
Richard Santiago, President,
Kohala Community Association
Colling Kaholo, Chairman,
Planning & Land Use Committee.

HENRY A. ROSS

County Planning Department
Hilo, HI, 96720

Attention Sidney Fuke

12 September 1981

re. EIS (draft) for General Plan Amendment
Waiakea Houselots, South Hilo, by
Okahara/Shigeoka & Ass.

I have before me the above mentioned draft EIS and I am responding or rather reviewing this because it is again a General Plan Amendment case. As we have several of these pending in the North Kohala area, and it seems to be snowballing all over the island, I want to write and let you know what we think about this one as well. Because if we don't it might set a precedent for other GP amendment applications, and we really think this is taking on unrealistic proportions.

Whatever the situation is, A PRIVATE DEVELOPER SHOULD NOT HAVE THE RIGHT TO EVEN APPLY FOR A GENERAL PLAN AMENDMENT FOR HIS OWN BENEFIT AND INTEREST AND MONETARY GAIN.

WHAT IS THE GENERAL PLAN FOR OTHERWISE? It is a plan for ten years that the county must be guided by in not letting these private interests pursue their own profitable plans to the detriment of the population in general.

If we loose that objective out of our sight, then we might as well relax to a situation like Houston, Texas, where there are no restrictions at all as to land use. Anybody there can do anything at all. I am not saying that is wrong. As long as it is a system it is fine, because everybody has the same rights and possibilities. But in this hyper-tied-up county it should not be a prerogative of wealthy people and developers to pay for all the humbug that goes along with G.P. and other-breaking-of-the-rules by hiring expensive smart and expensive lawyers and consultants and get their way where the man-in-the-street cannot obtain those profitable extravagancies because he does not have the initial money to start a procedure. EQUALITY UNDER THE LAW IS STILL AN INESCAPABLE MANDATE OF THE U.S. CONSTITUTION.

The General Plan can only be changed in mid-stream if initiated by the Planning Director in the public interest. If for example a private company or person wants to put a new hospital on the top of Maunakea, and it should be in the public interest, then the Planning Director may (not must) initiate such a change by applying to the State Land Use Commission for the proper State zoning first, etc etc.

This has been borne out by the Court on the Redevco case, I think, directly or indirectly.

The above indicated draft EIS should be rejected, if for nothing else than that it does not indicate or treat the fact that residential land values in between the existing and the proposed industrial zoning would go down, the people there would suffer as from buffered in between 2 industrial areas (whatever the benefits are to anybody else) Unless the whole area would be designated industrial and so the in-between people would be compensated by higher land values, which they they may not even desire at all, it makes no sense. *Henry A. Ross*

p.o. box 969 kapaau - hi - 96755



Okahara / Shigeoka & Associates
ENGINEERING AND PLANNING CONSULTANTS

September 24, 1981
Letter No. 2311
Job No. 80-076

Mr. Henry A. Ross
P.O. Box 969
Kapaau, Hawaii 96755

RE: E.I.S. FOR GENERAL PLAN AMENDMENT
WAIAKEA HOUSELOTS, SOUTH HILO
TMK: 2-2-50: 2 & 3

Dear Mr. Ross:


In response to your comments on the subject E.I.S. which were forwarded to us by the Planning Director as part of the General Plan Amendment process, we acknowledge your opinions regarding the objectives of the General Plan and General Plan Amendment.

The proposed amendment may reduce land values of adjacent and nearby residential properties as you so indicate. Unfortunately, although such devaluation has negative impacts on the respective owners, it is difficult to quantify such devaluation, whether it be measured in dollars lost upon sale of the property for a compromise price, or a lessening of prospective buyers, or a reduction of favorable residential characteristics and aesthetic appeal.

The importance of such possible impacts however, mandates their inclusion in the E.I.S. to support a thorough impact analysis. These will be incorporated into the subject E.I.S. for discussion and presentation purposes.

Thank you for your input on this matter.

Sincerely,
OKAHARA, SHIGEOKA & ASSOCIATES, INC.


DENNIS K. SHIGEOKA, P.E.
Vice President/Treasurer

DKS/GK/lrk

20076



United States Department of the Interior

GEOLOGICAL SURVEY
Water Resources Division
P.O. Box 50166
Honolulu, Hawaii 96850


August 20, 1981

State of Hawaii
Environmental Quality Commission
550 Halekauwila Street
Room 301
Honolulu, Hawaii 96813

Dear Sir:

Subject: General Plan Amendment
Waiakea Houselots, South Hilo, Hawaii

The U.S. Geological Survey has reviewed the subject Environmental Impact Statement and has no comments to offer.


Benjamin L. Jones
District Chief

cc: Kenneth Tanouye dba K & J Tire Center, Inc.; c/o Dennis Shigeoka;
Okahara, Shigeoka & Associates



ONE HUNDRED YEARS OF EARTH SCIENCE IN THE PUBLIC SERVICE

80-076

August 19, 1981

Honorable Sidney Fuke
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fuke:

We have received the Environmental Impact Statement (EIS) covering the amendment of the General Plan for the Waiakea Houselots area (TMK: 2-2-50: 2 and 3).

? The August 8, 1981 statement adequately covers concerns raised by our May 6, 1981 letter.

Thank you.

Sincerely,

Susumu Ono

SUSUMU ONO, Chairman
Board of Land and Natural Resources

cc: Okahara, Shigeoka & Assoc.

RECEIVED
AUG 21 1981

OKAHARA, SHIGEOKA, & ASSOC.

80070



United States Department of the Interior

FISH AND WILDLIFE SERVICE

300 ALA MOANA BOULEVARD
P. O. BOX 50167
HONOLULU, HAWAII 96850

IN REPLY REFER TO:
ES
Room 6307

AUG 21 1981

County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Re: EIS-General
Plan Amendment
Waiakea Houselots
South Hilo, Hawaii

We have reviewed the referenced material and find that due to its nature, the proposed project will have no significant deleterious impact on fish and wildlife resources. Please do not hesitate to call on us if we may be of further assistance.

We appreciate this opportunity to comment.

Sincerely yours,

Ernest Kosaka
Project Leader
Office of Environmental Services

cc: K & J Tire Center
NMFS
HDF&G
EPA, San Francisco



Save Energy and You Serve America!

80-0/16

(dpl)

Ser 566
11000
20 August 1981

County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Dear Sir:

The Fourteenth Coast Guard District has reviewed the Environmental Assessment for the General Plan Amendment and has no objection or constructive comments to offer at the present time.

Sincerely,

J. E. SCHWARTZ
Commander, U. S. Coast Guard
District Planning Officer
By direction of
Commander, Fourteenth Coast Guard District

Copy to: Kenneth Tanouye

RECEIVED
AUG 21 1981

OKAHARA, SHIGEOKA, & ASSOC.

GEORGE R. ARIYOSHI
GOVERNOR



JACK K. SUWA
CHAIRMAN, BOARD OF AGRICULTURE

STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SO. KING STREET
HONOLULU, HAWAII 96814

August 24, 1981

MEMORANDUM

To: Kenneth Tanouye dba K & J Tire Center, Inc.
c/o Dennis Shigeoka
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

Subject: EIS-General Plan Amendment
Waiakea Houselots, South Hilo
TMK: 2-2-50: 2 & 3 Hilo, Hawaii

The environmental impact statement has been reviewed by the
Department of Agriculture, and we have no comments to offer.

We appreciate the opportunity to comment.


JACK K. SUWA, Chairman
Board of Agriculture

cc: C of Hawaii Planning Department

RECEIVED
AUG 26 1981

OKAHARA, SHIGEOKA, & ASSOC.

APZY-LHE-E

24 AUG 1981

Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:

The Environmental Impact Statement (EIS) for General Plan Amendment, Waialeale Houselots, South Hilo, Island of Hawaii has been reviewed and we have no comments to offer. No Army installations or activities will be affected by the proposed project.

Thank you for providing us the opportunity to comment on the EIS.

Sincerely,
EJG
RAY R. JYG
Deputy Director of Engineering & Housing
ADOLPH A. NIGHT
COL, EA
Director of Engineering and Housing

Copy Furnished:
Kenneth Tanouye
d.b.a. K & J Title Center, Inc.
c/o Dennis Shigeoka
Okahara, Shigeoka & Associates
200 Kohala Street
Hilo, Hawaii 96720

RECEIVED
AUG 26 1981

OKAHARA, SHIGEOKA, & ASSOC.

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 821
HONOLULU, HAWAII 96809

August 24, 1981

SUSUMU ONO, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION AND ENFORCEMENT
CONVEYANCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Planning Department
County of Hawaii
24 Aupuni Street
Hilo, Hawaii 96720

Subject: Waiakea Houselots EIS, South, Hilo,
Hawaii

Gentlemen:

Thank you for the opportunity to review and comment on the subject EIS.

We have no comments and are returning the EIS to the Environmental Quality Commission.

Very truly yours,

Roy K. C. Sue
ROY K. C. SUE
Acting State Parks Administrator
Division of State Parks

cc Kenneth Tanouye
OEQC

HEADQUARTERS
NAVAL BASE PEARL HARBOR
BOX 110
PEARL HARBOR, HAWAII 96860

IN REPLY REFER TO:

002A:jw
Ser 1588

24 AUG 1981

Planning Department
County of Hawai'i
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:


Environmental Impact Statement
General Plan Amendment
Waiakea Houselots, South Hilo, Hawaii

The Environmental Impact Statement for the proposed Waiakea Houselots, forwarded by the Environmental Quality Commission, has been reviewed and the Navy has no comments to offer. By copy of this letter, per the Commission's request, the subject EIS is being returned.

The opportunity to review the subject EIS is appreciated.

Sincerely,

R. L. ELSBERND
Lieutenant Commander, CEC, USN
Deputy Facilities Engineer
By direction of the Commander

Copy to:
K & J Tire Center, Inc. 
c/o Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

State EQC (w/ EIS)

GEORGE R. ARIYOSHI
GOVERNOR



CHARLES G. CLARK
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

August 25, 1981

County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:

Subject: Environmental Impact Statement
General Plan Amendment, Waiakea Houselots
TMK: 2-2-50: 2 & 3

The Department of Education has no comments to offer at this time on the subject project to apply for a change in land use classification from RS-10 Single Family to ML-20 Limited Industrial for the purpose of constructing a storage warehouse and parking lot.

Should there be any questions, please contact Mr. Howard Lau at 737-5231.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles G. Clark".

Charles G. Clark
Superintendent

CGC:HL:mh

cc: Hawaii District
✓ Mr. Kenneth Tanouye
c/o Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

AN EQUAL OPPORTUNITY EMPLOYER

GEORGE R. ARIYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
3949 DIAMOND HEAD ROAD, HONOLULU, HAWAII 96816

VALENTINE A. SIEFERMANN
MAJOR GENERAL
ADJUTANT GENERAL

~~THOMAS G. HO~~
~~BRIGADIER GENERAL~~
DEPUTY ADJUTANT GENERAL
DANIEL K. C. AU
COLONEL
DEPUTY ADJUTANT GENERAL

HIENG

25 AUG 1981

County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720


Gentlemen:

General Plan Amendment

Thank you for providing us the opportunity to review your proposed project, General Plan Amendment Environmental Impact Statement.

We have completed our review and have no comments to offer at this time.

Yours truly,


JERRY M. MATSUDA
Captain, HANG
Contr & Engr Officer

cc: ✓ K. Tanouye dba K & J Tire Center, Inc.
attn: Mr. Dennis Shigeoka w/o EIS
Environmental Quality Commission w/EIS

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AUG 27 1981

OKAHARA, SHIGEOKA, & ASSOC.



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

STATE ENERGY OFFICE

335 Merchant Street, Room 110
Honolulu, Hawaii 96813

GEORGE R. ARIMOSHI
Governor
HIDETO KONO
Lieutenant Governor
FRANK SKRIVANEK
Deputy Director

Ref No: 81:828

August 25, 1981

MEMORANDUM

TO: County of Hawaii Planning Department
FROM: Edward J. Greaney, Jr., Acting Manager
SUBJECT: Environmental Impact Statement for General Plan Amendment

The State Energy Office has no comment.

EJG:deb

✓cc: Dennis Shigeoka

HAWAIIAN TELEPHONE COMPANY

P.O. BOX 4249 • HILO, HAWAII 96720 • TELEPHONE 935-9411 • CABLE: TELHAWAII

August 25, 1981

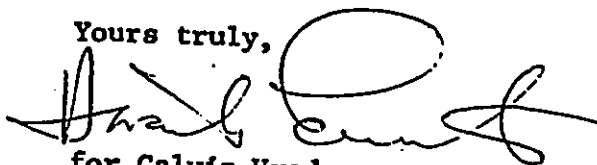
County of Hawaii
Planning Department
25 Aupuni Street
Hilo, HI 96720

Subject: EIS - General Plan Amendment, Waiakea Houselots, South Hilo
TMK: 2-2-50:2 & 3

Gentlemen:

This is to acknowledge receipt of the subject EIS and to inform you that we foresee no adverse effects on Hawaiian Telephone Company's pole and line wire facilities and operations resulting from the proposed General Plan Amendment.

Yours truly,



for Calvin Uyeda
Supervising Engineer

cc: Kenneth Tanouye, dba K & J Tire Center, Inc. ✓

RECEIVED
AUG 27 1981

OKAHARA, SHIGEOKA, & ASSOC.

COPY

DEPARTMENT OF RESEARCH AND DEVELOPMENT
COUNTY OF HAWAII

August 26, 1981

MEMORANDUM

TO: Planning Department
FROM: Research & Development
SUBJECT: EIS for General Plan Amendment
Kenneth Tanouye
TMK: 2-2-50:2 & 3

We have no additional comments on the above subject. Original comments were submitted on May 1, 1981 (attached).

Jeanne E. Yagi

JEANNE E. YAGI
DEPUTY DIRECTOR

MI:ef

Attachment

cc: Kenneth Tanouye

May 1, 1981

Planning Department

Research and Development

General Plan Amendment Petition; Kenneth Tanouye;
TRK: 2-2-50:1 & 3

Thank you for this opportunity to review and comment on the above subject. We offer the following for your consideration.

1. The location of the property is fairly well situated for the proposed development of warehouse and related operations due to the ease of access, the availability of the basic infrastructure, and the proximity of other industrial uses in the area.
2. It should be noted that this parcel also is in very close proximity to residential developments. Being that the residential developments are already existing, it may not be too well received by the residents in this area.
3. Although we do not have any recent quantification of the demand for industrial properties, it is our opinion that there is some shortage of this type of property at the present time.
4. It should be noted that the Department of Land and Natural Resources, Division of Land Management will initiate a master plan for industrial lots in the vicinity of the airport.

EO-016

GEORGE R. ARIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

August 31, 1981

GEORGE A. L. YUEN
DIRECTOR OF HEALTH

JOHN F. CHALMERS, M.D.
DEPUTY DIRECTOR OF HEALTH

HENRY N. THOMPSON, M.A.
DEPUTY DIRECTOR OF HEALTH

MELVIN K. KOIZUMI
DEPUTY DIRECTOR OF HEALTH

ABELINA MADRID SHAW, M.A., J.D.
DEPUTY DIRECTOR OF HEALTH

In reply, please refer to:
File: EPHS-SS

MEMORANDUM

To: Mr. Sydney Fuke, Department of Planning
County of Hawaii

From: Deputy Director for Environmental Health

Subject: Environmental Impact Statement (EIS) for Waiakea
Houselots, S. Hilo, Hawaii

Thank you for allowing us to review and comment on the subject EIS. On the basis that the project will comply with all applicable Public Health Regulations, please be informed that we do not have any objections to this project.

We realize that the statements are general in nature due to preliminary plans being the sole source of discussion. We, therefore, reserve the right to impose future environmental restrictions on the project at the time final plans are submitted to this office for review.

For *Melvin K. Koizumi*
MELVIN K. KOIZUMI

cc: OEQC
Kenneth Tanouye ✓

[Faint circular stamp]

(P)1710.1

SEP 1 1981

County of Hawaii Planning
Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Gentlemen:

Subject: Environmental Impact Statement,
General Plan Amendment
Waiakea Houselots, South Hilo

Thank you for this opportunity to review and comment
on the subject project.

The project will not have any adverse environmental effect
on any existing or planned facilities serviced by our department.

Very truly yours,

RIKIO NISHIOKA
State Public Works Engineer

MI:jl

cc: ✓ Mr. Kenneth Tanouye dba K & J Tire Center, Inc.

RECEIVED
SEP 3 1981

OKAHARA, SHIGEOKA, & ASSOC.



COPY

DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
25 AUPUNI STREET • HILO, HAWAII 96720

September 1, 1981

TO: Planning Department
FROM: Manager
SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
GENERAL PLAN AMENDMENT
TAX MAP KEY 2-2-50:02 AND 03

Please refer to our memorandum of April 24, 1981 which is a response to the applicant's General Plan Amendment application. Comments and requirements of the said memorandum shall prevail.

H. William Sewake
Manager

QA

Enc.

cc - Okahara/Shigeoka & Associates (w/enc.)

RECEIVED
SEP 2 1981

OKAHARA, SHIGEOKA, & ASSOC.

... Water brings progress...



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
25 ALIHI STREET • HONOLULU, HAWAII 96720

April 24, 1981

TO: Planning Department
FROM: Manager
SUBJECT: GENERAL PLAN AMENDMENT
MEDIUM DENSITY URBAN TO INDUSTRIAL
APPLICANT - KENNETH TANOUYE/K & J CENTER INC.
TAX MAP KEY 2-2-50:02 AND 03

Based on the prevailing water situation in the area, water is available from 8-inch and 5-inch waterlines along Lanikaula and Manono Streets, respectively.

Pursuant to present departmental policies, a water commitment to the proposed industrial development, of 0.006 million gallons a day of water, is hereby granted with the following conditions:

1. This commitment will expire on April 30, 1982.
2. Should the request be denied, nullified, or withdrawn, this commitment will be voided automatically.
3. Should the request be approved, this commitment will be subject to conditions of an approved request, requirements of the Department's Rules and Regulations, and prevailing policies of the Department.
4. Extensions for good cause may be considered provided requests are submitted in writing one month prior to the expiration date.
5. Noncompliance with any of the above conditions will be cause for automatically voiding this commitment.

Should there be any questions, please do not hesitate to call Mr. Quirino Antonio of my staff at 935-1127.

H. William Sewake
Manager

QA

cc - Mr. Kenneth Tanouye

... Water brings progress...

BA - 2-01-004



DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT

Kamamalu Building, 250 South King St., Honolulu, Hawaii • Mailing Address, P.O. Box 2359, Honolulu, Hawaii 96804

September 4, 1981

GEORGE R. ARIYOSHI
Governor

HIDETO KONO
Director

FRANK SKRIVANEK
Deputy Director

COPY

Ref. No. 3575

Mr. Sidney Fuke
Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fuke:

Subject: Environmental Impact Statement for General Plan Amendment,
Waiakea Houselots, South Hilo, Hawaii

We have reviewed the above document and find that it has adequately assessed the environmental impacts which can be anticipated from the implementation of this project.

Thank you for the opportunity to review and comment upon this matter.

Sincerely,

Frank Skrivaneck

/s/ Hideto Kono

cc: ✓ Mr. Kenneth Tanouye
c/o Mr. Dennis Shigeoka
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720

RECEIVED
SEP 11 1981

OKAHARA, SHIGEOKA & ASSOC.

✓

PODED-PV

10 September 1981

Director
County of Hawaii
Planning Department
25 Aupuni Street
Hilo, HI 96720

Dear Sir:

Thank you for the opportunity to review the Environmental Impact Statement (EIS) for the Waiakea Houselots Project, South Hilo, Island of Hawaii, sent to us on 17 August 1981. Based on our review, we provide the following comments.

- a. This project does not require a Department of the Army permit.
- b. The report adequately recognizes the flooding hazards of the area.

Sincerely,

RICHARD M. CHUN
Acting Chief, Engineering Division

CE:
Kenneth Tanouye
dba K & J Tire Center, Inc.
c/o Dennis Shigeoka
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, HI 96720

RECEIVED
SEP 14 1981

OKAHARA, SHIGEOKA & ASSOC.

GEORGE R. ARYOHAMA
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

RYOKICHI HIGASHIONNA, PH.D.
DIRECTOR

DEPUTY DIRECTOR
Wayne J. Yamasaki
JAMES R. CARRAS
JAMES B. MCCORMICK
JONATHAN K. SHIMADA, PH.D.

IN REPLY REFER TO

September 18, 1981

STP 8.7618

Mr. Kenneth Tanouye dba K & J
Tire Center, Inc.
c/o Mr. Dennis Shigeoka 7 Associates
200 Kohala Street
Hilo, Hawaii 96720

Dear Mr. Tanouye:

Environmental Impact Statement
General Plan Amendments
Waiakea Houselots, South Hilo

Thank you for the opportunity to comment on the subject statement.

We have reviewed the statement and concluded that we have no substantive comments to offer to improve your document.

Very truly yours,

A handwritten signature in cursive script that reads "Ryokichi Higashionna".

Ryokichi Higashionna
Director of Transportation



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 15TH AIR BASE WING (PACAF)
HICKAM AIR FORCE BASE, HAWAII 96853

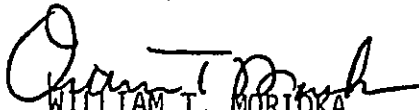
REPLY TO
ATTN OF: DEEV (Mr Shiroma, 449-1831)

24 SEP 1981

SUBJECT: Draft EIS for General Plan Amendment

TO: County of Hawaii Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

1. This office has reviewed the subject EIS and has no comment to render relative to the proposed project.
2. We greatly appreciate your cooperative efforts in keeping the Air Force apprised of your project and thank you for the opportunity to review the document.


WILLIAM T. MORIOKA
Chief, Engrg & Envmtl Plng Div
Directorate of Civil Engineering

✓Cy to: Kenneth Tanouye dba K & J
Tire Center, Inc.
c/o Dennis Shigeoka
Okahara, Shigeoka & Associates
200 Kohola Street
Hilo, Hawaii 96720



United States
Department of
Agriculture

Soil
Conservation
Service

P. O. Box 50004
Honolulu, Hawaii
96850

September 25, 1981

Mr. Donald A. Bremner
Chairman, Environmental
Quality Commission
550 Halekauwila St., Room 301
Honolulu, Hawaii 96813

Dear Mr. Bremner:

Subject: General Plan Amendment - Waiakea Houselots
South Hilo, Hawaii

We have reviewed the subject environmental impact statement
and have no comments to make.

Thank you for the opportunity to review this document.

Sincerely,

JACK P. KANALZ
State Conservationist

Enclosure: EIS returned

cc:
County of Hawaii Planning Department
Kenneth Tanouye dba K & J Tire Center, Inc.

RECEIVED
SEP 29 1981

OKAHARA, SHIGEOKA, & ASSOC.



The Soil Conservation Service
is an agency of the
Department of Agriculture

SCS-AS-1
10-79

XII. AGENCIES AND ORGANIZATIONS CONSULTED DURING EIS PREPARATION

State of Hawaii -

Department of Education

Department of Health

Department of Land and Natural Resources

Land Management Division

Department of Hawaiian Homes Lands

Department of Transportation

Highways Division

University of Hawaii at Hilo

County of Hawaii -

Department of Planning

Department of Public Works

Traffic Safety and Control Division

Sewers and Sanitation Bureau

Department of Research and Development

Department of Water Supply

Transit Agency

Police Department

Fire Department

Others -

Hawaiian Electric Light Company

Hawaiian Telephone Company

XIII. LIST OF NECESSARY APPROVALS

<u>Approval Needed</u>	<u>Approving Agency or Body</u>
General Plan Amendment	Hawaii County Council
Zoning Map Amendment	Hawaii County Council
Plan Approvals	County of Hawaii Planning Department
Building Permits	County of Hawaii Department of Public Works

XIV. FOOTNOTES

1. U.S. Soil Conservation Service, "Soil Survey of the Island of Hawaii, State of Hawaii", December, 1973. p. 46.
2. Sunn, Low, Tom & Hara, Inc., "Sewerage Study for All Urban and Urbanizing Areas of the County of Hawaii", December, 1970. plate 7.
3. Edwyn E. Seelye, "Design-Data Book for Civil Engineers", New York, 1980. pp. 12-03, 10-04. Also see Appendix A.
4. Department of Water Supply, "County of Hawaii Water Master Plan", December, 1971. p. 20.
5. Department of Research & Development, "County of Hawaii Data Book 1979", Hilo, 1979. p. 37.
6. Department of Traffic Safety and Control Traffic Counts, May 30, 31, 1979.
7. Edwyn E. Seelye, "Design", pp. 12-03, 12-04. Also see Appendix A.
8. "Uniform Building Code", L.A. Calif. 1970. pp. 133-135.
9. "Federal Register", Volume 44, No. 26, February 6, 1979. p. 7458.
10. Belt, Collins, and Associates, "Hilo Community Development Plan", 1975, p. 69.
11. Hawaii County Department of Planning, "The General Plan", 1971 p. 97.
12. "Zoning Code" Chapter 8, Sec. 6, 8-10.
13. Belt, Collins and Associates, "Hilo CDP", p. 73.
14. "Zoning Code" Chapter 8, Article 14, p. 8-52.
15. Daly & Associates, "County of Hawaii Housing Study Phase II; Housing Market Analysis", Honolulu, 1978. p. IV-1.
16. County of Hawaii, "General Plan Revision Program", Nov. 1978 pp. 19-20.
17. County of Hawaii, "General Plan Revision Program", November 1978. p. 21.

XV. REFERENCES

1. Belt, Collins & Associates, Ltd. Hilo Community Development Plan, Honolulu, Hawaii, 1975.
2. Daly & Associates, County of Hawaii Housing Study Phase II; Housing Market Analysis. Honolulu, 1978.
3. County of Hawaii. Chapter 8 - Zoning Code, Hilo, Hawaii 1968.
4. County of Hawaii Department of Research and Development. County of Hawaii Data Book 1978, 1979, 1980. Hilo, Hawaii 1978.
5. County of Hawaii Planning Department. General Plan Hilo, Hawaii 1971.
6. County of Hawaii Planning Department. "General Plan Revision Program" Hilo, Hawaii 1978.
7. County of Hawaii, Department of Water Supply. County of Hawaii Water Master Plan, Hilo, Hawaii, 1971
8. Elwyn E. Seelye. Design-Data Book for Civil Engineers, New York, 1980.
9. Environmental Protection Agency. Noises from Construction Equipment and Operations Building Equipment, and Home Appliances, Washington, D.C., 1971.
10. EPA. Effects of Noise on People, Washington D.C., 1971.
11. International Assoc. of Plumbing and Mechanical Officials. Uniform Plumbing Code, Los Angeles, California 1970.
12. Neal, Marre C. In Gardens of Hawaii, Honolulu, 1965.
13. P. Yoshimura, Inc. Signal Light Study, City of Hilo, October, 1973.
14. Sunn, Low, Tom & Hara, Inc. Sewerage Study for all Urban and Urbanizing Areas of the County of Hawaii. Honolulu, Hawaii December 1970.
15. U.S. Soil Conservation Service. Soil Survey of Island of Hawaii. U.S. Government Printing Office, December 1974.

APPENDIX - A

Roads

41 parking stalls x 2 trips per car (arriving and leaving) = 81 vehicles per hour.

Traffic counts: Lanikaula

$$\text{Both ways 7-8 a.m.} = \frac{394 + 382}{2} = 388$$

$$\text{Both ways 4-5 p.m.} = \frac{408 + 389}{2} = 393.5$$

Lanikaula practical capacity (p. 12-03, 12-04 DESIGN)

Lanikaula Street: 4 - foot clearance from pavement edge to obstruction on one side (other side - 6 feet)

10 - foot wide lanes w/obstructions on one side

79 percent of 1500* cars per hour
Lanikaula practical capacity is 1185 cars per hour.

*Practical capacity for urban conditions (35-40 mph) 2 lane, 2-way highway for both lanes is 1500 cars per hour.

Kawili Street: 76 - foot clearance from pavement edge to obstruction on both sides.

12 - foot wide lanes

100 percent of 1500* cars per hour

commercial vehicles (level terrain)	83%
(two land highway) minus	25%
	<u>58%</u>

58 percent of 1500 cars per hour =

$$\frac{58}{100} \times \frac{1500}{1} = \frac{8700}{100} = 870 \text{ cars per hour}$$

*Practical capacity for urban conditions (35-40 mph) 2- lane,
2-way highway for both lanes is 1500 cars per hour.

APPENDIX B

Water

<u>Amount of Fixtures</u>		<u>Demand Weight of Fixtures in Fixture Units</u>	<u>Weight in Fixture/Units</u>
4 sinks	x	2	8
4 toilets (F.V.)	x	6	24
9 bidets	x	2	$\frac{18}{24}$ total

Demand load for 50 fixture units is 50 g.p.m. for system predomi-
nantly for flush valves.*

*sizing water systems, Uniform Plumbing Code pp. 133-135.