Action Span

Aug 5 - Sept 7

SP75-212 - DEPT. OF PARKS & RECREATION, HAWAII

COPY

PLANNING DEPARTMENT
25 AUPUNI STREET
COUNTY OF HAWAII
HILO, HAWAII 96720

April 11, 1980

LAND USE COMMISSION
STATE OF HAWAII
APR 14 7 27 AM '80

Mr. Milton T. Hakoda, Director
Department of Parks and Recreation
County of Hawaii
25 Aupuni Street
Hilo, HI 96720

Dear Mr. Hakoda:

Notice of a Public Hearing
Amendment to Condition No. 5
of Special Permit No. 75-212
Tax Map Key 2-1-13:Portion of 2

This is to inform you that your request has been scheduled for a public hearing. Said hearing among others will be held beginning at 2:30 p.m., on Thursday, April 24, 1980, in the Councilroom, County Building, South Hilo, Hawaii.

The presence of a representative will be appreciated in order that all questions relative to the request may be clarified.

A copy of the hearing notice and agenda is enclosed for your information.

Sincerely,

Sidney M. Fuke

Sidney M. Fuke
Planning Director

smn

Enclosure

cc: State Land Use Commission
Land Use Division, DPED

COPY

PLANNING DEPARTMENT
25 AUPUNI STREET
COUNTY OF HAWAII
HILO, HAWAII 96720

Director, Parks & Recreation

LAND USE COMMISSION
STATE OF HAWAII
JAN 13 8 23 AM '77

January 10, 1977

Planning Director

Condition of Special Permit No. SP75-212
Public Drag Strip Facility
TMK: 2-1-13:Portion of 02

Condition No. 4 of the subject Special Permit granted on September 22, 1975 stipulated that "the Department of Parks and Recreation develop and adopt use regulations for the subject facility within one year from the date of final subdivison approval." Since final subdivision approval was granted on February 9, 1976, the expiration date for compliance with this condition is February 9, 1977. As such we would appreciate a status report on the progress on the development of the regulations before that date.

Should you have any questions, please do not hesitate to contact this office.

for Sidney M. Fuke

RAYMOND SUEFUJI
Director

NH:rfd

cc: Mayor
Corporation Counsel
Planning Commission
SLUC

September 23, 1975

Mr. Robert T. Fukuda, Director
Department of Parks & Recreation
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fukuda:

The original of the attached letter is on file in the office of the Hawaii Planning Department, 25 Aupuni Street, Hilo, Hawaii.

Very truly yours,

AH SUNG LEONG
Acting Executive Officer

Encls.

September 23, 1975

Hawaii Planning Commission
25 Aupuni Street
Hilo, Hawaii 96720

Attention: Mr. Raymond Suefuji
Planning Director

Gentlemen:

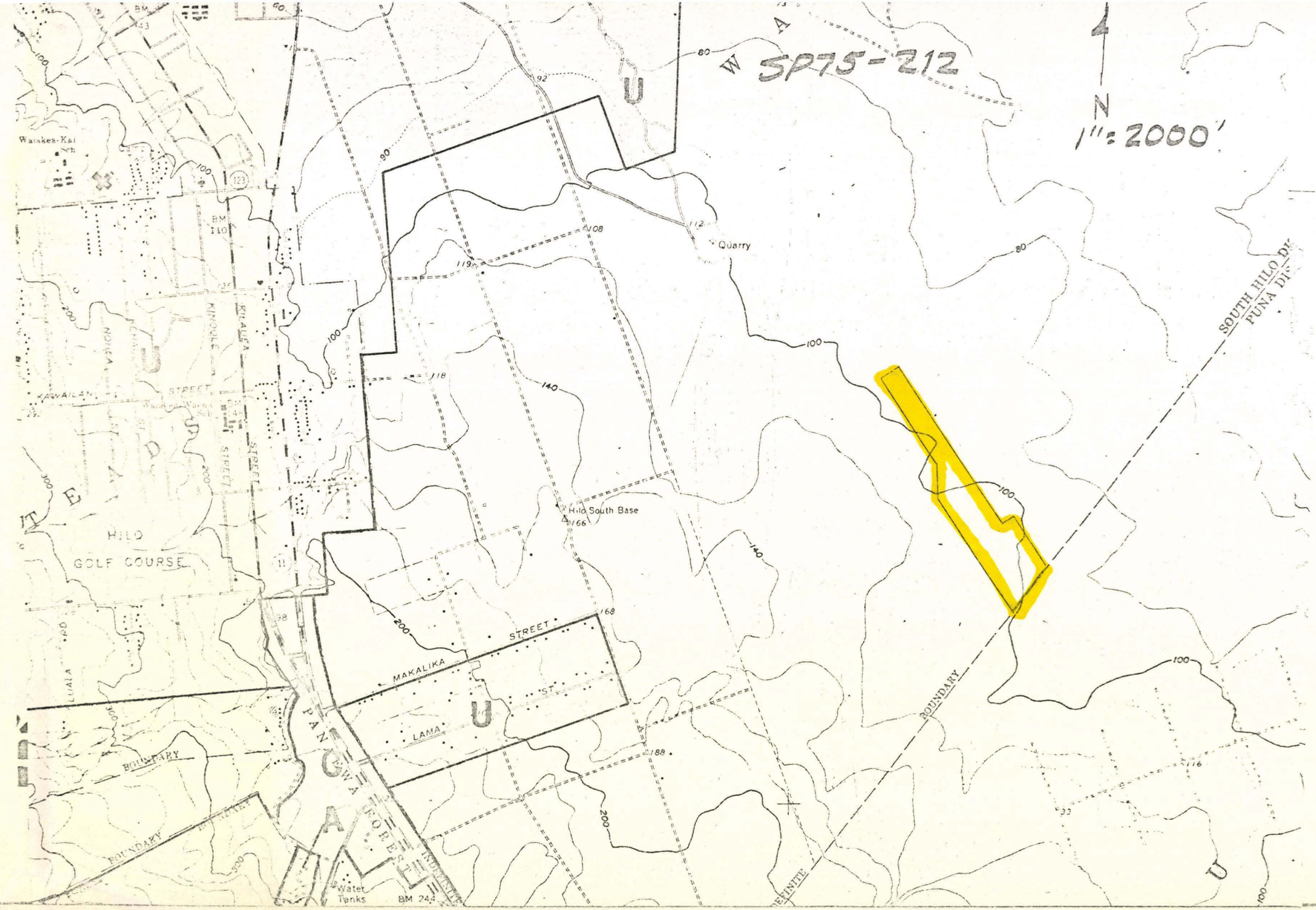
At its meeting on September 22, 1975, the Land Use Commission voted to approve a special permit to the Department of Parks and Recreation, County of Hawaii, (SP75-212), to develop a public drag racing facility within the Agricultural District at Panaewa, Hawaii, Tax Map Key 2-1-13: portion of 2; subject to the conditions imposed by the Hawaii County Planning Commission.

A copy of the staff memorandum is enclosed for your information.

Very truly yours,

AH SUNG LEONG
Acting Executive Officer

Encls.
cc: Dept. of Parks & Rec., Hawaii
Dept. of Taxation, Hawaii
Property Technical Office, Dept. of Tax.
Tax Maps Recorder, Dept. of Tax.
Real Property Tax Assessor, Dept. of Tax.


SP75-212
N
1" = 2000'
Quarry
Hilo South Base
HILO
GOLF COURSE
KAWAILANI STREET
KINOOLE STREET
KHALEA STREET
MAKALIKA STREET
LAMA ST.
PANOA ROAD
BOUNDARY
SOUTH HILO DIS
PUNA DIS
Water Tanks
BM 244
Waiakea-Kai Sch

STATE OF HAWAII
LAND USE COMMISSION

VOTE RECORD

ITEM SP75-212 - HAWAII COUNTY DEPT. OF PARKS & RECREATION DATE September 22, 1975

PLACE Room 416 - State Capitol TIME 10:00 a.m.

	NAME	YES	NO	ABSTAIN	ABSENT
	MACHADO, COLETTE	✓			
	WHITESELL, CAROL	✓			
	DUKE, CHARLES	✓			
	YAMAMURA, TANJI	✓			
M	CARRAS, JAMES	✓			
S	SAKAHASHI, STANLEY	✓			
	OURA, MITSUO				✓
	YANAI, EDWARD				✓
	TANGEN, EDDIE	✓			

Comments:

Appr w/ C.

I move that we approve this request, subject to the conditions imposed by the Hawaii County Planning Commission.

STATE OF HAWAII
LAND USE COMMISSION

Minutes of Meeting

September 22, 1975 - 10:00 a.m.

Room 416 - State Capitol
Honolulu, Hawaii

Adopted
OCT 28 1975

COMMISSIONERS PRESENT: Eddie Tangen, Chairman
Stanley Sakahashi, Vice-Chairman
James Carras
Charles Duke
Colette Machado
Carol Whitesell
Tanji Yamamura

COMMISSIONERS ABSENT: Mitsuo Oura
Edward Yanai

STAFF PRESENT: Ah Sung Leong, Acting Executive Officer
Gordan Furutani, Planner
Dora Horikawa, Clerk Reporter
Ray Russell, Court Reporter

Due to the late appearance of the Chairman, Vice-Chairman Sakahashi called the meeting to order and called for the first item on the agenda.

ACTION

SPECIAL PERMIT APPLICATION BY MAUI BROADCASTING CORPORATION (SP75-204) TO CONSTRUCT A BROADCASTING TRANSMITTER AND ANTENNA SITE AT ULUPALAKUA, MAUI

Mr. Ah Sung Leong, Acting Executive Officer, presented the staff memorandum on the above Special Permit (see copy of report on file).

Mr. Kirk Monroe, President of Maui Broadcasting, responded to questions raised by the Commissioners; i.e. that the petitioner agrees to all the conditions that were imposed by the Maui County Planning Commission; the tower will be painted either a light green or yellow to make it as inconspicuous as possible. Maui Broadcasting is an FM station and is presently broadcasting two

Chairman Tangen called for a recess at 12:08 p.m.

****

The meeting was reconvened at 12:18 p.m.

Chairman Tangen announced that if there were no objections from the Commissioners, the order of the agenda will be shifted to consider item No. 10 SP75-214, Kahili Mountain Park, to accommodate Mr. Gregg Kamm of the Kauai Planning Department since this was the only remaining item on which he wished to present testimony.

SPECIAL PERMIT APPLICATION BY KAHILI MOUNTAIN PARK, INC. (SP75-214) TO EXPAND AN OVERNIGHT CAMPING FACILITY AT KOLOA, KAUAI

The staff memorandum was read into the records by Mr. Furutani (see copy on file).

During the discussion that followed, it was generally agreed that there would be very little likelihood of any flooding problems in the general area of the proposed facility.

Vice-Chairman Sakahashi moved that the Special Permit be approved, subject to the conditions imposed by the Kauai County Planning Commission which was seconded by Commissioner Yamamura and unanimously carried.

SPECIAL PERMIT APPLICATION BY HAWAII COUNTY DEPARTMENT OF PARKS AND RECREATION (SP-75-212) TO ESTABLISH A PUBLIC DRAG RACING STRIP AT PANAEWA, HAWAII

The staff memorandum was presented by Mr. Leong (see copy of report on file).

Since there was no question or discussion by the Commissioners, the Chair called for a motion.

Commissioner Carras moved that the Special Permit request be approved, subject to all conditions imposed by the Hawaii County Planning Commission. The motion was seconded by Vice-Chairman Sakahashi and unanimously passed.

SPECIAL PERMIT APPLICATION BY SOLOMON A. KONG, SR. (SP75-213) TO ENLARGE A GENERAL STORE AT KALUAAHA, MOLOKAI

The staff memorandum was presented by Mr. Furutani (see copy of report on file).

STATE OF HAWAII
LAND USE COMMISSION

MEMORANDUM

Sept. 22, 1975
10:00 a.m.

TO: Land Use Commission

FROM: Staff

SUBJECT: SP75-212 - HAWAII COUNTY DEPT. OF PARKS AND RECREATION

The Hawaii County Department of Parks and Recreation proposes to develop a public drag racing facility within the Agricultural District at Panaewa, S. Hilo, Hawaii under this Special Permit request. The proposed site comprises approximately 135 acres of State-owned land described as TMK 2-1-13: 2 (por.). It abuts the South Hilo-Puna District boundary approximately 2.4 miles east of the Volcano Road. Land uses in the surrounding area include the County's skeet range and several quarry sites situated over 0.5 miles to the north; macadamia nut orchards to the south and east; Hawaiian Homes farmlots over 0.5 miles to the west; and the Panaewa houselots subdivision of about 100 residences over 1 mile to the west. The Panaewa subdivision contains lots of nearly 3 acres in size.

Petition's reasons for the request are as follows:

"The drag strip racing facility is proposed to meet the recreational demands throughout the County. It is proposed to be part of a larger recreational complex which will include the municipal stadium.

The area is presently vacant and not in any productive form of agricultural use. There are, however, some agricultural activity on the Puna-side of the proposed facility. The facility is not expected to have any adverse economic impact on that agricultural activity. The Department of Agriculture has stated that the proposed project would cause "... no economic loss to the present or future agricultural use of the subject parcel." In discussing this aspect, the Environmental Impact Statement reads in part that "Implementing the drag strip proposed would not result in a loss of presently productive land or of a valuable natural area. The need for this type of recreational facility has been expressed over the past few years by local drag racing enthusiasts, and the County and the State have seen fit to follow this request with appropriations totalling $671,500."

It is undeniable that the proposed facility would alter the character of the land. From a social perspective however, it is reasoned that the proposed use will make the best use of the land. The physical environmental impacts will be negligible, as no known endangered species are found in the area. The State Division of Forestry and Fish and Game have noted that no particularly valuable or needed resources would be lost or species endangered from this project.

It is therefore felt that the proposed facility would make the best use of the land, and we respectfully request your favorable recommendation of this project."

The project includes the development of a 3/4 mile paved drag racing track, a return road, a 4,000 seat spectator area, parking and restroom facilities and tree-lined buffer zones. Initially, the restrooms and a control tower will be constructed. Later phases will include a concession building, auto shop, pit restroom, and permanent bleachers. Sewage disposal will be accomplished by self contained aerobic systems or cavitettes. Preliminary estimate for the total cost of the project is $705,100. The County of Hawaii has appropriated $335,000 for this project, and the State has appropriated another $336,500. As a public recreation facility, the petitioner will be responsible for regulating the facility. It is planned that the facility will be self-sustaining and some form of fee is anticipated. The site also will be utilized for driver training and testing.

The subject property is presently vacant and contains no public access or utilities serving the site. Vegetation is predominantly ohia lehua and lama trees. A slight soil cover overlays the pahoehoe and aa lava base. Slope is less than 5% and the elevation is about 200'. Rainfall is approximately 144" annually. There are no known archeological sites or endangered species of animal life in the area. With regard to access, and as a temporary measure, the County proposes an extension of the gravel access road from the County's skeet range to the subject site.

Pursuant to the provisions of Chapter 343, HRS, a final draft of the "Environmental Impact Statement for Drag Strip" prepared by the petitioner and dated April 1975 was submitted to the Office of Environmental Quality Control. Based upon the recommendation of that office, Governor Ariyoshi accepted the subject document as satisfactory fulfillment of the requirements of Chapter 343. He noted that his acceptance of the Statement is an affirmation of the adequacy of the statement and does not constitute an endorsement of the proposed action.

It was noted in the Environmental Impact Statement of April 1975 that:

"1. Many "outlaw" drags are held on the public highways and these illegal races are hazardous to the participants, spectators and other motorists who may be in the area. This is a serious police problem also. The construction of a certified drag strip will help to curb the illegal races. There are quite a number of people who are interested in this sport on this island and several auto clubs have been formed in various parts of the island. A certified drag strip, which will be built to the standards set by the National Hot Rod Association, will insure the maximum safety of the participants and spectators alike."

2. Other projects which are planned in the vicinity of the subject site include:

a. a County flood control drainage project with a 150'

wide transmission channel terminating in a ponding area just north of the proposed drag strip.

b. a new terminal and runway for Lyman Field which would not affect or be affected by the proposed drag strip operation.

c. a study is now underway to determine the feasibility of the County developing a sports complex to include facilities for football, baseball, and a basketball arena with a capacity for 8,000 spectators.

3. The Department of Agriculture found that the proposed project would cause "no economic loss to the present or future agricultural use of the subject parcel".

4. Noise tests conducted by the petitioner indicate that there will be no disturbance to the closest residential area, particularly the Panaewa Houselots subdivision located over a mile away from the subject site.

5. Full understanding of the impact of increased traffic would depend on the access chosen. It is noted that the permanent access has not yet been determined. However, the Environmental Impact Statement indicates that if the shorter alternative access routes from Makalika or Lama Streets are chose, there will be increased traffic in residential areas. Improvements may therefore be required.

6. The project may have an effect on the National Guard Firing Range, since the direction of fire is towards the subject site and the impact area approaches to within 2,000 feet of the sites perimeter. It was indicated that potential conflicts between the 2 facilities can be resolved through scheduling and possibly through physical barriers at the range.

COUNTY RECOMMENDATION

By letter dated August 1, 1975, Arthur W. Martin, Chairman of the Hawaii County Planning Commission, transmitted the decision and findings of the Planning Commission on this Special Permit. He states that:

"The Planning Commission held a duly advertised public hearing On October 25, 1973 in the Council Room, County Building, South Hilo, and discussed the subject request. Action was deferred at subsequent meetings, pending resolution of the access to the site and approval of the environmental impact statement. On July 31, 1975 the Commission voted to recommend approval of the special permit to the Land Use Commission, based on the following findings:

1. That the desired use would not adversely affect surrounding property. The proposed site for the requested use is located in an area relatively isolated from residential

and agricultural development. It is within the Panaewa Forest and the nearest nonforest uses are macadamia nut orchards, about 1,000 feet south and southeast on private lands. Other surrounding uses within less than one mile from the proposed site are basically of a public or large-scale agricultural nature. The lands immediately surrounding the site are medium mixed forest; i.e., primarily introduced species with some endemic and native plants.

In essence, the medium mixed forest within the proposed facility is to be located covers a vast area. The entire drag strip site consists of 135 acres in a State-owned parcel of 3200+ acres. Not all of the 135 acres will be cleared. Tree-lined buffers will be provided. According to the Hilo branches of the State Divisions of Forestry and Fish and Game, no particularly valuable or needed resource would be lost or species endagered from this project within the context of this vast area.

2. That the land upon which the proposed use is sought is unsuited for the uses permitted within the district. The State Land Use Commission's Agricultural designation includes lands which are not suited to agricultural and ancillary activities by reason of topography, soil, and other related characteristics. The subject site has a slight soil overlaying a pahoehoe and a'a base. Its capability class, based on the Soil Conservation Service's Soil Survey, is VII. Such soils have bery severe limitations which make them unsuited to cultivation. Class VII is the next to the lowest capability ranking of the Soil Conservation Service's system.

   In reviewing the subject application and the environmental impact statement for the proposed project, the Department of Agriculture concluded that the facility would not have any significant impact on agriculture either at the proposed site or in nearby areas. At the present time, the proposed site is essentially vacant and unused. The 135-acre area would be partially converted from a medium mixed forest to a public recreational use. Implementing the drag strip proposal will not result in the loss of presently productive land or of a valuable natural area. The land would be used instead for a needed public recreational facility.

3. That the proposed use will make the highest and best use of the land involved for the public welfare.

   That legislative bodies of both the County and the State have made policy decisions by appropriating funds for the drag strip facility. A primary factor underlying these decisions has been to promote public safety by deterring illegal races on public streets and highways which are hazardous to participants, spectators, and other motorists who may be in the area. The provision of a facility for drag racing would channel this sport into a constructive activity which would adhere to various safety standards. At the same time, educational programs concerning road

safety will be instituted. The drag racing facility would thus promote public safety and welfare both on and off the public street system and would also tend to minimize attendant social problems.

The location of such a facility must also be in proximity to a majority of its users but still far enough away from population centers so as not to create a nuisance. The subject site meets these criteria.

In addition, the facility would be used for multiple purposes, not just for drag racing. The Department of Parks and Recreation, which will have regulation over the use of the facility, has stated that it will be used for programs such as driver testing and training. In this light, it is determined that although the proposed use will alter the existing character of the land, it will do so for the public good and welfare.

The favorable recommendation was also subject to the following conditions:

1. That tentative subdivision approval be secured by the applicant within own (1) year from the date of approval of the special permit. The applicant shall also be responsible for securing final approval;

2. That a permanent access to the subject site be determined prior to the granting of final subdivision approval. Said access shall comply with all applicable roadway requirements and no variance from roadway standards shall be sought by the applicant;

3. That two tree-lined lateral buffer zones with a minimum width of 1,500 feet each be provided on the north and east sides of the strip;

4. That the Department of Parks and Recreation develop and adopt use regulations for the subject facility within one year from the date of final subdivision approval. Such regulations shall include provisions to prevent potential conflicts with the National Guard Firing Range and shall specify the hours of operation. The facility shall not be open after 7:00 p.m.;

5. That the temporary access road to the facility be improved to an 18-foot wide oil-treated surface with 3-foot shoulders. Said access shall be used for no longer than two (2) years from the commencement of operation of the facility;

6. That a landscaping plan including the use of existing native vegetation be submitted to the Planning Director for approval prior to any further grading of the subject site; and

7. That all other applicable rules and regulations, including the Plan Approval process, noise and air quality standards, be complied with."

STATE OF HAWAII
LAND USE COMMISSION
P. O. BOX 2359
HONOLULU, HAWAII 96804

September 10, 1975

Hc Pks & Rec —
Ronald Okamura
Admin. Asst
145-7618 31

Robert T. Fukuda, Director
Department of Parks and Recreation
County of Hawaii
Hilo, Hawaii 96720

The Land Use Commission next meets on September 22, 1975 at 10:00 a.m., in the State Capitol, Room #416 Honolulu, Hawaii.

At that time the special permit application by Department of Parks and Recreation (SP75-212) to establish a public drag racing strip in the Agriculture District at Panaewa, Hawaii will be considered.

Should you have any questions regarding this matter, please feel free to contact us.

Very truly yours,

TATSUO FUJIMOTO
Executive Officer

Enclosure - Agenda

COUNTY OF HAWAII

PLANNING DEPARTMENT

25 AUPUNI STREET • HILO, HAWAII 96720

HERBERT T. MATAYOSHI
Mayor

RAYMOND H. SUEFUJI
Director

SP 75-212

August 1, 1975

RECEIVED
AUG 5 1975
State of Hawaii
LAND USE COMMISSION

Mr. Tatsuo Fujimoto
Executive Officer
State Land Use Commission
P. O. Box 2359
Honolulu, HI 96804

Re: Special Permit Application
Department of Parks and Recreation
County of Hawaii

In accordance with Chapter 205, Section 205-6, Hawaii Revised Statutes, we are transmitting the decision and findings of the County Planning Commission on the subject application.

The special permit request is to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, near the South Hilo--Puna boundary, TMK: 2-1-13:portion of 02.

The Planning Commission held a duly advertised public hearing on October 25, 1973 in the Council Room, County Building, South Hilo, and discussed the subject request. Action was deferred at subsequent meetings, pending resolution of the access to the site and approval of the environmental impact statement. On July 31, 1975 the Commission voted to recommend approval of the special permit to the Land Use Commission, based on the following findings:

1. That the desired use would not adversely affect surrounding property. The proposed site for the requested use is located in an area relatively isolated from residential and agricultural development. It is within the Panaewa Forest and the nearest nonforest uses are macadamia nut orchards, about 1,000 feet south and southeast on private lands. Other surrounding uses within less than one mile from the proposed site are basically of a public or large-scale agricultural nature. The lands immediately surrounding the site are medium mixed forest; i.e., primarily introduced species with some endemic and native plants.

   In essence, the medium mixed forest within which the proposed facility is to be located covers a vast area. The entire drag strip site consists of 135 acres in a State-owned parcel of 3200+ acres. Not all of the 135 acres will be cleared. Tree-lined buffers will be provided. According to the Hilo branches of the State Divisions of Forestry and Fish and Game, no particularly valuable or needed resource would be lost or species endangered from this project within the context of this vast area.

2. That the land upon which the proposed use is sought is unsuited for the uses permitted within the district. The State Land Use Commission's Agricultural designation includes lands which are not suited to agricultural and ancillary activities by reason of topography, soil, and other related characteristics. The subject site has a slight soil overlaying a pahoehoe and a'a base. Its capability class, based on the Soil Conservation Service's Soil Survey, is VII. Such soils have very severe limitations which make them unsuited to cultivation. Class VII is the next to the lowest capability ranking of the Soil Conservation Service's system.

   In reviewing the subject application and the environmental impact statement for the proposed project, the Department of Agriculture concluded that the facility would not have any significant impact on agriculture either at the proposed site or in nearby areas. At the present time, the proposed site is essentially vacant and unused. The 135-acre area would be partially converted from a medium mixed forest to a public recreational use. Implementing the drag strip proposal will not result in the loss of presently productive land or of a valuable natural area. The land would be used instead for a needed public recreational facility.

3. That the proposed use will make the highest and best use of the land involved for the public welfare.

   That legislative bodies of both the County and the State have made policy decisions by appropriating funds for the drag strip facility. A primary factor underlying these decisions has been to promote public safety by deterring illegal races on public streets and highways which are hazardous to participants, spectators, and other motorists who may be in the area. The provision of a facility for drag racing would channel this sport into a constructive activity which would adhere to various safety standards. At the same time, educational programs concerning road safety will be instituted. The drag racing facility would thus promote public safety and welfare both on and off the public street system and would also tend to minimize attendant social problems.

   The location of such a facility must also be in proximity to a majority of its users but still far enough away from population centers so as not to create a nuisance. The subject site meets these criteria.

   In addition, the facility would be used for multiple purposes, not just for drag racing. The Department of Parks and Recreation, which will have regulation over the use of the facility, has stated that it will be used also for programs such as driver testing and training. In this light, it is determined that although the proposed use will alter the existing character of the land, it will do so for the public good and welfare.

The favorable recommendation was also subject to the following conditions:

1. That tentative subdivision approval be secured by the applicant within one (1) year from the date of approval of the special permit. The applicant shall also be responsible for securing final approval;

2. That a permanent access to the subject site be determined prior to the granting of final subdivision approval. Said access shall comply with all applicable roadway requirements and no variance from roadway standards shall be sought by the applicant;

3. That two tree-lined lateral buffer zones with a minimum width of 1,500 feet each be provided on the north and east sides of the strip;

4. That the Department of Parks and Recreation develop and adopt use regulations for the subject facility within one year from the date of final subdivision approval. Such regulations shall include provisions to prevent potential conflicts with the National Guard Firing Range and shall specify the hours of operation. The facility shall not be open after 7:00 p.m.;

5. That the temporary access road to the facility be improved to an 18-foot wide oil-treated surface with 3-foot shoulders. Said access shall be used for no longer than two (2) years from the commencement of operation of the facility;

6. That a landscaping plan including the use of existing native vegetation be submitted to the Planning Director for approval prior to any further grading of the subject site; and

7. That all other applicable rules and regulations, including the Plan Approval process, noise and air quality standards, be complied with.

Arthur W. Martin, Chairman
Planning Commission

NH:rfd
Enclosures

cc: Mayor
Parks & Recreation
Public Works

Revised on 7/24/75

presented at 7/31/meeting

RECOMMENDATION: PARKS & RECREATION - DRAG STRIP

It is recommended that the subject request to allow the establishment of a drag strip facility in the State Land Use Agricultural District be given a favorable recommendation, as it is determined that the proposed facility constitutes an "unusual and reasonable" use other than what is permitted within the State Land Use Agricultural District. In applying the test of Regulation No. 2.91, Sub-Part E, Part II of the State Land Use District Regulations, the following has been found:

1. That the desired use would not adversely affect surrounding property. The proposed site for the requested use is located in an area which is relatively isolated from residential and agricultural development. It is within the Panaewa forest and the nearest non-forest uses are macadamia nut orchards approximately 1,000 feet to the south and southeast on private lands. Other surrounding uses within less than one mile from the proposed site are basically of a public or large-scale agricultural nature. The lands immediately surrounding the site are medium mixed forest, that is, primarily introduced species with some endemic and native plants.

   In essence, the medium mixed forest within which the proposed facility is to be located covers a vast area. The entire drag strip site consists of 135 acres in a

State-owned parcel of 3200+ acres. Not all of the 135 acres will be cleared. Tree-lined buffers will be provided. According to the Hilo branches of the State Divisions of Forestry and Fish and Game, no particularly valuable or needed resource would be lost or species endangered from this project within the context of this vast area.

2. That the land upon which the proposed use is sought is unsuited for the uses permitted within the district. The State Land Use Commission's Agricultural designation includes lands which are not suited to agricultural and ancillary activities by reason of topography, soil and other related characteristics. The subject site has a slight soil overlaying a pahoehoe and a'a base. Its capability class, based on the Soil Conservation Service's Soil Survey, is VII. Such soils have very severe limitations which make them unsuited to cultivation. Class VII is the next to the lowest capability ranking of the Soil Conservation Service's system.

In reviewing the subject application and the environmental impact statement for the proposed project, the Department of Agriculture concluded that the facility would not have a significant impact on agriculture either at the proposed

site or in nearby areas. At the present time, the proposed site is essentially vacant and unused. The 135-acre area would be partially converted from a medium mixed forest to a public recreational use. Implementing the drag strip proposal will not result in the loss of presently productive land or of a valuable natural area. The land would instead be used for a needed public recreational facility.

3. That the proposed use will make the highest and best use of the land involved for the public welfare.

The legislative bodies of both the County and the State have made policy decisions by appropriating funds for the drag strip facility. A primary factor underlying these decisions has been to promote public safety by deterring illegal races on public streets and highways which are hazardous to participants, spectators, and other motorists who may be in the area. The provision of a facility for drag racing would channel this sport into a constructive activity which would adhere to various safety standards. At the same time, educational programs concerning road safety will be instituted. The drag racing facility would thus promote public safety and welfare both on and off the public street system and would also tend to minimize attendant social problems.

The location of such a facility must also be in proximity to a majority of its users but still far enough away from population centers so as to not create a nuisance. The subject site meets these criteria.

In addition, the facility would be used for multiple purposes, not just for drag racing. The Department of Parks and Recreation, which will have regulation over the use of the facility, has stated that it will also be used for programs such as driver testing and training. In this light, it is determined that although the proposed use will alter the existing character of the land, it will do so for the public good and welfare.

It is further recommended that approval of the special permit request be subject to the following conditions:

1. That tentative subdivision approval be secured by the applicant within one (1) year from the date of approval of the special permit. The applicant shall also be responsible for securing final approval.

2. That a permanent access to the subject site be determined prior to the granting of final subdivision approval. Said access shall comply with all applicable roadway requirements and no variance from roadway standards shall be sought by the applicant.

3. That two tree-lined lateral buffer zones with a minimum width of 1500 feet each be provided on the north and east sides of the strip.

4. That the Department of Parks and Recreation develop and adopt use regulations for the subject facility within one year from the date of final subdivision approval. Such regulations shall include provisions to prevent potential conflicts with the National Guard Firing Range and shall specify the hours of operation. The facility shall not be open after 7:00 p.m.

5. That the temporary access road to the facility be improved to an 18-foot wide oil-treated surface with 3-foot shoulders. Said access shall be used for no longer than two (2) years from the commencement of operation of the facility.

6. That a landscaping plan including the use of existing native vegetation be submitted to the Planning Director for approval prior to any further grading of the subject site.

7. That all other applicable rules and regulations, including the plan approval process, noise and air quality standards, be complied with.

Should any of the foregoing conditions not be met, this special permit shall be declared null and void.

PRESENTED AT 7/17/75 MEETING

RECOMMENDATION: PARKS & RECREATION - DRAG STRIP

SEA revised w/s/ not accepted by P.C.

The following communications have been received by the Planning Department:

(P&R letter, 6/4/75)

(Gov.'s Letter, 5/19/75)

In light of the approval of the environmental impact statement by the Governor, action on the subject special permit application by the Planning Commission is in order.

It is recommended that the subject request to allow the establishment of a drag stip facility in the State Land Use Agricultural District be approved, as it is determined that the proposed facility constitutes an "unusual and reasonable" use other than what is permitted within the State Land Use Agricultural District. In applying the test of Regulation No. 2.91, Sub-Part E, Part II of the State Land Use District Regulations, the following has been found:

1. That the desired use would not adversely affect surrounding property. The proposed site for the requested use is located in an area which is relatively isolated from residential and agricultural development. It is within the Panaewa forest and the nearest non-forest uses are macadamia nut orchards approximately 1,000 feet to the south and southeast on private lands. Other surrounding uses within less than one mile from the proposed site are basically of a public or large-scale agricultural nature. The lands immediately surrounding the site are medium mixed forest, that is, primarily introduced species with some endemic and native plants.

In essence, the medium mixed forest within which the proposed facility is to be located covers a vast area. The entire drag strip site consists of 135 acres in a State-owned parcel of 3200+ acres. Not all of the 135 acres will be cleared. Tree-lined buffers will be provided. According to the Hilo branches of the State Divisions of Forestry and Fish and Game, no particularly valuable or needed resource would be lost or species endangered from this project within the context of this vast area.

Further, other anticipated County projects in the immediate area, such as the proposed recreational complex, would tend to centralize rather than disperse public facilities. Such future facilities would not be adversely affected by the drag strip facilities or vice versa. Those uses which would be in close proximity to the drag strip facility are expected to be complementary to it.

2. That the land upon which the proposed use is sought is unsuited for the uses permitted within the district. The State Land Use Commission's Agricultural designation includes lands which are not suited to agricultural and ancillary activities by reason of topography, soil and other related characteristics. The subject site has a slight soil overlaying a pahoehoe and a'a base. Its capability class, based on the Soil Conservation Service's Soil Survey, is VII. Such soils have very severe limitations which make them unsuited to cultivation. Class VII is the next to the lowest capability ranking of the Soil Conservation Service's system.

In reviewing the subject application and the environmental impact statement for the proposed project, the Department of Agriculture concluded that the facility would not have a significant impact on agriculture either at the proposed site or in nearby areas. At the present time, the proposed site is essentially vacant and unused. The 135-acre area would be partially converted from a medium mixed forest to a public recreational use. Implementing the drag strip proposal will not result in the loss of presently productive land or of a valuable natural area. The land would instead be used for a needed public recreational facility.

3. That the proposed use will make the highest and best use of the land involved for the public welfare.

The legislative bodies of both the County and the State have made policy decisions by appropriating funds for the drag strip facility. A primary factor underlying these decisions has been to promote public safety by deterring illegal races on public streets and highways which are hazardous to participants, spectators, and other motorists who may be in the area. The provision of a facility for drag racing would channel this sport into a constructive activity which would adhere to various safety standards. At the same time, educational programs concerning road safety will be instituted. The drag racing facility would thus promote public safety and welfare both on and off the public street system and would also tend to minimize attendant social problems.

The location of such a facility must also be in proximity to a majority of its users but still far enough away from population centers so as to not create a nuisance. The subject site meets these criteria.

In addition, the facility would be used for multiple purposes, not just for drag racing. The Department of Parks and Recreation, which will have regulation over the use of the facility, has stated that it will also be used for programs such as driver testing and training.

4. That the future development of other public recreational facilities in the area will further promote the highest and best use of the subject area for the public welfare. Within close enough proximity to a large proportion of the population there are few areas which are of sufficient size and are publicly owned that can be developed for such purposes as a sports complex. An area which is large enough to accommodate expansion is essential in that recreational needs and demands will continue to increase in the future. In this light, it is determined that although the proposed use will alter the existing character of the land, it will do so for the public good and welfare.

It is further recommended that approval of the special permit request be subject to the following conditions:

1. That tentative subdivision approval be secured by the applicant within one (1) year from the date of approval of the special permit. The applicant shall also be responsible for securing final approval.

2. That a permanent access to the subject site be determined prior to the granting of final subdivision approval. Said access shall comply with all applicable roadway requirements and no variance from roadway standards shall be sought by the applicant.
3. That two tree-lined lateral buffer zones with a minimum width of 1500 feet each be provided on the north and east sides of the strip.
4. That the Department of Parks and Recreation develop and adopt use regulations for the subject facility within one year from the date of final subdivision approval. Such regulations shall include provisions to prevent potential conflicts with the National Guard Firing Range and shall specify the hours of operation. The facility shall not be open after 7 p.m.
5. That the temporary access road to the facility be improved to an 18-foot wide oil-treated surface with 3-foot shoulders. Said access shall be used for no longer than two years from the commencement of operation of the facility.
6. That a landscaping plan including the use of existing native vegetation be submitted to the Planning Director for approval prior to any further grading of the subject site.
7. That all other applicable rules and regulations, including the plan approval process, noise and air quality standards, be complied with.

Should any of the foregoing conditions not be met, this special permit shall be declared null and void.

SPECIAL PERMIT: COUNTY DEPARTMENT OF PARKS AND RECREATION (DRAG STRIP)

The County of Hawaii Department of Parks and Recreation is requesting a special permit to allow the development of a public drag strip and attendant support facilities within the State land use agricultural district. The proposed site, encompassing approximately 135 acres of as yet unsubdivided State-owned land, is located in Panaewa, South Hilo, (TMK: 2-1-3: por 2), near the South Hilo-Puna district boundary.

In support of the subject application, the Parks and Recreation Department has submitted the following letter which I shall read:

(Read applicant's reasons)

The proposed project consists of the development of a three-quarter mile paved drag racing track, a return road, a 4,000-seat spectator area, the necessary parking, restroom facilities, and forest buffer zones.

Structures planned for the initial phase of the project are a public restroom, concession building, a pit area restroom, an auto shop and permanent bleachers with a capacity of 4,000.

More than half a million dollars has been appropriated for the facility; $335,000 by the County and $336,500 by the State. There have been no expenditures to date. The following explanation for the subject project was given in the County of Hawaii Capital Budget and 6-year Capital Improvements Program, 1972-73 I quote:

"Many 'outlaw' drags are held on the public highways and these illegal reaces are hazardous to the participants, spectators and other motorists who may be in the area. This is a serious police problem also. The construction of a certified drag strip will help to curb the illegal races. There are quite a number of people who are interested in this sport on this island and several auto club have been formed in

various parts of the island. A certified drag strip, which will be built to the standards set by the National Hot Rod Association, will insure the maximum safety of the participants and spectators alike." End of quote.

As a public recreational facility, the Dept. of Parks and Recreation will be responsible for regulating the use of the proposed facility. Some form of fee is aniticiapted by the department. The proposed facility is planned to be a self-sustaining one in terms of operating costs. It should also be noted that the proposed strip will be used for purposes other than drag racing, such as driver testing and training.

The land is presently vacant and unused. The proposed site is relatively isolated in terms of both its distance from urban development and its lack of vehicular access. Aside from orchards to the south and west of the project site, the forest area has not been used for any other purpose.

The area is zoned by the County as A-20a. The General Plan land use allocation guide map designates the area for orchard type uses. It should be noted that Agriculture designation does not preclude uses such as recreation.

The subject area has a slight soil overlaying a pahoehoe and a'a base slope is less than 5 percent and the elevation is about 200 feet. Rainfall in the area has averaged about 144 inches annually.
There are no known endangered flora or fauna species in the area.
There are no recorded historical or archeological sites in the subject area.

The proposed site has neither access nor utilities. However, presently the closest connections from existing main govemment roads Makalika and Lama Streets in the Panaewa Houselots subdivision. Both of these roads begin at Kanoelehua Ave. and terminate at Railroad Avenue,

which is a County-owned gravel road. The extended distance of either of these streets to the proposed drag strip site will be over one mile. Hawaiian Homes Commission own lands are located in the intervening space between R.R. and the proposed Drag Strip.

With regard to the application, the Department of Agriculture, had the following comments to offer:

(Read Agriculture comments)

The Department of Transportation Highways Division sent their comments which I shall read:

(Read Transporation comments)

All other cooperating agencies had no comments or objections on the subject request.

This comprises the background summary of the application.

Drag Strip

PLANNING COMMISSION
County of Hawaii

RECORD OF VOTING

For the Meeting of 7/31, 19 75

Members	Ayes	Noes	Excused (Absent)	Abstained from Voting
ASAI, Scott H.	✓			
DOMINGO, Takashi	✓			
JITCHAKU, Lorraine	✓			
~~JOHNSON, Daniel J.,Jr.~~				
MARTIN, Arthur W.	✓			
~~NAGATA, Roy H.~~				
STERLING, Leon K., Jr.	✓			
WATT, Ed C.	✓			

drag strip
Defer

PLANNING COMMISSION
County of Hawaii

RECORD OF VOTING

For the Meeting of 7/17, 19 75

Members	Ayes	Noes	Excused (Absent)	Abstained from Voting
ASAI, Scott H.	✓		✓	
DOMINGO, Takashi			✓	
JITCHAKU, Lorraine	✓			
~~JOHNSON, Daniel J.,Jr.~~				
MARTIN, Arthur W.	✓			
~~NAGATA, Roy H.~~				
STERLING, Leon K., Jr.	✓			
WATT, Ed C.	✓			

Req stup approve

PLANNING COMMISSION
County of Hawaii

RECORD OF VOTING

For the Meeting of July 17, 1975

Members	Ayes	Noes	Excused (Absent)	Abstained from Voting
ASAI, Scott H.	✓		✓	
DOMINGO, Takashi			✓	
JITCHAKU, Lorraine	✓			
~~JOHNSON, Daniel J., Jr.~~				
MARTIN, Arthur W.		✓		
~~NAGATA, Roy H.~~				
STERLING, Leon K., Jr.	✓			
WATT, Ed C.		✓		

~~Planning Director~~
Acting Chief
Dept

PLANNING COMMISSION
County of Hawaii

RECORD OF VOTING

For the Meeting of 12/19, 19 74

Members	Ayes	Noes	Excused (Absent)	Abstained from Voting
ASAI, Scott H.	✓			
DOMINGO, Takashi	✓			
JITCHAKU, Lorraine	✓			
JOHNSON, Daniel J.,Jr.	✓			
KAI, Masayuki				
MARTIN, Arthur W.	✓			
NAGATA, Roy H.	✓			
STERLING, Leon K., Jr.	✓			
WATT, Ed C.	✓			

PLANNING COMMISSION

Planning Department
County of Hawaii

MINUTES
July 31, 1975

The Planning Commission met in regular session at 6:05 p.m., at the Sgt. Yano Memorial Hall in Captain Cook, South Kona, with Chairman Martin presiding.

PRESENT: Arthur W. Martin
Scott Asai
Takashi Domingo
Lorraine Jitchaku
Leon K. Sterling, Jr.
Ed C. Watt

ABSENT: Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Sidney Fuke
Norman Hayashi
Burke K. Matsuyama
William Moore
Ilima A. Piianaia

Stephen Bess, Corporation Counsel
David Murakami, Public Works

and about 110 people in attendance.

UNFINISHED BUSINESS

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, near the South Hilo and Puna boundary, TMK: 2-1-13:Por 02.

Staff presented background information and revised recommendations, on file.

Discussion brought out fact that the few Hawaiian Homes dwellings in the area will not have their driveways going directly into the highway leading to the drag strip. Also, all mention of the sports complex projected for the vicinity was deleted from the recommendations. Commissioner Jitchaku moved to send a favorable recommendation to the State Land Use Commission for the reasons and with the conditions as outlined by staff. Seconded by Commissioner Sterling, motion carried.

Respectfully submitted,

Ruth F. Dehart
Ruth F. Dehart
Secretary Pro Tem

A T T E S T:

Arthur W. Martin
Arthur W. Martin, Chairman
Planning Commission

PLANNING COMMISSION

Planning Department
County of Hawaii

MINUTES
July 17, 1975

The Planning Commission met in regular session at 1:30 p.m., at the Council Room, County Building, South Hilo, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Lorraine Jitchaku
Leon K. Sterling, Jr.
Ed C. Watt

Sidney Fuke
Norman Hayashi
Ilima A. Piianaia
Wendy Matsunaka
Burke K. Matsuyama

Kats Yamada, Corporation Counsel
David Murakami, Public Works

and about 30 people in attendance.

ABSENT: Takashi Domingo
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

RECESS: For lack of a quorum, meeting was recessed until 1:50 p.m.

MINUTES — Minutes of June 26, 1975 were approved as circulated.

UNFINISHED BUSINESS

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, near the South Hilo and Puna boundary, TMK: 2-1-13: portion of 02.

Staff presented correspondence received from the Governor's Office (atchd). It was confirmed that staff recommendations were updated to include latest development with regard to the Governor's signing of the environmental impact statement. There were no changes in priorities. Although it was agreed that decision had already been rendered by the County Council and the State Legislature for the establishment of a public drag racing strip (Capital Improvements Project appropriations) and although Commissioner Watt understood that the request specifically concerned with the drag strip only, he questioned staff's recommendations wherein the proposed sports complex in the Panaewa area was mentioned.

Mrs. Jitchaku moved to send a favorable recommendation to the State Land Use Commission, based on the recommendations and with the conditions as stipulated by staff. Commissioner Asai seconded the motion. After some discussion, including the rereading of Condition No. 4, motion was lost with Commissioners Asai, Jitchaku and Sterling voting for and Commissioners Watt and Martin voting against the motion.

Commissioner Watt again expressed concern over the inclusion of any mention of the sports complex in the recommendation for approval of the drag racing strip. Chairman Martin stated his concern over the location, the proximity of dwellings to the access, and wondered whether the Parks and Recreation people could not be persuaded to study their plans further.

Commissioner Sterling moved to defer action on the application and, seconded by Commissioner Asai, motion was carried unanimously.

LAND USE COMMISSION
SPECIAL PERMIT
ASAO FURUTANI
KEAAU, PUNA

Special permit to allow the establishment of an auto repair shop within the State Land Use Agricultural District. Property is located at northern corner of the Hilo to Volcano highway and the Slaughter House Road, about 3,000 feet Hilo side of Keaau Village, Puna, TMK: 1-6-141:04.

Staff reported that there has been no written communication from W.H. Shipman, Ltd., major landowners in the area; but informal word was received that the consultant firm of Belt, Collins and Associates has been retained by Shipman to prepare a master plan for the Keaau area. This plan will include commercial and industrial areas for the residents of Keaau. Staff recommended that the request be denied, based on their findings (attached).

Because of the absence of the applicant or his representative at the meeting and nonreceipt of any further information from Shipman, Commissioners were reluctant to take any action at this meeting. Mrs. Jitchaku moved and Mr. Asai seconded to defer action; motion carried unanimously.

Deputy Director and Corporation Counsel cautioned Commission members that since the public hearing is already closed, further testimonies may not be received unless the Commission votes to reopen the hearing.

At the evening meeting, same date, at 9:15 p.m., Commissioners discussed procedures and the possible need to schedule another public hearing on the Furutani application. Mrs. Jitchaku moved, seconded by Mr. Watt, to reconsider the application. Kats Yamada clarified that the Commission must hold a public hearing within 120 days on cases which must be referred to the State Land Use Commission for final decision. This does not necessarily mean, he added, that the recommendation must go to SLUC within that time period. Motion to reconsider was carried unanimously.

Commissioner Watt moved to deny the application for the reasons stipulated by staff; Commissioner Sterling seconded the motion. Carried unanimously.

LAND USE COMMISSION
SPECIAL PERMIT
DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII
SOUTH HILO AND HAMAKUA

Special permit to allow establishment of three solid waste transfer station sites within State Land Use Agricultural District in Pepeekeo and Honomu, South Hilo; and in Nanienie, Hamakua, TMK: 2-8-09: portion of 03; 2-8-13:portion of 05;

and 4-3-04:portion of 03.

Staff recommended that the request be given favorable consideration, based on its findings and conditions stipulated in attachments. After ascertaining that provision for proper maintenance has been outlined in the recommendations, Commissioner Sterling moved to forward the application with a favorable recommendation to the State Land Use Commission, for the reasons and with the conditions stipulated by the staff. Seconded by Commissioner Jitchaku, motion was carried unanimously.

PLANNING COMMISSION

Planning Department
County of Hawaii

MINUTES
June 26, 1975

The Planning Commission met in regular session at 3:30 p.m., at the Waimea School Cafetorium, Waimea, South Kohala, with Chairman Arthur W. Martin presiding.

PRESENT:		ABSENT:	
	Arthur W. Martin		Takashi Domingo
	Scott H. Asai		Roy C. Nagata
	Lorraine Jitchaku		Ed C. Watt
	Daniel H. Johnson, Jr.		Akira Fujimoto, Ex-officio Memb.
	Leon K. Sterling, Jr.		Edward Harada, Ex-officio Memb.
	Sidney Fuke		
	Norman Hayashi		
	Ilima A. Piianaia		
	Burke K. Matsuyama		

Lionel Meyers, Corporation Counsel
David Murakami, Public Works

and about 25 people in attendance.

MINUTES — Minutes of June 12, 1975 were approved as circulated.

UNFINISHED BUSINESS

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, near the South Hilo/Puna boundary, TMK: 2-1-13: portion of 02.

As agreed at the previous meeting, Commissioners voted again to defer matter until the Hilo meeting on motion of Mr. Johnson, seconded by Mrs. Jitchaku.

LAND USE COMMISSION
SPECIAL PERMIT
ASAO FURUTANI
KEAAU, PUNA

Special permit to allow the establishment of an auto repair shop within the State Land Use Agricultural District. Property is located at northern corner of the Volcano - Hilo Highway and the Slaughter House Road, about 3,000 feet Hilo side of Keaau Village, Keaau, Puna, TMK: 1-6-141:04

Staff reported information is still forthcoming from Shipman Ltd.; on Mr. Asai's motion, seconded by Mr. Johnson, Commissioners voted to defer, pending receipt of this information.

PLANNING COMMISSION
MINUTES

Planning Department
County of Hawaii

June 12, 1975

The Planning Commission met in special session at 5:30 p.m., in the Meeting Room of Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Vice Chairman Leon K. Sterling, Jr., presiding.

PRESENT:	Leon K. Sterling, Jr.	ABSENT:	Lorraine Jitchaku
	Scott H. Asai		Arthur W. Martin
	Takashi Domingo		Akira Fujimoto, Ex-officio Member
	Daniel J. Johnson, Jr.		Edward Harada, Ex-officio Member
	Roy H. Nagata		
	Ed C. Watt		
	Raymond H. Suefuji		
	Norman K. Hayashi		
	Ilima A. Piianaia		
	Royden H. Yamasato		

Clifford Lum, Corporation Counsel
David Murakami, Public Works

and approximately 5 people in attendance.

MINUTES — Minutes of May 8 and 21, 1975 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Staff reported that the Environmental Impact Statement has been approved; however, in the previous action, it was agreed that this matter will be taken up for action in Hilo.

Mr. Nagata moved to defer to the next Hilo meeting; seconded by Mr. Watt; carried.

LAND USE COMMISSION
SPECIAL PERMIT
ASAO FURUTANI
KEAAU, PUNA

Special permit to allow the establishment of an auto repair shop within the State Land Use Agricultural District. The property is located at the northern corner of the Volcano-Hilo Highway and Slaughter House Road, approximately 3,000 feet Hilo side of Keaau Village, Keaau, Puna, TMK: 1-6-141:4.

Staff recommended deferral as the application is still under study by the staff.

PLANNING COMMISSION

Planning Department
County of Hawaii

May 21, 1975

The Planning Commission met in regular session at 2:35 p.m., in the Conference Room of the State Building, South Hilo, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Sidney M. Fuke
Norman K. Hayashi
Ilima A. Piianaia

Clifford Lum, Corporation Counsel
David Murakami, Public Works

and approximately 20 people in attendance at 2:30 p.m. and 30 people at 7:00 p.m.

ABSENT: Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — Agenda was accepted as printed and circulated.

Minutes of May 8, 1975 were received today; deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Staff recommended deferral because the response from the Office of Environmental Quality Control was not received on the impact statement.

In answer to a question raised about consideration for a different site, Deputy Planning Director explained that the EIS reflects on the original drag strip site as proposed in the initial application which is now before the Commission.

In reference to Councilman Carpenter's letter of May 2 which requests consideration of an alternate site by the administration, Deputy Planning Director stated that no formal response was given to this communication because the site of the drag strip is in the same area as indicated in the application.

On the question of new access going through Hawaiian Homes land, it was mentioned that this is incorporated in the latest EIS submitted to OEQC.

This project as related to the budget in process under the administration, Deputy Planning Director stated that if the special permit is approved by this Commission and the Land Use Commission, the administration will have to anticipate the additional cost which will be involved because of the delay in getting the project started.

Since part of the funding of this project has been allotted and it is anticipated that additional funding is proposed for the next fiscal year, the feeling was that they should take action on this request.

Deputy Planning Director explained that in the 1974 Legislative Session, the EIS was established by Executive Order. The impact statement is basically designed to serve as a decision making tool; so until the EIS receives its certification, it might be premature to take action now.

In answer to the question of funding and its adequacy for the project, it was mentioned that there will be sufficient funds to carry on the initial proposal of the project for this first year; but because of the delay, there may be additional funds necessary.

Mr. Nagata moved to defer; seconded by Mr. Watt; carried.

PLANNED DEVELOPMENT PERMIT
RAINALTER HOLDINGS, LTD.
KEAUHOU, NORTH KONA

Planned Development Permit, as stipulated under Ordinance No. 36. The request is to allow the submission of plans for a 110-unit condominium project for Plan Approval. The area under consideration is located at the southwest corner of the new Kamehameha III Road-Alii Drive intersection, Keauhou 1st, North Kona, TMK: 7-8-10:45, 46, 25, portion of 36.

Staff recommended approval of the request based on the attached findings with conditions.

In reference to County Council's action, it was reported that they had just received and filed this referral for comments.

In regard to the question of need for additional condominiums, staff mentioned that they had completed the inventory for activities of the area presently existing which were approximately 1,250 condominium units of which about 248 are operating as a hotel. Of the total inventory of condominium units, 777 units or 70 percent were sold.

Deputy Planning Director added that in the deliberation of this application, there were concerns expressed about the low occupancy rate. In evaluating the overall situation in Kona and the need to create a tourist concentration in the area, it was determined that the need for additional condominiums will have to be given some considerations, especially for Keauhou, where it is destined as a tourist-destination area. The Department in no way suggest that a similar condominium project within the same area would receive automatic endorsement in spite of occupancy.

The study of the number of units in Kona was conducted by the staff under various reports that are available. Basically, this information came from the report prepared under the Kona Community Development Plan by Mr. Jacoby and a separate report by the consulting economist, Mr. Ming Chew. This report was unavailable at the initial report of this application when the staff provided the cursory analysis of an environmental impact statement.

PLANNING COMMISSION

Planning Department
County of Hawaii

May 8, 1975

The Planning Commission met in special session at 2:42 p.m., in the Cafetorium of the Kealakehe Elementary School, Kealakehe, North Kona, with Chairman Arthur W. Martin presiding in the afternoon session and Vice Chairman Leon K. Sterling, Jr., in the evening public hearings.

PRESENT: Arthur W. Martin
Takashi Domingo
Lorraine Jitchaku
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Raymond H. Suefuji
Norman K. Hayashi
Ilima P. McGill

Clifford Lum, Corporation Counsel
David Murakami, Public Works

and approximately 22 people in attendance at 2:30 p.m. and 15 people at 7:00 p.m.

ABSENT: Scott H. Asai
Daniel J. Johnson, Jr.
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — Agenda was accepted as printed and distributed.

Minutes of March 6 and 21, 1975 and April 8, 1975 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Staff recommended deferral inasmuch as no word has been received from the Governor's Office as to whether the EIS has been accepted.

Staff read into the record the attached letter from Councilman Dante Carpenter of May 2, 1975 to the Mayor requesting that the Administration consider alternate sites on other State lands.

Mr. Sterling so moved to defer; seconded by Mrs. Jitchaku; carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

April 8, 1975

The Planning Commission met in special session at 3:32 p.m., in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT:	Arthur W. Martin	ABSENT:	Scott H. Asai
	Takashi Domingo		Daniel J. Johnson, Jr.
	Lorraine Jitchaku		Roy H. Nagata
	Leon K. Sterling, Jr.		Akira Fujimoto, Ex-officio Member
	Ed C. Watt		Edward Harada, Ex-officio Member
	Sidney M. Fuke		
	Norman K. Hayashi		
	Ilima P. McGill		

David Murakami, Public Works

and approximately 10 people in attendance at 3:30 p.m. and 25 people at 7:00 p.m.

AGENDA & MINUTES — Agenda was accepted as circulated with the addendum which was distributed today.

Minutes of March 6, 1975 and March 21, 1975 were received today; deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Staff reported that the EIS has just been transmitted to the Office of Environmental Quality Control; recommend deferral.

Mrs. Jitchaku so moved; seconded by Mr. Domingo; carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

March 21, 1975

The Planning Commission met in regular session at 3:30 p.m. in the meeting room of the Sergeant Yano Memorial Hall, Captain Cook, South Kona, Hawaii, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt
Sidney M. Fuke
Ilima P. McGill
Royden Yamasato

ABSENT: Akira Fujimoto, Ex-Officio
Edward Harada, Ex-Officio
Takashi Domingo

Katsuya Yamada, Deputy Corporation Counsel
David Murakami, Public Works

and about 10 people in attendance at 3:30 p.m. and about 20 at 7:15 p.m.

AGENDA The agenda was accepted as distributed with one exception: Under New Business, Item 1 was deferred until the next Hilo meeting at the request of the applicant.

MINUTES The Minutes of the previous meeting was not available; deferred.

UNFINISHED BUSINESS

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 02.

Staff reported that approval of the EIS is still pending. Action was deferred on motion of Commissioner Johnson, seconded by Commissioner Jitchaku.

PLANNING COMMISSION

Planning Department
County of Hawaii

March 6, 1975

The Planning Commission met in special session at 3:30 p.m., in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Sidney M. Fuke
Ilima P. McGill
Royden H. Yamasato

Katsuya Yamada, Deputy Corporation Counsel

and approximately 48 people in attendance at 3:30 p.m. and 25 people at 7:00 p.m.

ABSENT: Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — The agenda was accepted as circulated.

The minutes of January 30, 1975 and February 13, 1975 were approved as distributed.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The Deputy Planning Director stated that the final EIS on this matter will be submitted to the Office of Environmental Quality Control this month and hopefully the Commission will be able to take action on this soon.

Mr. Johnson moved to defer action; seconded by Mr. Asai; carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

February 13, 1975

The Planning Commission met in regular session at 3:40 p.m., in the Kealakehe School Cafetorium, Kealakehe, North Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.

Sidney M. Fuke
Ilima P. McGill
Royden H. Yamasato

David Murakami, Public Works

and approximately 5 people in attendance at 3:30 p.m. and 20 people at 7:00 p.m.

ABSENT: Ed C. Watt
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — The agenda was accepted as circulated.

The staff annnounced that Item No. 3 under New Business was withdrawn by the applicant and no action was necessary.

The minutes of January 9, 1975 were approved with the correction of place of meeting as being held at the Yano Memorial Hall instead of the County Building. The minutes of January 30, 1975, were passed out and deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The Deputy Planning Director requested that this item be deferred pending finalization of the EIS and referral to the Office of Environmental Quality Control before this body can take action.

Mrs. Jitchaku moved to defer action; seconded by Mr. Nagata; carried.

PRELIMINARY HEARING
VARIANCE
HONOKAA SUGAR COMPANY
NAMOKU, HAMAKUA

Variance to allow the construction of a 60-foot radio antenna tower in lieu of the maximum height limit of 55 feet for such structures as stipulated in the Agricultural zone. The tower will be situated on property

PLANNING COMMISSION

Planning Depart ent
County of Hawaii

January 30, 1975

The Planning Commission met in regular session at 3:05 p.m. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling
Ed C. Watt

ABSENT: Scott H. Asai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Sidney M. Fuke
Norman K. Hayashi
Ilima P. McGill
Rodney K. Nakano
Kats Yamada
~~Earl Nakasato~~, Deputy Corp. Counsel
Richard Nishimura, Public Works

and approximately 13 people in attendance at 3:00 p.m. and 25 people at 6:30 p.m. and later on to about 75 people.

AGENDA & MINUTES — The agenda was accepted as corrected and circulated.

The minutes of December 19, 1974, were approved as circulated; the minutes of January 9, 1975, were passed out and deferred.

A new staff member Rodney Nakano, who will be working with the Commissioners, was introduced to the members.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Since the environmental impact statement is being finalized, staff recommended deferral.

Mr. Johnson moved to defer action; seconded by Mrs. Jitchaku; carried.

PRELIMINARY HEARING
VARIANCE
ELIJAH MALUO, JR.
WAIAKEA, SOUTH HILO

Variance to allow the creation of a 9,000 square foot lot in lieu of the minimum building site area requirement of 10,000 square feet as stipulated within the Single

PLANNING COMMISSION

Planning Department
County of Hawaii

January 9, 1975

The Planning Commission met in special session at 2:10 p.m. in the ~~County Councilroom, County Building~~ Meeting Room of Sgt Vrga Memorial Hall, East Side S. Kona, with Chairman Arthur W. Martin presiding in the afternoon and Vice Chairman Leon K. Sterling, Jr., in the evening.

PRESENT:		ABSENT:	
	Arthur W. Martin		Takashi Domingo
	Scott H. Asai		Ed C. Watt
	Lorraine Jitchaku		Akira Fujimoto, Ex-officio Member
	Daniel J. Johnson, Jr.		Edward Harada, Ex-officio Member
	Roy H. Nagata		
	Leon K. Sterling, Jr.		
	Sidney M. Fuke		
	Norman K. Hayashi		
	Ilima P. McGill		

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 20 people in attendance at 2:00 p.m. and 20 people at 7:00 p.m.

AGENDA & MINUTES — The agenda were accepted as distributed.

The minutes of December 19, 1974 were incomplete and deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff reported that revisions to the environmental impact statement are presently being worked on and recommended deferral.

The Chairman asked whether the staff has considered a different site for the whole drag strip.

The staff replied in the negative.

Mr. Nagata moved to defer this application; seconded by Mrs. Jitchaku and carried.

LAND USE COMMISSION
BOUNDARY AMENDMENT
PUNA COUNTRY VILLAGE CO.
KEONEPOKO IKI, PUNA

Request for comments and recommendations to redistrict 11.2 acres of land from a State Land Use Agricultural to an Urban District. The property is located at the northern corner of the Pahoa Road-Kahakai Boulevard, Keonepoko Homesteads, Keonepoko Iki, Puna, TMK: 1-5-07:20.

PLANNING COMMISSION

Planning Department
County of Hawaii

December 19, 1974

The Planning Commission met in regular session at 2:33 p.m. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling
Ed C. Watt

Raymond H. Suefuji
Norman K. Hayashi
Ilima P. McGill

Clifford Lum, Corporation Counsel
Richard Nishimura, Public Works

and approximately 22 people in attendance at 2:30 p.m. and 40 people at 6:30 p.m.

ABSENT: Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — The agenda was accepted as printed and circulated.

The minutes of November 26, 1974 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended deferral on this application. It was stated that the EIS is just about completed and it will be forwarded to the Office of Environmental and Quality Control for their review.

The Chairman asked about an alternate site.

The staff explained that this is why the EIS is being revised, that the applicant is coming up with a temporary access. They are thinking of a permanent access.

Mr. Johnson so moved to defer; seconded by Mrs. Jitchaku and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

November 26, 1974

The Planning Commission met in regular session at 3:03 p.m. at the Kealakehe School Cafetorium, Kealakehe, North Kona, with Vice Chairman Leon K. Sterling, Jr., presiding at the beginning.

PRESENT:	Leon K. Sterling, Jr.	ABSENT:	Roy H. Nagata
	Scott H. Asai		Ed C. Watt
	Takashi Domingo		Akira Fujimoto, Ex-officio Member
	Lorraine Jitchaku		Edward Harada, Ex-officio Member
	Daniel J. Johnson, Jr.		
	Arthur W. Martin		

Raymond H. Suefuji
Norman K. Hayashi
Ilima P. McGill
Quirino Antonio

Stephen G. Bess, Asst. Corporation Counsel
Richard Nishimura, Public Works

and approximately 14 people in attendance at 3:00 p.m. and 12 people at 7:00 p.m.

MINUTES — The minutes of October 17, 1974 and November 7, 1974 were accepted as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff read the memo dated November 12, 1974 from the Director of the Department of Parks and Recreation which was distributed to the Commissioners. His request was to revise the pending EIS to include the proposed temporary access because the Hawaiian Homes Commission voted to deny the Puainako Street extension. The Planning Department is presently revising the EIS. In view of this, the staff recommended that this matter be deferred.

Mr. Johnson so moved to defer the matter; seconded by Mr. Asai and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

November 7, 1974

The Planning Commission met in special session at 3:32 p.m. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Raymond H. Suefuji
Sidney M. Fuke
Norman K. Hayashi
Ilima P. McGill
Quirino Antonio

David Murakami, Public Works

and approximately 10 people in attendance at 3:30 p.m. and 40 people at 7:00 p.m.

ABSENT: Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

AGENDA & MINUTES — The agenda was approved as distributed.

The minutes of September 13, 1974 and September 25, 1974 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended deferral of this request because the access problem has not been resolved and the County is looking for another alternate access.

Mr. Johnson so moved; seconded by Mr. Asai.

The Deputy Planning Director mentioned that the Department of Parks and Recreation is working on an alternate access through Shipman's land rather than Hawaiian Homes land through Makalika Street.

Mr. Sterling wondered about the feasibility of withdrawal and coming back again when another alternate access is worked out.
The Deputy Planning Director explained that at this stage, the environmental impact statement has not been finalized and when a more definitive access is decided, they can go ahead and finalize the EIS.

Mr. Watt commented that there has been a lot input from the public. He wondered whether the impact statement would cover only the drag strip or the entire 65 million dollar complex.

The Deputy Planning Director stated that it is presently just the drag strip but it will eventually cover the entire area.

The votes on the motion were recorded as carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

October 17, 1974

The Planning Commission met in regular session at 7:01 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato
Quirino Antonio

ABSENT: Ed C. Watt
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 11 people in attendance at 7:00 p.m. and 7 people at 8:00 p.m.

AGENDA & MINUTES — The agenda was approved as printed and circulated.

The Chairman announced that portions of September 13, 1974 minutes has not been reviewed and the minutes of September 25, 1974 were not ready for distribution, therefore, they will be deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended deferral inasmuch as the access problem has not been resolved.

Mr. Johnson so moved to defer and seconded by Mr. Sterling.

The Chairman asked whether any thought has been given to using a different place for this drag strip.

The staff mentioned that this problem is still being worked out with the various County agencies and other respective agencies.

The votes on the motion were recorded as carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

September 25, 1974

The Planning Commission met in regular session at 2:30 p.m. in the County Councilroom, County Building and the evening session in the State Conference Room, State Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

ABSENT: Takashi Domingo
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works
Richard Nishimura, Public Works

and approximately 9 people in attendance at 2:30 p.m. and 10 people at 7:00 p.m.

AGENDA & MINUTES — The agenda was approved as printed and circulated.

The minutes of September 13, 1974 were not ready and deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended deferral on this item since the access problem has not be resolved as yet.

Mr. Johnson so moved to defer; seconded by Mr. Nagata and carried.

VARIANCE
RANDOLPH SOLOMON
PUNAHOA, SOUTH HILO

Variance to allow the creation of a 13,759 square foot lot in lieu of the minimum building site area requirement of 15,000 square feet as stipulated within a Single Family Residential - 15,000 square foot (RS-15) zoned district. The property is located off Kapaa Street in the Ainako Subdivision Series 2, Punahoa 2nd, South Hilo, TMK: 2-5-24:12.

The staff again recommended for denial as previously presented.

PLANNING COMMISSION

Planning Department
County of Hawaii

September 13, 1974

The Planning Commission met in special session at 2:04 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

ABSENT: Scott H. Asai
Takashi Domingo
Akira Fujimoto, Ex-officio Member

Sidney M. Fuke
Norman K. Hayashi
Royden H. Yamasato
Quirino Antonio

Edward Harada, Ex-officio Member
Clifford Lum, Corporation Counsel
Richard Nishimura, Public Works
William Sewake, Water Supply
Gary Kawasaka, Water Supply

and approximately 6 people in attendance at 2:00 p.m. and 26 people at 7:00 p.m.

AGENDA & MINUTES — The agenda was approved as printed and circulated.

The minutes of April 8 and 22, 1974 were approved as distributed.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff again recommended for deferment because the access problem has not been resolved.

The Chairman questioned what is being done.

The Deputy Planning Director stated that the Department of Parks and Recreation is working with the Department of Hawaiian Home Lands. He also mentioned that Francis Ching and Associates did walk through this area and did not discover anything of historical significance.

Mr. Sterling moved to defer this item; seconded by Mr. Nagata and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

August 22, 1974

The Planning Commission met in regular session at 1:00 P.M. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Lorraine Jitchaku
Scott H. Asai
Ed C. Watt
Leon K. Sterling, Jr.
Takashi Domingo

Raymond H. Suefuji (afternoon)
Sidney Fuke (evening)
Norman K. Hayashi
Royden H. Yamasato
Quirino Antonio, Jr.
Duane Kanuha

ABSENT: Roy H. Nagata
Daniel J. Johnson, Jr.

Akira Fujimoto,
Ex-officio Member
Edward Harada,
Ex-officio Member

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 6 people in attendance at 1:00 P.M. and 80 people at 7:00 P.M.

MINUTES AND AGENDA

Approval of the minutes of August 8, 1974, was deferred until the next meeting, since they were not distributed to the Commissioners until after the meeting started and the Commissioners did not have a chance to read the minutes.

The agenda of August 22, 1974, was approved as circulated.

INTRODUCTION OF STAFF

Quirino Antonio, Jr. and Duane Kanuha of the Planning Department were introduced and welcomed to the meeting.

LAND USE COMMISSION SPECIAL PERMIT
COUNTY DEPT. OF PARKS AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, near the South Hilo-Puna boundary, TMK: 2-1-13: Portion of 2.

The staff read a letter dated August 6, 1974, from Ann K. Nathaniel, Legislative Chairman of Keaukaha-Panaewa Community Association, and recommended deferral on this application.

Asai moved to defer this application; seconded by Jitchaku, motion carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

August 8, 1974

The Planning Commission met in special session at 2:00 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Vice Chairman Leon K. Sterling, Jr., presiding.

PRESENT:	Leon K. Sterling, Jr.	ABSENT:	Arthur W. Martin
	Scott H. Asai		Roy H. Nagata
	Takashi Domingo		Ed C. Watt
	Lorraine Jitchaku		Akira Fujimoto, Ex-officio Member
	Daniel J. Johnson, Jr.		Edward Harada, Ex-officio Member

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato
Alan Suwa
Rae Shikuma

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 10 people in attendance at 2:00 p.m. and 12 people at 7:30 p.m.

MINUTES — The minutes of July 1, 1974 and July 17, 1974 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The staff recommended deferral on this application inasmuch as the access problem has not been resolved.

Mr. Johnson so moved; seconded by Mrs. Jitchaku and carried.

VARIANCE
RANDOLPH SOLOMON
PUNAHOA, SOUTH HILO

Variance to allow the creation of a 13,759 square foot lot in lieu of the minimum building site area requirement of 15,000 square feet as stipulated within a Single Family Residential - 15,000 square foot (RS-15) zoned district. The property is located off Kapaa Street in the Ainako Subdivision Series 2, Punahoa 2nd, South Hilo, TMK: 2-5-24:12.

The Vice Chairman announced that this is a deferred item pending on-site inspection.

Mr. Johnson so moved to defer; seconded by Mr. Asai and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

July 17, 1974

The Planning Commission met in regular session at 3:33 p.m. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Leon K. Sterling, Jr.
Ed C. Watt

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato

David Murakami, Public Works

and approximately 14 people in attendance at 3:30 p.m. and 16 people at 7:00 p.m.

ABSENT: Masayuki Kai
Roy H. Nagata
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

MINUTES & AGENDA

The minutes of February 15, 1974 were approved as circulated. The minutes of July 1, 1974 were deferred.

The agenda of July 17, 1974 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The staff reported that the Environmental Impact Statement on this matter has not been accepted as yet. The access problem has not been resolved to date. Therefore, the staff recommended deferral on the matter.

The Chairman inquired whether the Department of Parks and Recreation had considered an alternate site.

The staff replied that they are working on a possible alternate route rather than consider an alternate site.

Mr. Watt so moved to defer; seconded by Mr. Domingo and carried.

LAND USE COMMISSION
SPECIAL PERMIT
SIM WENNER
MOEAUOA, NORTH KONA

Special permit to establish a cemetery on approximately ten (10) acres of land situated withinthe State Land Use Agricultural District. The property is located

PLANNING COMMISSION

Planning Department
County of Hawaii

July 1, 1974

The Planning Commission met in special session at 2:00 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Clifford Lum, Corporation Counsel
David Murakami, Public Works

and approximately 170 people in attendance at 2:00 p.m. and 20 people at 7:00 p.m.

the area. If a golf course is to be built, they have shown the wrong location because it is a compromise. He pointed out the opening up of a destination area with the new highway between Kailua and Kawaihae in 20 to 30 years from today. As far as this park is concerned, he stated that the County is trying to buy cheaply and he felt the County for one should not speculate on land sale.

Mr. Domingo spoke against the motion. He referred to the transcript of the members of the Trustees of the Bishop Estate as plaintiff against George Pai, Attorney General, State of Hawaii, Amended Complaint, in regard to the Keei golf course and the area surrounding the golf course.

He remarked that what they are actually going to decide here this afternoon is not only the question of whether they should have a golf course but also whether they should permit a large-scale resort development. He mentioned that in reading through this transcript of Palemano Point, he found that the consultant had planned the development of the new resort. It further stated that the plaintiff had determined that the most effective and economical method of providing such necessary highway access and golf course for the Honaunau project is to induce the County of Hawaii and thereby through such inducement and by creating such an amenity they can be able to sell their land at a much higher price and much higher cost. This is one principle he was against in which Commissioner Watt had also commented.

He indicated that information regarding such a project of this magnitude are not complete. Regarding the water study, he was concerned about the water surrounding the general area. No one has even attempted to conduct a thorough study of the water on that side of the island, therefore, he expressed reservations in voting for this motion and was against it.

Mr. Johnson stated that he has reservations as far as this Environmental Impact Statement is concerned because he found loopholes. He concurred with the people that further study should be made in this area. He was definitely not for or against this project but expressed the desire to defer action on this.

The votes on the motion were recorded as follows:

Ayes:	Mr. Nagata Mr. Sterling	Noes:	Mr. Asai Mr. Domingo Mrs. Jitchaku Mr. Johnson Mr. Watt
Absent:	Mr. Kai		
Abstained:	Mr. Martin		

The motion for approval did not carry.

LAND USE COMMISSION SPECIAL PERMIT COUNTY DEPT. OF PARKS AND RECREATION PANAEWA, SOUTH HILO	Special permit to allow the development of a public Drag Racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The staff recommended that this item be deferred because the access problem has not been resolved and the Environmental Impact Statement on this is still pending.

The Chairman asked whether the County is coming up with the idea of putting it in a different area instead of this particular place.

The staff replied that the Department of Parks and Recreation is presently in consultation with the Department of Hawaiian Home Lands for a different access.

Mr. Johnson so moved to defer; seconded by Mr. Asai and carried.

LAND USE COMMISSION SPECIAL PERMIT GIRL SCOUT COUNCIL OF THE PACIFIC, INC. KAOHE, HAMAKUA	Special permit to allow the conversion of three (3) existing storage sheds into overnight sleeping quarters. The proposed uses will be situated on portions of a 6.8 acre parcel located in Kaohe 3rd, Hamakua, TMK: 4-4-15:5.

The staff recommended that the request be approved based on the following considerations:

1. That the desired use would not adversely affect surrounding property as the area is presently being used as an organized outdoor recreational camping facility and the surrounding area is vacant and open in character, and vacant of any structures. The property has accommodated the present use since 1954 and the conversion of the storage shelters to sleeping quarters would not detract the area to a degree which would adversely affect the surrounding area. The conversion of the storage shelters will provide for a need which is not otherwise present, especially for the younger children who are exposed to this type of outdoor camping environment as their needs and comfort must also be taken into consideration;

2. That the land upon which the proposed use is planned for is unsuited for the uses permitted within the district as the existing area has been in use as a Girl Scout outdoor camping recreational facility since 1954, and the area presently contains 11 structures and already established for open outdoor recreational type activities. Thus, since the area has been in a use other than an agricultural one, the agricultural potential under existing conditions is quite limited. Therefore, it is felt that the abandonment of approximately 6.8 acres of agriculturally zoned lands would not substantially affect the agricultural base within the area, particularly since the area is not being put into agricultural production;

3. That the proposed use will not substantially alter or change the essential character of the land and the present use as the proposed use is merely a conversion of a use within three (3) existing structures. Therefore, as no new structural elements are involved, the essential character of the land will not be altered or changed; and

4. That the proposed use would be in keeping with the General Plan's recreational element goal of providing a wide variety of recreational opportunities for the residents of the County. The subject area is already an established outdoor recreational camping area which is being utilized by various community organizations, civic groups, church organizations as well as for family groups. The conversion of the storage shelters will meet the needs for these people in providing a convenience which is not otherwise provided for at the present time.

PLANNING COMMISSION
MINUTES

PLANNING DEPARTMENT
COUNTY OF HAWAII

JUNE 14, 1974

The Planning Commission met in regular session at 3:04 p.m., in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takeshi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Sidney M. Fuke
Royden H. Yamasato
Rodney K. Nakano

Claire Marumoto, Deputy Corp. Counsel
David Murakami, Public Works
Richard Nishimura, Public Works

and approximately 25 people in attendance at 3:00 p.m., 40 people at 4:00 p.m. and 15 people at 7:00 p.m.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Deputy Planning Director reported that the Department of Parks and Recreation is conducting a survey of the affected area and thus far they cannot resolve the access problem. Staff recommends deferral.

Mr. Watt moved to defer this item; seconded by Mr. Asai; carried.

PRELIMINARY HEARING
VARIANCE
POWER & MARILYN SOGO
WAIAKEA, SOUTH HILO

Variance from the minimum front yard setback requirement within a Single Family Residential - 7,500 square foot (RS-7.5) zoned district. The property is located in the Haihai Heights Subdivision, Waiakea Homesteads, Waiakea, South Hilo,

TMK: 2-4-43:1.

Staff presented background information on file and recommended that the request be set up for a public hearing.

Deputy Planning Director stated that in conferring with the Department of Public Works, they came to an agreement that the additional right-of-way for future roadway widening should be taken all from the mauka side of Kupulau where the lands are in agricultural uses. The makai side of Kupulau are lots of 7,500 square feet in size. The Zoning Map of Hilo reflects an overall traffic pattern of the city and the Kupulau Street is envisioned as a secondary bypass road connecting downtown. It would require a separate action to redesignate the additional right-of-way on the mauka side by amending the Zoning Map.

Mr. Power Sogo stated that the home was already on the property when he purchased it three years ago. The existing garage is located underneath the house on a hill and he would like to convert that into an interior room.

Mr. Sterling moved to schedule this item for a public hearing; seconded by Mrs. Jitchaku; carried.

PRELIMINARY HEARING
VARIANCE
STATE ACCOUNTING AND GENERAL SERVICES
WAIAKEA, SOUTH HILO

Variance to construct three (3) student housing buildings with a height of three (3) stories in lieu of the maximum height of two (2) and one-half (1/2) stories permitted within the Single Family Residential - 10,000 square foot (RS-10) zoned district. The buildings will be constructed on 26.84 acres of land located within the University of Hawaii at Hilo complex in Waiakea, South Hilo, TMK: 2-4-57:26.

Staff presented background information on file and recommended that the request be set up for a public hearing.

Staff pointed out that the parking in the existing area has 110 parking stalls for each separate building.

Mr. Harry Nishimura of the State Division of Public Works introduced Mr. Takeo Matsumoto, architect of Walter Leong and Associates to answer any question. Mr. Nishimura stated that the University of Hawaii at Hilo will

PLANNING COMMISSION
MINUTES

Planning Department
County of Hawaii

May 22, 1974

The Planning Commission met in regular session at 3:00 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.

Raymond H. Suefuji
Norman K. Hayashi
Royden H. Yamasato

ABSENT: Masayuki Kai
Ed C. Watt
Akira Fujimoto, Ex-Officio Member
Edward Harada, Ex-Officio Member

Claire Marumoto, Deputy Corp. Counsel
David Murakami, Public Works

and approximately 20 people in attendance at 3:00 p.m. and 15 people at 7:00 p.m.

AGENDA & MINUTES

Agenda was approved as submitted.

Minutes of January 17, and February 15, 1974 were deferred.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY PARKS & RECREATION
KEEI, SOUTH KONA

Special permit to allow the development of a municipal golf course in Keei, South Kona, TMK: 8-3-04:portion of 9.

Staff recommended that the item be deferred because the EIS is presently being reviewed and with the Governor's Office.

Mr. Asai so moved; seconded by Mr. Nagata; carried.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the south Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

Staff recommended that the request be deferred since the access to the drag strip has not been resolved.

Mr. Nagata so moved; seconded by Mrs. Jitchaku; carried.

LAND USE COMMISSION
SPECIAL PERMIT
KEEI GOLF COURSE

A representative of Hui Malama O Kona, Ms. Sami Beimborn, requested time to present new information on the Keei Golf Course.

PLANNING COMMISSION
MINUTES

Planning Department
County of Hawaii

May 2, 1974

The Planning Commission met in special session at 1:35 p.m. in the County Councilroom, County Building, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Daniel J. Johnson, Jr.
Masayuki Kai
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

ABSENT: Lorraine Jitchaku
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Sidney M. Fuke
Norman K. Hayashi
Royden H. Yamasato

David Murakami, Public Works

and approximately 21 people in attendance at 1:30 p.m., 6 people at 4:30 p.m. and 44 people at 7:00 p.m.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Deputy Planning Director stated that the access problem is being worked out either to go through the Hawaiian Homes Commission or through a private property owned by Shipman, Ltd.; but to date, nothing definite has been decided.

Mr. Nagata moved to defer; seconded by Mr. Kai; carried.

VARIANCE
WILLIAM HAWELU, JR.
OLAA, PUNA

Variance to allow the construction of two (2) additional single-family dwellings in addition to the existing dwellings on a 9.938 acre lot within an Agricultural 10-acre (A-10a) zoned district. The property is located approximately 2,000 feet from the Kurtistown Park along the Volcano Road in the Olaa Homesteads Reservation Lots, Olaa, Puna, TMK: 1-7-03:1.

Deputy Planning Director reported that the applicant, through his attorney, Mr. Lau, has informed the Department that he is withdrawing this application.

No action was taken.

PRELIMINARY HEARING
VARIANCE
JOHN PERREIRA
KAIMU, PUNA

Variance from the minimum lot size requirement within a Residential-Agricultural 1/2 acre (RA-.5a) zoned district in the Kaimu-Makena Houselots subdivision, Kaimu, Puna, TMK: 1-2-4:22.

Staff presented the background information on file and recommended that the variance be denied, based on the findings on file.

On the question of road dedication, the applicant is proposing to keep the road right-of-way easement in private ownership. The easement would be restricted somewhat and it would not be the County's responsibility to maintain that road as the lot owners will share in the development cost and repair of that portion of the road. In this case, the road would be required to be built to standards but nonconforming to the width.

Mr. John Perreira stated that this would be a family subdivision; the six lots to be divided between his two children. Applicant was unwilling to accept suggestions or alternatives to subdividing the property into two lots rather than six for his two children.

Applicant did not feel that he should accept variance requirement to build three houses within three years because he preferred a subdivision where he may build whenever he or the children have money available. Mr. Reid Perreira, the son, stated they might be ready to build within a year and did not want to have the land sitting without having it subdivided first.

PLANNING COMMISSION
MINUTES

Planning Department
County of Hawaii

April 10, 1974

The Planning Commission met in regular session at 1:50 p.m., in the Meeting Room of Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Takashi Domingo
Lorraine Jitchaku
Daniel J. Johnson, Jr.
Leon K. Sterling, Jr.
Ed C. Watt

Sidney M. Fuke
Norman K. Hayashi
Royden H. Yamasato

ABSENT: Masayuki Kai
Roy H. Nagata
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Earl Nakasato, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 25 people in attendance at 1:30 p.m. and 10 people at 7:00 p.m.

The Chairman announced the appointment of two new members to the Commission who were confirmed by the County Council and introduced Mrs. Jitchaku and Mr. Domingo.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Staff reported that the Department of Parks and Recreation will soon begin investigating the possibility of condemning some of the lands of the Shipman's property for the purpose of securing access to the proposed drag strip. Staff therefore recommended deferment until that matter has been resolved.

Mr. Watt so moved; seconded by Mr. Johnson; carried.

VARIANCE
WILLIAM HAWELU, JR.
OLAA, PUNA

Variance to allow the construction of two (2) additional single-family dwellings in addition to the existing dwelling on a 9.938 acre lot within an Agricultural 10-acre (A-10a) zoned district. The property is located approximately 2,000 feet from the Kurtistown Park along the Volcano Road in the Olaa Homesteads Reservation Lots, Olaa, Puna, TMK: 1-7-03:1.

Staff announced that the applicant has requested deferment inasmuch as he wants the matter taken up in the Hilo meeting.

Mr. Johnson so moved; seconded by Mr. Domingo; carried.

LAND USE COMMISSION
SPECIAL PERMIT
WAIKOLOA VILLAGE ASSN.
WAIKOLOA, SOUTH KOHALA

Special permit to allow the expansion of the existing equestrian center to include an area for a tack shop and a refreshment stand. The proposed uses will be situated on portions of a 24+ acre parcel at Waikoloa, South Kohala, TMK: 6-8-02:20.

Staff briefly presented the background information for the benefit of the new members and recommended a favorable recommendation to the Land Use Commission based on the findings and with conditions on file.

Mr. Sterling so moved; seconded by Mr. Watt; carried unanimously.

LAND USE COMMISSION
SPECIAL PERMIT
BOISE CASCADE HOME & LAND
WAIKOLOA, SOUTH KOHALA

Special permit to allow the construction of a gun club for skeet and trap shooting. The facility shall include a restroom and equipment sale pavilion, a spectators' viewing area, two shooting areas, an archery range, and a parking lot. The proposed use will be situated on a 33.97 acre parcel at Waikoloa, South Kohala, TMK: 6-8-02:portion of 16.

PLANNING COMMISSION
MINUTES

Planning Department
County of Hawaii

March 14, 1974

The Planning Commission met in regular session at 1:35 p.m. in the County Councilroom, County Building with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Daniel J. Johnson, Jr.
Roy H. Nagata
Leon K. Sterling, Jr.
Ed C. Watt

Sidney M. Fuke
Norman K. Hayashi
Royden H. Yamasato

Clifford Lum, Corporation Counsel
David Murakami, Public Works

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

and approximately 15 people in attendance at 1:30 p.m., 15 people at 3:00 p.m., 35 people at 6:30 p.m. and 66 people at 7:00 p.m.

the proposed Keei municipal golf course for County parks which can serve a greater number of people.

Ms. Jenny Parijs, member of the Hawaii County Chapter of Life of the Land, presented a statement on file to the effect that the proposed golf course project and the agreement between the County and Bishop Estate to be only in the interest of Bishop Estate.

Mr. Watt moved to postpone this item until the Kona meeting; seconded by Mr. Sterling; carried.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS
AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Deputy Planning Director reported that the State access situation is reflected in the preliminary environmental impact statement and the problem was discussed with the Department of Public Works and that Department is actively pursuing to secure the access. He recommended deferment pending the solution of the access problem.

Mr. Johnson so moved; seconded by Mr. Asai; carried.

LAND USE COMMISSION
SPECIAL PERMIT
DEBORAH WIELT &
PATRICIA VAUGHAN
HOKUKANO, NORTH KONA

Special permit to allow the establishment of a retail boutique shop in a dwelling structure on a portion of 110 acre Agricultural (A-5a) zoned parcel located on the Mamalahoa Highway about 1000 feet north of the Kona Hospital. The site is in Hokukano 2nd, North Kona, TMK: 7-9-12: portion of 9.

Deputy Planning Director announced that a letter was received from the applicant requesting withdrawal of the application for the reason that they have not been able to obtain concurrence from the owner to proceed with their plans as a potential lessee.

Mr. Sterling so moved for withdrawal; seconded by Mr. Nagata; carried.

VARIANCE
WILLIAM HAWELU, JR
OLAA, PUNA

Variance to allow the construction of two (2) additional single-family dwellings in addition to the existing dwelling on a 9.938 acre lot within an Agricultural 10-acre (A-10a) zoned district. The property is located approximately 2,000 feet from the Kurtistown Park along the Volcano Road in the Olaa Homesteads Reservation Lots, Olaa, Puna, TMK: 1-7-3:1.

Deputy Planning Director reported that the applicant's attorney had requested that this item be deferred to the next scheduled Commission meeting in Hilo. The problem behind this is that the applicant is living in Honolulu and that the attorney would like to have more time to confer with the applicant.

PLANNING COMMISSION

Planning Department
County of Hawaii

February 15, 1974

The Planning Commission met in regular session at 2:28 p.m. in the Meeting Room of the Sgt. Rodney J. T. Yano Memorial Hall, Captain Cook, South Kona, with Chairman Arthur W. Martin presiding.

PRESENT: Arthur W. Martin
Scott H. Asai
Daniel J. Johnson, Jr.
Leon K. Sterling, Jr.

Sidney M. Fuke
Norman K. Hayashi
Royden H. Yamasato
Rodney K. Nakano
Dennis K. Shigeoka

ABSENT: Masayuki Kai
Roy H. Nagata
Ed C. Watt
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Claire Marumoto, Deputy Corporation Counsel
David Murakami, Public Works

and approximately 17 people in attendance at 2:00 p.m., 10 people at 4:00 p.m., and 50 people at 7:00 p.m.

MINUTES & AGENDA

The minutes of October 25, 1973 were approved as circulated. The minutes of November 13 and 29, 1973 were deferred.

The agenda of February 15, 1974 were approved as circulated.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY OF HAWAII
KEEI, SOUTH KONA

Special permit to allow the development of a municipal golf course in Keei, South Kona, TMK: 8-3-04: portion of 9.

The Deputy Planning Director recommended that it be deferred. He mentioned that word was just received from Dr. Marland of the Office of the Environmental Quality Control that he had received copies of the pre pre-final Environmental Impact Statement.

Mr. Sterling moved to defer this matter; seconded by Mr. Asai and carried.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS
AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The Deputy Planning Director recommended that this item be deferred until they resolve the access problem as well as the final Environmental Impact Statement.

Mr. Sterling so moved; seconded by Mr. Johnson and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

January 17, 1974

The Planning Commission met in regular session at 1:10 p.m. in the County Councilroom, County Building, with Chairmam Pro tem Roy H. Nagata presiding.

PRESENT: Roy H. Nagata
Scott H. Asai
Daniel J. Johnson, Jr.
Arthur W. Martin
Leon K. Sterling, Jr.
Ed C. Watt

Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi
Rodney K. Nakano

Clifford Lum, Corporation Counsel
Richard Masuda, Public Works

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

and approximately 25 people in attendance at 1:00 p.m., 18 people at 3:00 p.m., 3 people at 4:30 p.m. and 12 people at 7:00 p.m.

that the legal requirement for a public hearing was conducted. The Commission has no intention of opening up for a public hearing and that a decision has to be made by the Planning Commission.

Mr. Tyler explained that the ambiguity with the newspaper has to do with their being here today. He mentioned that the article in the Tribune-Herald stated that there would be testimony received and this remark came from the Planning Department.

The Deputy Planning Director stated that a subsequent press release clarified that question.

Mr. Andrew Levin of Legal Aid Society questioned whether his joint letter with Steven Christensen of December 5 was going to be taken up today.

The Deputy Planning Director mentioned that his letter is under advisement and this matter was just checked with the Corporation Counsel who was at the moment absent from the meeting. He stated that the Counsel is working on the legal aspects of that letter.

Mr. Tyler requested permission to read something that came from the Kona group and mentioned that there are a couple of people that want to testify.

The Chairman announced that the issue is closed to defer and that the final action will be taken in Kona. He offered to take this matter up again if time is available at the end of the meeting.

(The Commission Chairman Ed Watt arrived just prior to this time and presided over the meeting from here on.)

LAND USE COMMISSION SPECIAL PERMIT COUNTY DEPT. OF PARKS AND RECREATION PANAEWA, SOUTH HILO	Special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The Deputy Planning Director requested that this item be deferred pending submission and review of the EIS and resolution of access.

Mr. Johnson so moved; seconded by Mr. Nagata and carried.

PRELIMINARY HEARING VARIANCE ERNEST Y. H. YOUNG WAIAKEA, SOUTH HILO	Variance from the density requirements to allow the construction of a second dwelling on an 18,024 square foot lot in a Single Family Residential 10,000 square foot zone. The location is 411 Mohouli Street, Waiakea, South Hilo, TMK: 2-4-24:34.

The staff gave a review of the background and recommended that the request be denied based on the following findings:

1. That there are no special conditions which exist on the subject property which do not generally apply to the surrounding properties in the same zoned district. The general intent of the RS-10 zoned district is to permit residential development on the basis of one (1) dwelling per 10,000 square feet of land area. The deviation of 1,976 square feet below the minimum area requirement is considered unreasonable and contrary to the intent of the RS-10 zoned district and to the general character of the immediate surrounding area. Approval of this request would indeed constitute the granting of special privilege to the applicant.

PLANNING COMMISSION

Planning Department
County of Hawaii

December 20, 1973

The Planning Commission met in regular session at 3:30 p.m. in the Conference Room of the University of Hawaii Cooperative Extension Service, Kainaliu, North Kona, with Chairman Ed C. Watt presiding.

PRESENT: Ed C. Watt
Scott H. Asai
Daniel J. Johnson, Jr.
Arthur W. Martin
Roy H. Nagata
Leon K. Sterling, Jr.
Mauricio Valera, Jr.

ABSENT: Masayuki Kai
Skippy T. Yasutake
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Raymond H. Suefuji
Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi
Dennis K. Shigeoka

Clifford Lum, Corporation Counsel
Richard Masuda, Public Works

and approximately 27 people in attendance at 3:30, 8 persons at 5:30 p.m. and about 21 people at 7:00 p.m.

MINUTES — The minutes of October 25, 1973 were incomplete and no action was taken.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY OF HAWAII
KEEI, SOUTH KONA

Special permit to allow the development of a municipal golf course in Keei, South Kona, TMK: 8-3-04: portion of 9.

The Chairman announced that although they have held a public hearing on this item, Mr. Tyler had approached him to ask whether he could give further testimony on the matter.

Mr. Sterling added that at their workshop held recently at the Konawaena School, it was announced that the Commission had complied with all the requirements for a public hearing.

The Chairman stated that they can accept comments in writing, not verbal, if the members do so desire, but he expressed that there is going to be an impact statement coming out shortly and this statement will be distributed to anybody that wants a copy. After the impact statement has been reviewed, they probably could submit more comments in writing.

The Deputy Planning Director added that the pre-final copy of the environmental impact statement is just about ready to be submitted to the Office

of the Environmental Quality Control. He mentioned that within two weeks, upon receipt of the pre-final copy, and submitted to those persons and agencies expressing concern, the staff will consolidate all those comments. On this basis, he stated that the Department is recommending deferral pending outcome of the EIS.

Mr. Martin moved to hold off testimonies on this in line with the staff's recommendation and possibly at their next Kona meeting try to come to some conclusion. The motion was seconded by Mr. Nagata.

Mr. Slim Tyler stated that some new things have come up for the Keei area and suggestions for that area if the golf course is not developed. He requested that time be allowed to look at it.

Mr. Johnson remarked that if some new information has come about, he would like to hear it although legally the hearing requirement has been met. If the Commission recognizes this presentation, they could set a time limit.

Mr. Joe Tassill mentioned that at the workshop hearing, they had discussed with the Planning Commission and they did take time out to make this presentation and this is the reason why they are here today to give their alternate views if allowed the time. He stated that it would not be repetitious but a sound concrete presentation.

The votes on the motion for deferral were recorded as follows:

Ayes:	Mr. Martin	Noes:	Mr. Asai
	Mr. Nagata		Mr. Johnson
	Mr. Sterling		
	Mr. Valera		
	Mr. Watt		

The motion was carried.

Mr. Tassill commented that it is impossible to present in writing because what they have is a graphic presentation as well as verbal.

The Chairman suggested that they can again meet in Kona on this matter before voting.

Mr. Martin injected the thought that if there were enough time before the 5:30 p.m. hearing, they probably could give their presentation at that time.

LAND USE COMMISSION SPECIAL PERMIT COUNTY DEPT. OF PARKS AND RECREATION PANAEWA, SOUTH HILO	Special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13: portion of 2.

The Deputy Planning Director reported that the staff is currently working on the impact statement and also trying to resolve the access problem. He recommended that this matter be deferred.

Mr. Valera moved to defer this item. The motion was seconded by Mr. Sterling and carried.

PLANNING COMMISSION

Planning Department
County of Hawaii

November 29, 1973

The Planning Commission met in regular session at 1:33 p.m. in the County Councilroom, County Building, with Chairman Ed C. Watt presiding.

PRESENT: Ed C. Watt
Masayuki Kai
Arthur W. Martin
Roy H. Nagata
Leon K. Sterling, Jr.

Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi

Richard Masuda, Public Works
Carl Okamura, Water Supply

and approximately 10 people in attendance at 1:30 p.m. and 4 persons at 4:00 p.m.

ABSENT: Scott H. Asai
Daniel J. Johnson, Jr.
Mauricio Valera, Jr.
Skippy T. Yasutake
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

MINUTES

The minutes of September 27, 1973 were approved as circulated. The minutes of October 25, 1973 were incomplete and no action was taken.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY OF HAWAII
KEEI, SOUTH KONA

Special permit to allow the development of a municipal golf course in Keei, South Kona, TMK: 8-3-04:portion of 9.

The staff recommended that the application be deferred pending completion and submission of final environmental impact statement to the State Office of Environmental Quality Control.

Mr. Sterling inquired whether the final meeting on this will be held in Kona.

The Deputy Planning Director stated that as far as the legal requirements of a public hearing, they have already satisfied that requirement. If the Commissioners wished to have another one in Kona, it is their prerogative to do so. He remarked that if the recommendation can be meaningfully made, the staff would like to complete the pre-final statement.

Mr. Sterling moved to defer action until all the statements are completed. The motion was seconded by Mr. Kai and carried with the Chairman voting.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPT. OF PARKS
AND RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended that this application be deferred until the public hearing transcript has been completed and also the access problem has been resolved.

The Deputy Planning Director explained that the Drag Strip plan and the Hoolulu Park Master Plan are two separate items. What the members are considering right now is the Drag Strip itself which is within the Panaewa area. The Departments of Park and Recreation and the Public Works will have to resolve the access area which is supposed to be cut across the Hawaiian Homes land so both Departments are considering an alternate access point.

Mr. Kai moved for deferment on this item. The motion was seconded by Mr. Nagata and carried.

VARIANCE
WILLIAM L. FERREIRA
KALOPA, HAMAKUA

Variance to grant relief from the Subdivision Ordinance roadway improvement requirement for Kalopa Road in the Kalopa Homesteads Lots, Hamakua, TMK: 4-4-08:50.

The staff pointed out that this item is being taken off the agenda and processed administratively.

The Deputy Planning Director clarified that in reviewing this request, the Planning Director felt, together with the applicant, that Kalopa Road is built up and warrants the granting of this request so that the variance would not be required.

Mr. Sterling asked whether this is requested by the applicant.

The Deputy Planning Director stated that the Department is taking this off the agenda because it will be resolved administratively. He explained that actually this is really an error on the part of the staff. When he reviewed the subdivision application, it was his interpretation at that time that a variance was required to secure relief of this application. Upon conferring with the Corporation Counsel and the Director, it was found that this could be processed without a variance.

Mr. Sterling moved to take this application off the agenda. The motion was seconded by Mr. Nagata and carried.

PRELIMINARY HEARING
CHANGE OF ZONE
KEAAU LAND CO., LTD.
KEAAU, PUNA

Change of zone for 2.1 acres of land from a Single Family Residential 15,000 square foot (RS-15) zone to an RS-10 zoned district. The area is adjacent to both the Kula-Keaau Subdivision and to the Keaau School, Keaau, Puna, TMK: 1-6-144:42.

The staff reported that the area is presently vacant of any structures. The adjacent RS-10 zoned Kula Keaau Subdivision consists of 40 lots of about 13,300 square feet in area. The proposal as presented by the applicant considers about 7 homesites of the same lot size for its first increment. Other uses include the residences along Milo Street and the Keaau School complex located 550 feet to the east.

In support of his request, the applicant has stated the following:

PLANNING COMMISSION

Planning Department
County of Hawaii

November 13, 1973

The Planning Commission met in special session at 1:30 p.m. in the University of Hawaii Cooperative Extension Service Conference Room, Kainaliu, North Kona, with Chairman Ed C. Watt presiding.

PRESENT: Ed C. Watt
Scott H. Asai
Daniel J. Johnson, Jr.
Arthur W. Martin
Leon K. Sterling, Jr.
Mauricio Valera, Jr.

ABSENT: Masayuki Kai
Roy H. Nagata
Skippy T. Yasutake
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi

Clifford Lum, Corporation Counsel
Richard Masuda, Public Works

and approximately 14 people in attendance at 1:30 p.m., 12 people at 3:00 p.m. and 23 people at 7:00 p.m.

area. Said covenant shall require the approval of the Planning Director and the Corporation Counsel; and

3. That all future development of the area generally conform to the Master Plan of the area.

The Deputy Planning Director explained that it is a performance incremental zoning which requires every buyer to build within two years.

Mr. Johnson requested a Housing Committee report from the Union on the project.

Mr. Gilbert De Motta stated that they have worked up an agreement with the workers to buy the land from the plantation and start construction within two years and completion within three years. The plantation will retain the right to buy back the lot at the same purchase price in case of failure to fulfill the contract.

The Chairman asked how fast would they be developing this 53 acres.

Mr. De Motta stated that right now they are trying to work with three contractors; and within two years, he felt they should be able to put up about 35 per cent of the houses.

Mr. Johnson moved to recommend approval to the County Council according to the staff's recommendation. The motion was seconded by Mr. Valera and carried.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPARTMENT OF
PARKS & RECREATION
PANAEWA, SOUTH HILO

Special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

The staff recommended deferment on action to a later date.

Mr. Johnson moved to defer the matter. The motion was seconded by Mr. Valera and carried.

PRELIMINARY HEARING
VARIANCE
COUNTY DEPARTMENT OF
WATER SUPPLY
PAPAIKOU, SOUTH HILO

Variance from the Zoning and Subdivision Ordinances to allow the creation of a 16,100 square foot lot in an Agricultural (A-20a) zone and relief from the right-of-way improvements and width requirements. The use is for a water tank site and is located in Papaikou, South Hilo, TMK: 2-7-02:3.

The staff reported that the applicant is requesting a variance to allow the creation of a 16,100 square foot parcel in lieu of the required 20 acres within the Agricultural 20 acre zoned district for a proposed water tank site.

The applicant is also requesting a variance to allow relief from improving the existing 20 foot right-of-way leading to the proposed iste to the required 50 foot right-of-way and a 20 foot pavement.

The subject area is located above Anderton Camp approximately 4,000 feet mauka of the Hawaii Belt Highway. An existing reservoir is situated approximately 1,000. feet makai of the proposed water tank site.

PLANNING COMMISSION

Planning Department
County of Hawaii

October 25, 1973

The Planning Commission met in regular session at 10:05 a.m. in the County Council Room, County Building, with Chairman Ed C. Watt presiding.

PRESENT: Ed C. Watt
Scott H. Asai
Daniel J. Johnson, Jr.
Arthur W. Martin
Roy H. Nagata
Leon K. Sterling, Jr.
Mauricio Valera, Jr.
Skippy T. Yasutake

Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi

Clifford Lum, Corporation Counsel
Richard Masuda, Public Works

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

and approximately 13 people in attendance at 10:00 a.m., 25 people at 1:30 p.m. and 65 people at 7:00 p.m.

LAND USE COMMISSION
SPECIAL PERMIT
COUNTY DEPARTMENT OF
PARKS & RECREATION
PANAEWA, SOUTH HILO

A duly advertised public hearing was held on the application of the County Department of Parks and Recreation for a special permit to allow the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna boundary, TMK: 2-1-13:portion of 2.

Action was deferred in accordance with the State Land Use Commission's regulation regarding rendering decisions on such petitions no earlier than 15 days after the public hearing.

ADJOURNMENT

Since there was no further business to take up, the Chairman declared the meeting adjourned at 9:30 p.m.

Respectfully submitted,

Lei A. Tsuji

Lei A. Tsuji, Secretary

A T T E S T :

Ed C. Watt, Chairman
Planning Commission

PLANNING COMMISSION

Planning Department
County of Hawaii

October 25, 1973

A regularly advertised public hearing, on the application of the County Department of Parks and Recreation, was called to order at 7:32 p.m., in the County Councilroom, County Building, by Chairman Ed C. Watt.

PRESENT: Ed C. Watt
Scott H. Asai
Daniel J. Johnson, Jr.
Arthur W. Martin
Roy H. Nagata
Leon K. Sterling, Jr.
Mauricio Valera, Jr.
Skippy T. Yasutake

Sidney M. Fuke
Donald S. Tong
Norman K. Hayashi

Clifford Lum, Corporation Counsel
Richard Masuda, Public Works

and approximately 65 people in attendance

ABSENT: Masayuki Kai
Akira Fujimoto, Ex-officio Member
Edward Harada, Ex-officio Member

CHAIRMAN: Next item. Application of the County Department of Parks and Recreation for a special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo near the South Hilo-Puna Boundary, TMK: 2-1-13:portion of 2.

Whenever you are ready staff.

(Messrs. Asai and Yasutake were excused from the meeting at this time to attend another meeting.)

Before we go into the formal part of this, this is a special permit in which no action can be taken of tonight. We've got to only hear testimonies. There's a ruling of 15 days before any action can be taken. So, since quite a few of you are here, we'll take in order the way you are more or less seated going across this way each row; and when you come forward, give us your name so we get it on the record. So, you can be for or against either way, we won't take it in any order as far as your feelings on the subject.

Staff, could you go ahead.

TONG: Mr. Chairman and Commissioners. (The background information was presented. See case file.) (Read letter from Frederick C. Erskine, Chairman, Board of Agriculture, dated October 2, 1973. Read letter from Chas L. Schuster, District Engineer, Highways Division, Department of Transportation, dated October 9, 1973. Read letter from Moses Ahuna, Chairman, Waiakea Soil and Water Conservation District, dated October 11, 1973.)

CHAIRMAN: Thank you staff. Is there any question of the staff?

STERLING: That letter from the State Highways Division, you said it was dated October 9? Is that this year.

TONG: Correct, yes. All were dated this year.

STERLING: I don't understand how Schuster could say this is contrary to State policy. Yet, you told us that the State has appropriated something like $336,000 for this facility?

TONG: Yes, this letter that Mr. Schuster had written are his observations and comments, not necessarily all in accord with what we feel or believe in.

STERLING: Well, he made a right-about statement there. He says it is contrary to State policy.

TONG: Well, we have not been able to question him on State plans Mr. Sterling so we haven't been able to....

STERLING: Well, it seems inconsistent that within their own State functions that one organization appropriates $336,000 and the other one says it is contrary to State policy.

TONG: Perhaps, I should read that one again. The State Department of Land and Natural Resources has indicated that the Master Plan is being prepared. Until that plan is completed, any use application is premature. That's the State's another Department.

STERLING: That's number one, but the letter previous to that signed by Mr. Schuster of the State Highway Department. He made a very flat statement there.

DEPUTY PLANNING DIRECTOR: I think Mr. Sterling, perhaps representatives from the Parks and Recreation Department would be more competent to respond to some of your questions.

STERLING: What I'm saying is the fact that I can't give very much credence to Mr. Schuster's statement then in trying to weigh out all the facts of his presentation.

CHAIRMAN: I think we're trying to look at it more or less like his feelings on it rather than its policy will be my individual feelings.

I wonder, before we hear public testimony if we could have the Park's Department give us few words.

ROBERT FUKUDA: Mr. Chairman, tonight I have the luxury of having two people of our staff, Glenn Miyao and Ronald Okamura. Thank you very much.

GLENN MIYAO: Mr. Chairman, Commissioners, we have several staff members, as Mr. Fukuda mentioned, here and we'll try to answer any questions you have. We also have Mr. Henry Hoshide representing the consulting firm of Wilson, Okamoto and Associates. This particular firm has been contracted to work on the Panaewa Sports Complex of which the drag strip is a part. If there is any specific question on the drag strip or the Master Plan itself, Mr. Hoshide can fill these questions.

CHAIRMAN: I think probably the right time for the questions is after the testimony, so, we will start with the testimony starting on the first row.

You just hold up your hand - anybody that wishes to give testimony. First row?

UNIDENTIFIED PERSON: We're all listeners.

CHAIRMAN: You're all listeners. How about you Mr. Miyashiro? You think the noise will bother the chickens?

MIYASHIRO: While they are racing, we'll be getting better eggs.

CHAIRMAN: How about the second row? Okay, will you come forward. Give us your name.

WAYNE CHONG: Mr. Chairman and members of the Commission. My name is Wayne Chong and I'm the President of the Big Island Auto Club. Since everybody is giving testimony on the drag strip, I'll fill in on the background of the Big Island Auto Club. The Big Island Auto Club has been incorporated for about the last five years. Prior to these five years, we had many other clubs trying to promote the sport of drag racing. We have been using the old Kona Airport since November 1970 and during this time have held numerous races. While racing, we have supported many charitable organizations, such as the Hilo High School Viking Band, American Cancer Society, the March of Dimes and Pop Warner Football Teams. The Big Island Auto Club's main goal is to have a strip built in Hilo where the population and the majority of the drag racers are . We have succeeded in getting funds from the State and County. We have overcome many obstacles since our first drag demonstration that was held in October of 1968 on Kam Highway. Since that time, the present drag strip site has been moved three different times because of the airport and the pond and now to our present site. We feel that the spirit of drag racing is a wholesome outlet for both drag racers and spectators alike as our 150 racers and up to 5,000 spectators proved. There is also a boost to economy of the Big Island such as business starting as Speed Shops and our automotive dealers have extended their lines for the races. The Big Island Auto Club feels that it can help the young and old to learn more about their cars and what makes them run. As our motto state "Race for the public on the track; not with the public on the highway." At our races, we go by a very strict rules. We belong to the National Hot Rod Association, which is a world-wide organization and we carry a one million dollar policy. Our cars go through a very rigid track tech inspection such as it covers tires, seat belts, shoes, helmets, scatter shields, transmission blankets and driver conduct. As you have seen, many cars have been driven around the streets of Hilo and being classified as hot rods. Some of these cars will never pass on a drag strip because they would never meet our safety and class requirements. Due to the interest of drag racing, two big island boys from Hilo High School took the State Chrysler-Plymouth trouble-shooting contest and won a trip to compete in the nationals in Boston, Massachusetts and Gaine Hakoda were just one of the boys is on our Planning Committee. This Sports Complex calls not only for a drag strip but go-cart tracks, motocross and other facilities that would go with car racing. When completed, we feel that this will be the finest Sports Complex in the State. Every island has their own drag strip. This Commission holds our last resort in having the drag strip being built in Hilo because in a few months, the Kona Airport will be reconstructed to make another sport complex which is a totally different from drag racing. As far as noise pollution and air pollution, we feel; it is very negligible since the buffer zone will cut down most of the sounds. As far as air pollution, our cars run from the starting line to the end of the quarter mile, we take anywhere from 6 seconds to 20 seconds and you can't cause very much pollution. We urge this Commission to return a favorable variance to our cause. Thank you.

CHAIRMAN: Thank you.

STERLING: I have a question of Mr. Chong please. Mr. Chong, most of your cars, majority of the vehicles, towed to the races?

CHONG: Yes. The majority of the racers. well, we have about 50 different classes of race cars and the more powerful the cars, they are strictly towed to the races, they are never driven on the road and these cars cost anywhere from $3,000 to $10,000 and they just sit in the garage and just wait for a race. They're not on the road.

STERLING: But again, majority of them are either towed to the race. I think possibly there might be some objection of getting into the drag strip where they're making a racket on the....going from the congested areas to the drag strip.

CHONG: No. The cars are towed and the cars that are driven in are driven in with mufflers because they are street cars and you know if they come in their mufflers off, the cops will be on 'em so there will be a confined area where they will uncap their headers.

STERLING: Good.

CHONG: And where the noise will be.

STERLING: Thank you very much.

CHAIRMAN: Evidently, you've been on the plan for quite a while on this complex. Is that right?

CHONG: Yes, we have started this thing, like I said, since our first drag racing - our demonstration on Kam Highway in 1968 and we had to go over many obstacles and we've been fighting tooth and nail and you might have heard of our demonstration to the County about a month or so ago and we very vigorously want this track and we've been fighting for a long time and I think the general public wants it too.

CHAIRMAN: Have you made, the reason I ask you that if you made provisions some way for this motorcycles which seems to be quite a popular family sport?

CHONG: Yes, the motocross boys are very interested. In fact, I think we do have some, a few of them here. They are very interested in conjunction with the drag strip because they feel that they don't have to have a plans facilities. You just bulldoze a trail through the bushes and they are happy and they've been having a hard time with Mauna Kea up in Pohakuloa and so if we can confine this Sports Complex, it will be fantastic.

CHAIRMAN: Any other questions? Thank you Sir. Going on down the second row is ....hold up your hand if you wish to give testimony. How about the third row? I bet if somebody got up and said they are greatly against it, we would see more hands. Here's one, come right up.

ANN K. NATHANIEL: Mr. Chairman, members of the Hawaii County Planning Commission, may I first preface my remarks by saying, one, we are not against drag racing per se, we are not against the beautiful plans that the County is making per se. I am Ann K. Nathaniel. I am the Legislative Chairman for the Keaukaha-Panaewa Community Association for whom I speak tonight. (Copy of her presentation is on file.) Thank you.

CHAIRMAN: I wonder, while you're there though, we could look at some of the maps and see what the distances are from these areas again and so we're in focus. This blue area, Hawaiian Home Land, is being developed is....

HAYASHI: The distance is approximately 3,600 feet from the Hawaiian Homes land.

CHAIRMAN: That is across the divided highway coming from around the same side.

HAYASHI: Yes.

CHAIRMAN: I guess that will be all for this question. Anybody else in the second row? How about the third row? Just take the outside - can't count the rows now. Anybody hold up their hand. Yes, come on right up.

RICHARD PAGLINAWAN: Mr. Chairman, my name is Richard Paglinawan and I am the Deputy Director with the Department of Hawaiian Home Lands. I'm here representing Mr. William G. Among, Chairman, Hawaiian Homes Commission, Department of Hawaiian Home Lands. I'd like to testify in regard to the special permit application in regard to the drag strip. The Department of Hawaiian Home Lands is unable to make specific recommendations to this special permit application because the matter is being presented by the consulting engineers formally to the Hawaiian Homes Commission for action at their regular meeting tomorrow, October 26, 1973, to be held in Hilo, Hawaii. However, the Department would like to state that the Keaukaha-Panaewa Community Association and the Panaewa Farmers Association collectively are against using the access across Hawaiian Home lands currently used for farming purposes. These two associations feel that access through these farms will definitely affect their farm operations, especially for security reasons. Unless these concerns are dealt with, the Department of Hawaiian Home Lands Project Manager and staff will recommend denial of such access through homestead residential and farm lands. Thank you.

CHAIRMAN: You are saying that the access now is directly across Hawaiian Home lands?

PAGLINAWAN: From what our understanding is, this is what it is now.

TONG: The area between Railroad Avenue and drag strip is owned by Hawaiian Homes all the way down to Puainako extension.

CHAIRMAN: Okay, thank you Sir.

STERLING: You are having a hearing tomorrow you say between the Hawaiian Homes Commissioners and they are going to consider this plan that was drafted by the consultants?

PAGLINAWAN: The answer to your question is yes. The Hawaiian Homes Commission is holding a regular meeting, Commission meeting, here in Hilo tomorrow and the consulting engineer is making a request to the Commission presenting their plans to the Commission and I think it will also involve the access route there.

MARTIN: When did you people first learn about the drag strip?

PAGLINAWAN: A formal application actually was made by the consulting engineers in regard to the drag strip and the meeting that Mrs. Nathaniel referred to was the meeting that she was there when this presentation was made.

CHAIRMAN: Thank you Sir.

PAGLINAWAN: Thank you.

CHAIRMAN: I want to just to get a feel of the people that are here. Oh, here's another speaker.

RAY SAVELLA: My name is Ray Savella and I come from residence of Mamaki Street, next to Makalika and Lama Street. The reason why I'm here is to represent Makalika and Lama Association of South Panaewa. I like to stress a point about Makalika Street. We have strong objection on using Makalika and Lama Street, but I'm for a drag strip. Don't get me wrong fellas. So, the Makalika Street at present as you....did you....Planning Commission....Planning and Traffic....did you ever go down there and see how the street is made. I mean, the swale it has and it's a really dangerous and drivers there has to take precautionary, you know it's so dangerous that from the main highway it has a swale going up and you have to climb up while kids there riding you know bicyle and playing because the main reason why I'm here is because I'm strong in youth and I'm a person that you know likes youth program and we tried in getting a State land for....to build a park and a sporting complex but we couldn't have it. Why, because they say the State doesn't have any more money - finance set aside for this park. But right now as I heard, this is the first time we ever heard of this sort of going into the planning and noticing that you folks want to use this Makalika and Lama Street. I know Hakoda there is strong in that administration but we strongly object towards this using Makalika and Lama or Mamaki. And what procedures do we have to go through to put any objection to this before.... This is a premature planning yet eh? Is this, this proposal?

DEPUTY PLANNING DIRECTOR: Actually, this is a public hearing right now wherein the Commission is soliciting all comments, you know, regarding this proposed drag strip. Now, if the Planning Commission over here denies the permit application for this drag strip, then, the request automatically dies in terms of the drag strip. The Commission nevertheless has the power to recommend the approval of the drag strip subject to certain conditions. For example, like the problem of access that you raise, you know, and if it is recommended favorably, it would be recommended to the State Land Use Commission. The State Land Use Commission in turn has the final authority to either approve or deny the permit request. But nevertheless if this Commission denies the drag strip request at the next meeting or whenever they decide to make a decision and for all intent and purposes the drag strip dies.

SAVELLA: Thank you very much. You know this sport complex, is this sport complex, this proposal the one we ask for the County to propose to the State $270,000, is it the sport complex on Mamaki Street or is this for the....

DEPUTY PLANNING DIRECTOR: I think on that question, Mr. Fukuda would be more able to respond to those questions.

FUKUDA: We have a request from the people living in that area for a neighborhood park. This sports complex that you referred to is going to be located further down and this will probably take in about 1,000 acres to include many of the activities because we find that the present Hoolulu Park area is small.

SAVELLA: Mr. Fukuda, do you remember the sport complex proposed by Honorable Jack Suwa and it died out because of lack of funds from the State?

FUKUDA: Before we begin that, I think, we have to get our terms correct. What you are requesting is a neighborhood park for the people in that vicinity within the one mile area and this is something that we had proposed in the last Legislature; and because CIP funds were all cut out that it has been deferred. I don't like to say that it's dead; that it has been deferred because of the financial condition of the State; but we will present it to the State.

SAVELLA: Thank you Mr. Fukuda. The reason why....there was an example and I'm strong for youth as I said - Little League and all sport program there and I'm trying real hard to bring out this sport program. And we had an example there, a kid riding a bicycle, bunch of kids about 10 years old, 9 years old, were going from Awa Street crossing Lama Street towards Makalika Street. Then here was a hot rodder, you know, going toward Makalika Street from Puna side on our street went into the lane in the left lane and tried to make these kids scared and they all told me about this. So, you know, and if ever the Makalika Street is going to be used for that, I think, it's going to be more hazard to the Panaewa district. And I would like to meet with the Board or whoever the planners go down there and see Makalika Street right now, how it's really....it's not really you know fitted for a highway over there. Thank you very much. Don't get me wrong now you drag strippers.

MARTIN: Mr. Savella, you have any suggestions as to another street or entrance into this area to use instead of Makalika Street.

SAVELLA: Well, it's Railroad Avenue and it goes through that Hawaiian Homes. That's up to the Hawaiian Homes.

CHAIRMAN: I guess that's all, Sir. Thank you.

SAVELLA: Thank you Mr. Chairman.

CHAIRMAN: Okay.

RANDOLPH AHUNA: I'm Randolph Ahuna. Good evening. They've been talking this drag strip for some time. But somehow, we the homesteaders there opposing for one reason because of the farm land. They talking about the distance from down to their place is a mile, but from Makalika I think adjoining up to where the horse track race is a 9/10 mile there. And there another one mile up to the what-you-call the farm experiment, University of Hawaii there. They have a larger area over there. Why don't they pick that area. They won't be stepping anybody's foot. And yet, that's all under the State land. Why aren't they doing that. They say they're gonna have what-do-you-call a zoo up there. Why don't they put everything in one place. Now, I see, they set this thing almost 2 miles in between. Why don't they make alternative that way. I think the boys out here, they willing to get one drag strip and don't have to step anybody's toe. But you step in somebody's toe and they come up tell you they don't like you to cross their land and now, there' a land up there, why don't we. They can take their choice.

CHAIRMAN: Thank you Mr. Ahuna. Okay.

TOMMY THOMPSON: Mr. Chairman, members of the Planning Commission. I'm Tommy Thompson. I'm a resident of Hilo, Manager of Westinghouse Electric Supply Company and I'm with the Big Island Auto Club. I have a couple of questions to ask the Board of Parks and Recreation concerning the right-of-ways which are designated through Hawaiian Homes Commission land. I believe these right-of-ways are already laid out and will eventually be built. Am I not correct?

FUKUDA: That's right.

THOMPSON: These will eventually be roads through to the edge of the State highway. Is that right?

FUKUDA: Yes.

THOMPSON: And these will be public highways, public right-of-ways. And anybody that so desires and has the proper registration, licenses and so forth on the cards will be able to use these roads. Is that true?

FUKUDA: Yes.

THOMPSON: So that I don't see where we are stepping on anybody's toes with a complex coming up in the State land forest. The other thing about it is, the gentleman here, I understand how concerned he is about the safety of the children on the highways on the bicycles. I live on the corner of Wailuku Drive, no Waianuenue Avenue and Waiau, I don't even know where I live really. Our Waiau Street runs over to Wailuku and believe me ladies and gentlemen, there's no room there for kids to ride bicycles. And I know all that children are children and they do ride bicycles. It's a matter of safety on the highways for both children and the practice of safe driving for drivers. And this is what we try to practice as far as our drag racing group is concerned. We've been at this for a long time and we picked what we felt was the most, with the aid of the County and the State and everybody else concerned, feasible spot in the area. Not only from the standpoint of the pollution of noise and the pollution of the air but also from the standpoint of weather which has a great deal to do with it. The gentleman who spoke last said, well how about up by the horse racing track. I believe that you will find there's a lot more rain in that area. But, in order to drag race, you have to have a dry track and we'll have wet weekends at times. But, we did not intend to step on anybody's toes when this proposal was made to us. I mean all we did was back it because we desired the place to meet and have these races and to begin with as Wayne Chong said, our basic desire was to get the sport off the highways and onto a strip. I've been with it about close to 10 years and I can remember the time we raced Kalapana and we raced Ka'u and we went all the way out halfway to Kona to race illegally on the highways at night. This is....I'm getting a little bit old for it now, it's too cold out there for me in the middle of the night. But I have found and have read no objections to what has happened as far as the horse racing track. I believe that's up there on some of the farm land. I don't even know where it's located but it can't be too far away. And as far as air pollution, I don't believe our cars smell near as bad as those horses. But I do ask this Commission to consider very seriously the proposal before them tonight because I believe that we'd help a lot of young men in this community and young women to have a desire to make a car go faster to learn why it operates and how it operates and how to make it safe. And I'm sure that Ann Nathaniel and the rest of them would agree with me that our efforts have been the sole realization of a track where we can control the operation and the mannerisms of many of our young people that don't operate exactly right on the highways. Thank you.

CHAIRMAN: Thank you Sir.

SAVELLA: The gentleman stressed, yes, they can use....it's all the State's property to, you know the people's property to use the street. But, I'm gonna bring you another example how hazardous and serious this thing is when we really tried for a sports, a park for Panaewa, South Panaewa that is.

And for the past four years, we've been trying but we couldn't have it to lack of funds as I said. And the majority of them, one of them the Okamotos, remember Joni Okamoto, she was only seven years old and had to go to Waiakea-Waena to see the brother play baseball at the Waiakea-Waena park and she got killed and that's how long we've been really serious about having a park. So, this is why I try to stress about this safety kids going. You cannot tell kids not to go out and ride bicycle or play on the street because we don't have any park down here. And, we really fighting for one. And as the gentleman stated, it's all your road, yes. It's true but this is what we try to bring up to you folks so you can really take this thing into a matter. Thank you very much.

BILL KALEI: Mr. Chairman and members of the Board. My name is Bill Kalei and I'm just a new home owner in the Panaewa house lots. I just have a question. I don't know how this came about but I'd like to ask a question. What area are they going to use an access to the drag strip?

CHAIRMAN: Staff, would you give him an answer on that.

TONG: Park's Department might just answer that.

CHAIRMAN: Maybe you can kinda turn that map around a little and you could lay it out here. I'd like to know myself a little more exactly.

MIYAO: The proposal right now is to utilize Makalika, Lama and possibly Mamaki Street to get to Railroad Avenue and then cut across to the vicinity itself. This is the Volcano Highway (indicated on the drawing). This is Makalika, Lama Street, Mamaki ends at Awa. There are actually three parallel roads entering from the highway and then gets to the Railroad Avenue.

KALEI: May I ask how wide or what type of road this will be? Four-lane, six-lane or what is it?

MIYAO: Well, at the present time, we feel that this access is the most economical. We are investigating other access ways into the area.

KALEI: I get it.

MIYAO: At the present time, we are considering these and we will go through the Hawaiian Homes Commission to get approval on this access.

KALEI: I also understand that the road was already approved - the planning, whatever?

EDWARD HARADA: Yes, perhaps I can answer that Mr. Chairman. The critical point as it affects the people of Keaukaha and what happens to the road as concerns the Hawaiian Homes land up to this point, the Hawaiian Homes land are affected that leaves the shaded area and come to the State land. So, it appears that the critical factor is when it leaves the Railroad Avenue and goes into Hawaiian Homes land leading up to the drag strip. This area has already been subdivided into 10-acre farm lots. The proposal is to put the access on one of the right-of-ways that already has been set aside as access to the farm lots. There will really be no intrusion upon the farm lots themselves. It will be built upon the paper right-of-way established.

STERLING: In effect, Mr. Harada, how much land is actually being lost by the Hawaiian Homes Commission?

HARADA: No land really is disturbed because there is a 50-foot right-of-way already set aside for this.

STERLING: For the 20-acre subdivision?

HARADA: Within the strip of the right-of-way.

STERLING: So that, then there's no land lost by the Hawaiian Homes Commission....

HARADA: That's correct.

STERLING: In this whole development.

KALEI: May I direct another question please. How far away is this proposed road? Entrance or access to the drag strip is from the new Panaewa House Lots - how far away are they?

HARADA: The new Panaewa House Lots - Puainako and....

KALEI: Puainako and Kanoelehua.

HARADA: Puainako is out here.

KALEI: Way down. Is good but.

CHAIRMAN: In other words, this road has not been built yet so it isn't gone about or anybody that drag a bicycle today.

HARADA: Right, it's a paper road.

CHAIRMAN: It's a paper road all the way to the Puna Volcano Road.

DEPUTY PLANNING DIRECTOR: No, actually, the front portion of the road is already improved. But it's just that that small section which cuts across the Hawaiian Home lands. That area is already subdivided, however, the roads are on the Tax Books, but they're not necessarily improved so the intent over here is to improve the roads right now.

NATHANIEL: May I ask a question at this point Sir?

CHAIRMAN: Yes.

NATHANIEL: Did I hear you say that the plan is to improve those roads? And if so, who is going to improve it Sir?

HARADA: To improve this part of the property, that is part of the drag strip funds.

NATHANIEL: All right.

CHAIRMAN: Would you care to come up and testify.

GENESIS LEE LOY: Mr. Chairman, members of the Commission. My name is Genesis Lee Loy and I'm a farmer in the Panaewa area. Rather than talk about the farming area there, I'll get to that here but, I would like to give some historical background to the Hawaiian Homes land and area there. The area that we're speaking about here, the agricultural lots that belong to the Hawaiian Homes, at one time we had approximately 3,000 acres of lands. It was designated farm lots or farm lands to be used by the Hawaiian Homes for the rehabilitation of the Hawaiian people. Of the 3,000 acres, 700 acres

have already been taken out and these are presently being used for the industrial lots - the industrial areas. Approximately 700 acres of these are already been taken out of agriculture. There were approximately 200 acres also that have been either planned for releasing or have been released for housing lots in the Panaewa area there. Just back of Sonomura's area there I think about 124 acres also are still zoned industrial although they have not been released out to industrial uses. So this means that almost a 1,000 acres have already been taken out and mostly used for other than Hawaiians. Now, if we go ahead and we continue to look and see as to what else has been taken away from the Hawaiians here. You mentioned about this paper road that goes through the complex there. Although it may be paper road here, but when you go ahead and put the road in there now, approximately 90 acres, if you look at it there, the way I figured it out, it would be about 90 acres of Hawaiian Homes land again being taken away from the rightful people. This would be the Hawaiians. You speak about paper roads now, you know, these are still agricultural lots. So far for the historical background there.

Now, in the presentation that was made earlier by the staff, I think the statements that were given was a little on the slanted side, I think. They mentioned about, there was some agricultural farming going on in the Panaewa area there, but when you mentioned that some, you connotate and there might be only about five or six of us that are in there. There's more. Within two years now, we have been successful and be able to obtain funds from the State here to bring water so that these farm lands can be developed faster because we do need water for the area there. And we have been fighting for this water now for the past couple years and finally the funds were released for a waterline to go in there for the farmers that use at least along Railroad Avenue there. It was also, I think, it was slanted too because we do know that, we speak about diversified agriculture now in the State here. It's a going thing here. We've been trying like a son-of-a-gun here to make do with the land down there with no water and things. If you were to just go into the Panaewa area there and see about what the farmers have done on their own, you'd be amazed with the farmers as to what they can do with their land. So, with the water coming in we have great hopes here that it will develop faster and better for the use that was intended for the Hawaiian people. Thank you very much.

CHAIRMAN: Thank you Sir.

CHONG: Mr. Chairman, first of all, as I came, this paper road going through the Hawaiian Homes land now, as I said, it's a public highway. Now, it's going in and if the County puts the road in, that will help the Hawaiian Homes, I think, where they can subdivide their land and power will come in and water will come in. I think it will benefit the Panaewa Community Association just as much as it'll help the sports complex access road getting into the complex. Well, maybe everything is on the access road right now, but getting back to as far as the Auto Club side, like I say we're just with the Auto Club and you see hot rodders on the street. Now, we have a Bylaws and Constitution. If any member of our club gets caught and prosecuted, he will be suspended from the club. So, you know like I said, you see a car going down the street and the first thing that thinks all you know, there goes a damn stupid drag racer, just you know burn rubber and speeding on the highway which causes a bad drawback to the Auto Club. And if like they say if a person in the Makalika area is hot rodding and if they say they have an association, they should I think that person that is hot rodding in that area belongs or lives in that area.

And, I think, getting back to this road as for tomorrow's meeting, I am told that the County and the Hawaiian Homes will get together and come out with a suitable access and with that, we hope that the Planning Commission will give us the variance and satisfy the Hawaiian Homes Commission. Thank you.

MRS. DELA CRUZ: I am Mrs. Dela Cruz and I still would like to have....hear the answer to the question that Mr. Kalei asked. What kind of highway you are going to have through there? How many lanes? Six-lane highway? Two.... two-lane highway. And when was Makalika initiated and Puainako taken out of the plans? Mr. Blank?

HARADA: I think you have to look at the plan - two views. One is an alternate plan which shows that the Puainako is still by the State Department of Transportation and that possibly access to the whole sports complex can be off this highway. In looking at the County of Hawaii access to service the drag strip project for now and which we call it a temporary access, this may be the proper word, but that in the total scheme of things perhaps at some point in time, Puainako may serve as the ultimate for the whole complex area. But, what we're looking for now is for some access to get to the drag strip facility.

DELA CRUZ: So, in other words you are using Makalika as a temporary access and you still have plans to use Puainako?

HARADA: Yes, maybe I think Mr. Hoshide can answer that in terms of what is the alternate scheme of things for the whole sport complex to include not only the drag strip but the stadium and sports arena. I think, in that, when you look at it from that standpoint, perhaps, a major highway such as Puainako would be a suitable access.

DELA CRUZ: I see, that's what I was here for. I wanted to see if you were going to use Puainako as an access, not for the present but eventually, and that's what we didn't want going through Puainako because it will be right behind us where we now live. And tonight you are only discussing the temporary access. You will be discussing Puainako later?

HARADA: I should have mentioned that Puainako is part of the State highway system so it's not a County highway that will be built when Puainako is extended beyond the main highway. Now it would be the State highway project and when that is built, it would not only be for the purpose of providing access for that area and vicinity but ultimately for the wharf area as well as that area.

DELA CRUZ: I understand. I give up my rights to Mr. Kalei.

CHAIRMAN: Could I ask you a question while you're there. Puainako has houses on it?

DELA CRUZ: Yes, where the new highway is going through, if it goes through Puainako, will pass right behind the new residential area.

UNIDENTIFIED PERSON: Would you point out on the map, please.

DELA CRUZ: Not even on the map.

CHAIRMAN: Let's see, whose next?

UNIDENTIFIED PERSON: I am not sure, but the way I understand, this proposed road is not going to disturb that Hawaiian Homes farm area, right? It's a road it's on paper right now it's gonna go through with or without the drag strip. Am I right? It's on the paper right now. Could you point out the Hawaiian Homes farms?

CHAIRMAN: Would you give us your name Mr. Miyashiro.

RODNEY MIYASHIRO: My name is Rodney Miyashiro. I'm a farmer up Panaewa. As the Hawaiian Homes, any for farm areas. And this proposed road that they had already made 'em pay for that's gonna go through with or without the strip is where? Alongside.

RONALD OKAMURA: This extends to the Hilo boundary.

MIYASHIRO: But they not going to lose any land because it's proposed land, right?

OKAMURA: This is already marked off.

MIYASHIRO: Right, on paper and it's proposed for a road, not farming, right?

OKAMURA: Right.

MIYASHIRO: It's a road through the farm lot.

OKAMURA: Right.

MIYASHIRO: So, nobody to lose any land, right.

OKAMURA: Not that I know of.

MIYASHIRO: Okay, thank you.

KALEI: Mr. Chairman, please repeat what was said. I'm lost. Are we going to lose land or are we not going to lose land?

OKAMURA: If we go through this land, you won't.

CHAIRMAN: I think we're really....let's see if we can clear this up. I think we're talking about a fact that the road is going to be built whether this drag strip goes in or not. So technically, there's gonna be a road built there which means leave some land out, but I think what we're trying to say here's a road that's going to be built anyway if I get the story straight. Is that what we're trying to say? In other words, we're not going to cut off of a pieces of farm let's say that somebody owns 10 acres. I'm sure they're not going to chop this off if this goes through. They've already made provisions for this much road. The way I understand it. I hope I'm seeing it right.

UNIDENTIFIED PERSON: Do we have somebody to verify it.

AHUNA: I got a map here to startle you all up. This is for farming.

CHAIRMAN: Come right ahead and we will put your map up. You're next back there. You haven't given testimony.

AHUNA: Where the 2 and 7/10 acre of the Panaewa on this street here. So, this is the road that they are talking about.

CHAIRMAN: And that will not take away from any farms of this size.

AHUNA: If they keep to the 50 feet. If they were talking about going over 100 feet or so and talking about six lanes, then it would sure gonna hurt somebody's land.

MIYASHIRO: Do I understand it would be two lanes and not six?

CHAIRMAN: Yes, it's gonna be a two-lane road.

MIYASHIRO: And it would be 50-foot wide and it would fit the whole area?

CHAIRMAN: Right.

The lady in the back, you haven't been able to give us testimony and we would like to hear from you. Would you give us your name.

MRS. ABBIE NAPEAHI: I wanted to hear your side of the story because I sat with Ed Harada, Bruce McCall and from what little information I gathered, I have not heard that this was going to be a temporary road access to your drag strip. I sat with this body and I said the opposition you will get from Panaewa Association and Keaukaha Community Association was to the fact that the original proposal was that you....the plan was to go through farm lots and one day, three of these County officials did go to investigate the area and lo and behold the front portion of the Makalika Road was well bulldozed and ready for planting. And this was the desired access to the drag strip I was told to sit down and discuss with this official which would be the better accessibility to the drag strip. At the same time this gave me a thought whether the County had alternatives if this place should not be accepted by the County Planning or from opposition the Keaukaha Community Association and the Panaewa farmers, be it that the County had any alternatives to offer new or otherwise because you cannot do well entirely only on one. You have to find alternatives that if this one doesn't work you got couple more to pick up and opposed to the County. But as I was reassessing this group, I did not hear anything of that sort. You are dwelling entirely on two distraction. You heard oppositions that this is a subdivision consisting of what - people living right around the area and these 235 acres of State land accessibility of road going to go through what? Subdivision where people live. So, your environmental impact statement must include whether this is a desirable location that all other else is free from something like motor racing, drag strip. You cannot tell me that there are problems involved. All I hear is we want a drag strip so that you can let out all your pent up tensions and everything else, you go and drive over there and you just go. But, have you thought about the problems around this and having all this oppositions coming to you now. Did you consider these things? Did you take time out to consider the areas and the people involved? Do you think about alternatives? These are the questions that I ask myself and I become involved with those ideas. But I did, to clear up all these discussions tonight, but I did sit with the County officials and I say if my people could not oppose you, this would be the best proposed route today. At that time, they said we only need one road of entry into it. It wasn't going to be a six lane as we were prior led to believe because all of us must visualize the sport complex is a big thing. So, you cannot take this small little road to let traffic go in and out because that's too small, to furnish the activities of this big sport complex; so naturally sooner or later, the land will become involved. Okay, where the land going come from? What's around this State land? Hawaiian Home land. You only have the accessibility is this proposed paper road right now. As I've sat and spoke with this legals,

you get paper road, use that road now for temporary. Later on find one road where you gotta use to accommodate this big multitude of people when you get to use this sport complex but what have you in that area. I wanted to put this over to you so that you can be realistic and that you could think. That you not only want the drag strip but also think of what precedent or good things will happen around this drag strip. This is the most important thing. I am, I admit, responsible for sitting down with this County official because I feel this way. I feel just as much for your recreational activities as I would for my own people. And let me tell you something, they come first because they own the land around this place; and if they want to talk, my first consideration was to them. So think about it. If you cannot get this place, take several more alternatives because the land is in the middle and the Hawaiian Home lands are on the outside. And the suggestions that I gave these individuals was to use the proposed road that is now there. Thank you.

CHAIRMAN: Thank you.

SAVELLA: One thing in question.

CHAIRMAN: Sure.

SAVELLA: Concerning about alternatives which you asked me about how far is the end of the drag strip from Mamaki Street.

TONG: About three or four thousand feet or about three-quarter mile.

SAVELLA: From the Hale Nani, this and the one-way going toward Puna, there's an intersection going down left and you have to take that intersection. That intersection I think was created for that Hale Nani and from that intersection if you cut down parallel with Mamaki Street, how far will that go?

TONG: Here is Mamaki.

SAVELLA: Right.

TONG: And I think here's that straight road that goes into State land.

SAVELLA: And the intersection at Hale Nani - I mean out from Hale Nani.

TONG: Hale Nani would be here.

SAVELLA: There's an intersection going across that one-way.

TONG: Yes, right here.

SAVELLA: And across that, there's no road proceeding down eh?

TONG: The road to Awa - this is Awa.

SAVELLA: On the right side, you know, going toward Puna side coming down from Hale Nani, the Police Academy, and if you go down straight cutting across the State land which is the State assessment, yes right there....

TONG: Here.

SAVELLA: Yes, Puna side.

TONG: That's private land.

SAVELLA: Oh, is it private land. How far is it?

TONG: It's ir macadamia nuts.

SAVELLA: How far is it?

TONG: This is the boundary.

SAVELLA: What if a road been cut parallel with Mamaki Street and diagonal to the left going into the drag strip. Yes, how far would that be?

TONG: Assuming the drag strip would be about here.

SAVELLA: You're right. And that's State land yet - it's not private land?

TONG: This dark green is Hawaiian Homes land. The lighter green is State land. With this scale of one inch equals a thousand feet, we can assume that from the Mamaki side. Well, if you want to measure along Lama border, it would probably be 15,000 feet.

SAVELLA: Now that green space you say is a private land and Hawaiian Homes.

TONG: On this side, yes.

SAVELLA: To my knowledge, there's no creation or whatever you mean farming.

TONG: Macadamia nut orchards are here.

SAVELLA: Yes, right there.

TONG: Sugar cane is here.

SAVELLA: In that green space there.

TONG: This is Hawaiian Homes land.

SAVELLA: Hawaiian Homes but there's no farming going on on the right side of it to my knowledge because I'm a part-time farmer there so, you know, but to the left, there's lotta goings going on concerning farming see. So, I don't blame the Hawaiian Homes Commission to protest over on the left side; but to the right side, there's lotta vacant and not usable land there.

CHAIRMAN: It would seem like the meeting tomorrow ought to resolve the question whether it's possible to meet a compromise between the Hawaiian Homes and the County on this thing and I don't think we can take any action for considerable length of time we have to digest this. I think myself, I would like to go up there on the ground. I live up there. I'm right across the street and I'm kinda confused about all of this. So, I can imagine the other Commissioners are too.

But, if there is anybody else wishing to give testimony, we've got the time. Could you let the lady come up or do you want to resolve this. I think that is an alternative because I think that's what we're trying to say.

ELEANOR AHUNA: Mr. Chairman and members of this Commission. I am Eleanor Ahuna. I am the President of the Keaukaha-Panaewa Community Association. You've heard our Legislative Committee Chairman present our statement.

Throughout this whole discussion, I'm sure that we will stand on the statement that has been said. But we have learned tonight about this paper road. However, as was just been brought up by this young man and about farm land not being used, this is our main concern because we are looking for it for lands to be preserved for our young people. And right now, we have just had forty-five new homesteaders move in to the panaewa, or rather the Waiakea subdivision and we look forward to lands being available for use, their young people for themselves and also for other people who would be interested in farming. As I look on that map, we find that we all find an interest in this area tonight. We can talk about Kapoho's roads, how we're going to get access into the area, we also had a proposal to shift the site to the mauka side of the Volcano Highway. To me, that has been the most appropriate kind of a recommendation for the time being because I don't know what the problems are on that side of the street; however, we do have problems on our side of the street. A statement has been made that no lands will be lost to the Hawaiian Homesteaders by going through with the proposed roads that are on paper. However, nothing has been stated earlier. If the road is built and not large enough to accommodate the present traffic or the future traffic, we know that it would need to be enlarged. So, I felt that we needed to make a statement tonight, it needs to be said that we will not change our statement at this time. We have found out from earlier comment that the County will present their request to the Commissioners at tomorrow morning's meeting at Keaukaha. We will invite all of you who are here if you would come down and listen to the comments that will be made because you must that we will be out there listening to them also. And, however this thing goes, I would like to assure these people, these young men and young ladies, that we do not speak like this because we do not like the sport. Because I've had occasion to have, my son-in-law and even my youngsters, go around and watch these illegal races and where I was very concerned for their safety. I am concerned because many times when we are camping at the 4-mile area, I don't know if those young people who participated in drag racing down there are members of this club, but they have been doing it on the main highway and it's very dangerous. The people who are in the area. And we do feel that a drag strip is very necessary to get them off the street onto an area where they can do the sport that they like doing. However, like has been pointed out earlier, thought has to be given to those people who live around the area. And like Mr. Savella says, his community is also concerned about the proposed usage of that - those three streets in his community. And well he might be because other people who do not belong to the Auto Clubs will be coming into the area and those will be the people that we need to worry about. Concerning the farm lots, this road will also make available to people who do not live in the area - plantings or agricultural products that the farmers would have on the farm lots. Presently people that farm on the farm lots do experience losses when they are not there on their farm lots. This is one of the things, one of the reasons why the farmers wished to be relocated onto their farm lots; but, because there is no waterline in the area, they have not been able to do so. So you see, there are problems right now, problems that we are concerned about. And as leaders in our community, we need to look out for the welfare of our people very much. We are also very much in favor of having recreational complexes where the public can go and relax and we will be in favor of such a thing; but, because of the land that could be lost in this undertaking, at this time, we would say that we would not be in favor of that road being used. There are other roads that we know that are on maps and as you call 'em paper roads which were in our area and they are still paper roads that have not been built and they are on Hawaiian Home lands. And tonight, that's the first time that I've been apprised of these roads that are in the farm lots. Like Mrs. Nathaniel has said earlier, who will build the roads to go across this farm lots - will it be the County or will it be the State? If those roads were to have been built, the back

tiers of the farm lots would have been in use a long time ago because the farm lots there are in tiers, first second and third tiers; and because of inaccessibility of the farm lots to the people, those areas are not being used presently. And if those roads were open, the farm lots would be used. As it is right now, what the young men have said, if those roads go through, we will benefit greatly. On the one hand, it's very true, you know we would benefit greatly; but, these are things that we were not apprised of. We were not told about these proposed roads. At least I know I wasn't. I didn't know about these proposed roads. We would not have made such a resolution that we have presented this evening had we known about those proposed roads. However, may I ask a question. I heard earlier before the meeting started that this is a preliminary hearing?

DEPUTY PLANNING DIRECTOR: Actually, tonight's meeting really is a public hearing in accordance with the State Land Use Rules and Regulations. So, therefore, the Commission cannot take action tonight. They have a minimum of 15 days waiting period.

AHUNA: Does it mean then that this will be the only hearing that the people can testify before your final decision is made?

CHAIRMAN: We can accept written testimony up to the time we would take action so any petitions, anything that you wished to forward it to us, we will be considering.

AHUNA: Thank you. Well, we've had some experience with zoning matters and we have found that our channel should be through Hawaiian Homes and so we shall do it that way. And, we really appeared because of your public hearing to listen to the matter tonight. However, this has been a very revealing meeting I must say. I am sure that we all not happy with youngsters and the Hawaiian Home lessees. If this can be resolved very shortly for them, I'm sure they will be happy. And as long as no lands will be taken away from the Hawaiians, certainly, the Hawaiians will be happy also. Thank you very much.

CHAIRMAN: Thank you.

STERLING: I have a question I wanna ask Sidney. The proposed subdivision, has that been submitted to the Planning Commission?

DEPUTY PLANNING DIRECTOR: Actually, the subdivision has already been legally recorded and platted.

STERLING: What are the public utilities outlined for that particular subdivision?

DEPUTY PLANNING DIRECTOR: I'm not aware of any as far as the availability of water and the electrical and other utilities. Perhaps someone who lives in that area would be more or less able to answer.

STERLING: This is the one Mr. Harada referred to the road going up and then the subdivision coming in. That's the one I'm talking about, the subdivision coming off that road. Is that the one? I want to make sure you and I are talking about the same thing.

DEPUTY PLANNING DIRECTOR: You're talking about the one wherein there is already an existing paper road?

STERLING: Yes.

DEPUTY PLANNING DIRECTOR: That's already a legally approved, recorded and platted subdivision. It's just that the road is not in right now.

STERLING: Are they in compliance with all of the water regulations, water requirements and everything else, whoever submitted the plans?

DEPUTY PLANNING DIRECTOR: Well, offhand, I really don't know when that subdivision occurred. It could have occurred prior to 1968; and if it did, of course, the water and the other roadway requirements would not have been imposed.

STERLING: The applicant was the Hawaiian Homes Commission?

DEPUTY PLANNING DIRECTOR: I don't know offhand.

NATHANIEL: Mr. Sterling, what area in particular are you addressing yourself to?

STERLING: I was talking about that area that Mr. Harada said that the so-called paper road alongside of a proposed subdivision, I thought I made notes on them but I can't locate it. Was it 20-acre lots or....

NATHANIEL: It will be down in the State area then.

TONG: If I may interrupt, evidently, they are the old Hawaiian Homes farm lots which were created when the subdivision regulations did not require as many requirements they do now. So, they have platted but they have no roads nor water. Right now, water ends on Makalika. I think right at this junction. This is the Railroad and Makalika. So, these are the lots he is talking about which were created many years ago as farm lots but were never developed. It is our opinion.

STERLING: It is actually State lots on the Hawaiian Homes lands.

TONG: Hawaiian Homes lands.

STERLING: Anything been built on that so far? I mean, if this is all, is anything been developed there?

DEPUTY PLANNING DIRECTOR: As far as residential activity or farm dwellings...

STERLING: Are there any Hawaiian Homes officials here?

DEPUTY PLANNING DIRECTOR: Tom Mahaulu is back there.

STERLING: How come this thing was not updated?

NATHANIEL: It goes back to early 1950's Sir, when these lands were cut up into 10-acre plots and all of these lots were awarded to homesteaders on a permissive use. At the present time, there is farming activity going on in that particular area and the area close to industrial area and there are some farm lots that do have water coming on to that. And I might add that if your access road does go down Makalika Street and it comes across Railroad Avenue, even though there might be a paper road there, there is no existing road at the present time and at the present time that particular farm has a home.

STERLING: My question, I want in one way or other find out....I want to know why the Hawaiian Homes didn't develop that properly?

NATHANIEL: They never had any money to develop it properly. I am not being facetious Sir.

STERLING: I understand.

NATHANIEL: They have never had great amounts of money available to them to go into overall development project in that particular area.

STERLING: And now, when we're talking about the so-called paper roads, maybe you can answer my question Mrs. Nathaniel. Has there been any proposal to land exchange between the State and the Hawaiian Homes Commission?

NATHANIEL: To my knowledge, I am not familiar whether there had been or not but there is definitely a procedure that is usually getting into whenever Hawaiian Homes Lands....

STERLING: But I'd like somebody to make a note about it to take this up in the morning.

NATHANIEL: Oh, we will.

STERLING: On the possibilities of land exchange. I think, if I may make a statement here, this is very new to me and apparently it's new to some of you people, some of the development to there come up. I'm for a drag strip, but I can see, I think the greatest concern here is the overall total development when we come into the sports complex and the access roads. Personally, I don't like to see where getting water to some farm lots that have been lying more or less vacant for all these years is dependent upon a sports complex.

NATHANIEL: The only way I can remark to what you are saying at this time Mr. Sterling is that there is activity going on in the area right now. There is a plan on foot on the part of the State to bring the waterline down Railroad Avenue. You've heard mentioned earlier this evening of the State wanting to go the Master Plan use of the area, we're hoping that the waterline will go through. You have given us a part of the information that will possibly give us the reasons these monies from Mr. Shelley Marks's office so that we will care to go in that area and ask for the farm. They've been wanting to do this for years; but because they have a limited necessary personal resources and the natural resources in the area, they have not been able to develop to the optimum.

STERLING: May I ask Bob. On this plan that is dated April 23, I guess, has the State taken this into consideration in making their so-called Master Plan for the area?

FUKUDA: As far as I know Sir that the State said, you know, this is position that they presented to us that they will permit the County to develop this sports complex, the farming area and whatever we have left and this is the position that they presented to us.

STERLING: And this will be incorporated into, as far as you know, will be incorporated into their study?

FUKUDA: In other words, they are not, shall we say, make a study and reject what we have proposed because within the pad of Master Plan, that is, every comprehensive takes in all the street alignments, the future road of the city of Hilo and the growth of other areas and so on. So, we do have a comprehensive plan. This was developed by Wilson, Okamoto and Associates.

NATHANIEL: May I respond.

CHAIRMAN: You can give testimony.

NATHANIEL: In view of what has just been stated, this is why we are in opposition. For we are being accused of fighting brush fires. We are being accused of not being farmers. We are being accused of all kinds of nature detrimental to them because we opposed. And because we became aware of the total development of this entire complex, we have taken the stand that we have. The overall projection is for 900 acres under complete development. You are talking about a beautiful complex in there that will accommodate 13,000 cars insured to run up to 1995 and you're quoting a count of 57,000 people in a given point in time; but projections have an ungodly way of showing up. The fact that the airport is as it is today because of the projection at some point in time and all of these are going to take place regardless of whether we are here or not. It's about what we're trying here to say, we don't like what we see happening because it is going to have an adverse effect upon us because we live in that particular area and we have not been given the opportunity to even say whether we would like to have what is going on, except to come here tonight and be able to respond and to hear it.

STERLING: Mrs. Nathaniel, if I may Mr. Chairman, so far, I considered myself very lucky to have participated in. I don't think we are adversaries. I think this has been more or less of a forum. The Big Island Auto Club has made a good presentation and I think they are flexible. With the testimony that has been presented here, has been flexible. I, for one, am very glad that this whole thing has come up. Maybe it will resolve a lot of these problems. I don't think that these people want to step on anybody's toes and I don't think any of you folks want to step on anybody's toes. I think we could resolve an awful lot here. With the plans that have been presented for the future, we can all participate in them in coming up with something that is acceptable to all of the people plus the future growth of Hilo and our island. I considered this all the way long as a very good forum and then the change of ideas and that I certainly for one feel as though we're not adversaries.

CHAIRMAN: I would like to back what Mrs. Nathaniel was responding because I've been on the Planning Commission for two years and this is the first time, I've seen this plan and I'm utterly shocked with myself at the extent of it all; that on the Planning Commission, living in that area for four years and all these comes to me as a shock; so, I mean it's good we're having this hearing. I think these things are coming out; but after what's happened to the alliance in this town, I don't blame them for really standing up and being heard.

MARTIN: Mr. Chairman, I feel the same way as you do about this, especially, since we just came from State conference where one of the issues that was presented is how to get more citizen input and certainly this is not the way.

CHAIRMAN: Anyway, we've all learned tonight; but believe me boys, personally, I can only speak for myself. I'm not against the drag strip. But it has been a very educational night.

We'll let the lady speak first.

NAPEAHI: In regards to Mr. Sterling's statement, in talking about the Hawaiian Homes, it is now in the process of generating a Master Plan which will include all of our lands that have been surveyed. And, so, shortly, we shall know when plans are available.

I would like to thank the Chairman of the Planning Commission for his statement just made. Yes, my people do care what is happening to them now. Thank you.

CHAIRMAN: Any further testimony?

UNIDENTIFIED PERSON: I just want to ask....

CHAIRMAN: You should come forward and let's have your name for the record.

ALAN KUWAYE: My name is Alan Kuwaye and I'm a resident of Hilo. But, I just wanted to ask a question. I'm getting lost in all this now. What is the question before the Commission? Are you going to approve the drag strip or are you approving the access to it? Because, to me, where I see it now, that access is on paper and it's a public right-of-way and I think this Commission's job tonight is to decide whether we're gonna have a drag strip or not. That's what I thought it was.

CHAIRMAN: We can't take any action for 15 days; but the thing what we're trying to do is plan. We're called the Planning Commission and we have a Planning Department and we're supposed to plan for the future of this island. I'm sure that we're all sincere people that's trying to do what is best for this island and try to put things where they belong and look further than tomorrow. Now, if it weren't for the fact that this millions of dollar complex and what the impact might be, I am sure the drag strip wouldn't be much of a question, but I think all of us have our eyes open on this Commission tonight. How big, how many millions of dollars involved and when you move into an area, let's say you own a 10-acre piece of land in that area and you wanted to be a farmer and you wanted your children to be a farmer, how would you think? I mean these are the things that we have to go over it. It isn't as simple as the way you stated.

KUWAYE: See, my thinking is that what I've gathered tonight is that, right, this is a complex, that they are planning a sports complex. Now, this road that we planned to have the access into this area is at present on paper. It's a public right-of-way. Because like anybody that proposes a subdivision, they have to provide a right-of-way. They have to provide roads, but, as the present ordinance states, curbs, gutters and sidewalks. Now, like I own a piece of property in a subdivision, there's a road that goes from the main highway to my property and there's a public right-of-way. So, now, I think this is a public right-of-way and it's something temporary. Now, if the County develops this complex and then they expand this road into a six-lane highway. Then, I can see where these Hawaiian people have a legitimate complaint or a beef; but I'm sure the County will plan other accesses and not just this one. This might probably be just one of the entrances to the complex. Because if a complex such as that and access is just one road, I think the people who are planning this thing have to examine it. I mean you have to have more than one two-lane highway going into the area.

CHAIRMAN: But, I mean, these are the things that have to be taken into consideration. I agree that perhaps certainly to build a six-lane road in there never bother anybody, but we haven't seen all the alternatives yet which the ladies tell us that we just look at the alternatives of possibilities and what these might do. It's quite a serious problem for that particular area.

KUWAYE: Maybe, can I ask one of these County people that are concerned with that planning if there is any more access roads planned in the future if that complex comes about? I think that's the beef tonight. You know that's just one way in and one way out. Now, if it's developed....

CHAIRMAN: Well, let's ask them a real question. Let's say that the thing is going to be finished within a year and you're gonna have this much parking, you're gonna move those people in and out and we can guess how many people some way. Let's say, you can handle 20,000 people there. Can they build that road system in there and not disturb the Hawaiian Homes people? Is there a way to do it? If you had the money, it could be done, right?

OKAMURA: Right.

CHAIRMAN: I think the answer is more or less what you are saying. Let's study the alternatives and see because I don't think it's really fair to run a six-lane road right on through this particular nice little subdivision. That's one of the nicest little subdivision there is right in that area. It's a beautiful subdivision.

TONG: The gentleman asked us specific question about the issue tonight and actually, the question before the Commission for this public hearing to be held is in this agricultural area, shouldn't a drag strip such as proposed be given approval. So, that is the basic question. Of course, certainly, access and all of those things come into the picture but the basic question as requested in the application is since this is agricultural land, will the Commission go for a drag strip being established in this agricultural area. So, that's the basic question.

CHAIRMAN: Will you pull all these other complex out of there is the question. I mean that's very simple the way you put it, but will you pull all the rest of this out. I mean it's all on this piece of paper.

TONG: The sports complex would certainly be part of another question, certainly, and some people had remarked very difficult to separate one from the other. In answer to the question, which is what is the acreage recorded for approval....

CHAIRMAN: You are saying that this can be separated.

TONG: That's correct.

STERLING: Well, I'd like to make a statement. I think we have consensus that even amongst the people of the Hawaiian Homes Commission that these people get the drag strip. I think you have consensus here that you will get your drag strip; but from my own point of view, new things have been introduced into this. Perhaps, to answer the gentleman's question. I, for one, did not know larger complexes that were involved. Again, to answer his question, as a member of the Planning Commission, we have to measure all requests for land and how it will influence the surrounding areas. That's why I say I welcome this because I think it's a forum; and so far, it's been kept on a real cool, even plane; and I know there should be enough brains amongst us and enough cooperation with the County officials here where we can work this out satisfactorily. But I do believe that you have consensus that you will get your drag strip. And I've been especially concerned about other things - the lack of water up there, the lack of utilities and I know that we can work these out.

CHAIRMAN: Any further testimony? Here's a gentleman we haven't heard from. How about letting him say a few words.

JEFF LAUER: Yes, my name is Jeff Lauer the Track Manager in Kona. And the question I have is that you're talking about the whole complex; but I believe in the beginning of this meeting and the last thing about the Mauna Kea Sugar

housing, you're talking about piecemeal. You were trying to see what the effects after they built the first part. Can you judge what to do about the second part and what happens on the first part. I don't know what the time-table is after the drag strip to build the whole development. But, you were talking piecemeal before about housing developments. Why is this different?

CHAIRMAN: I don't know whether we should get into this. It is quite a different subject. We're only doing piecemeal there because we want performance on the first section. This is a little different. We maybe would like to have the drag strip without the rest in. I mean it's a completely different problem as I see it.

SAVELLA: Can I ask some question?

CHAIRMAN: Sure.

SAVELLA: Is this drag strip going to be under pari-mutuel basis or run by a private firm as the Auto Club or is it permissible if and when the drag strip is completed? A road going through Hawaiian Homes, is it permissible to charge a fee or something, I mean to build up Hawaiian Homes Commission? Maybe we can charge a certain fee because we gonna go in there and pay for the books. They gonna charge us a certain fee.

CHAIRMAN: I appreciate what you are saying but I think that we heard most of the testimony. I think the problem has been presented very well and it's an interesting meeting that both sides agreed. We still got a few problems to work out. Mr. Sterling said I don't see anything we can't work out here to everybody's satisfaction. There's lots of land up Panaewa area. I'm shocked myself that it isn't on the other side of the road because you wouldn't bother a person over there where they started the race track. There's nothing but acres and acres on that Kulani Road. But anyway, here's the problem in front of us and we're gonna do the best with it and try to work it out. But the testimonies been very good and the people have been very cool and people in Hilo I want to congratulate you. Don't get as hardheaded as the one from the other side. But unless there's somebody else wishing to give real serious testimony on this why ....

ROYDEN JITCHAKU: My name is Royden Jitchaku. I'm a self-employed man and you said something about this whole sports complex and if, correct me if I'm wrong, I think Mr. Ed Harada said that if the time comes and this thing really does develop that Puainako will come down and will be a big State highway going through there. And I think when this thing does come about, the road should be able to accommodate all the people using the facilities. But, I think what's before the Planning Commission now is the drag strip and I'm pretty sure that one road can take care of whoever going to go in there - back and forth. And according to the map, that's not the only road we're talking about. In the future, there will be more roads going into that area. So, I don't see why, if it does develop into a big thing that that road has to become a six-lane highway because the traffic can fan itself throughout the rest of the subdivision.

CHAIRMAN: I am assuming you are raising chickens and raising a few things. How do you think the impact would be on this? I'm just asking you from a different point of view to see what you would say.

JITCHAKU: Well, I don't know how it's going to affect it, but what we're saying now is you're gonna take away the land to make it a six-lane highway if it does come about, but why does it have to be a six-lane highway?

CHAIRMAN: No, I think the highway is kinda lost itself. Legally, highways in there if you put nobody on them, there's no problem but just picture this many thousand people going into an area that you have a nice little farming community. Now you picture, there's quite a difference there in impact, wouldn't you?

JITCHAKU: Yes, I guess it would.

CHAIRMAN: And I think that's what we're trying to see is more or less what the impact will be in there. Maybe it's so far down the roadway, we shouldn't worry about it. But, these things take a Commission a lot to think through these things and I think we'd like to go up there and look at on the ground and see what it looks like. But, I think the testimony here has been wonderful and terrific in resolving the problem.

JITCHAKU: That's all I have to say as far as the proposed sports complex you know because I got the picture that they was worried that if the thing does come about that the land gonna be taken away which I don't blame 'em for getting mad if it does. But if it does develop into that, I don't see why the State shouldn't put in Puainako, but I think we're looking too far ahead you know.

CHAIRMAN: Perhaps, he's right.

JITCHAKU: Thank you.

CHAIRMAN: Does your club have one of this book?

UNIDENTIFIED PERSON: I don't know.

CHAIRMAN: If there's no further testimony, I would entertain a motion to close the public hearing.

MARTIN: So move.

STERLING: I second the motion.

CHAIRMAN: There's a motion to close the public hearing and a second. All in favor signify Aye.

COMMISSIONERS: Aye.

CHAIRMAN: Any opposed? Carried.

The public hearing was adjourned at 9:30 p.m.

Respectfully submitted,

Lei A. Tsuji

Lei A. Tsuji, Secretary

A T T E S T:

Ed C. Watt

Ed C. Watt, Chairman
Planning Commission

DEPARTMENT OF PARKS & RECREATION
COUNTY OF HAWAII

Herbert Matayoshi, Mayor
Milton Hakoda, Director

June 4, 1975

Planning Commission
County of Hawaii
Hilo, Hawaii 96720

SUBJECT: Panaewa Drag Strip EIS

Submitted for your appropriate action is Governor Ariyoshi's acceptance of the subject document as satisfactory fulfillment of Chapter 343, Hawaii Revised Statutes.

It is hoped that a decision can now be reached on the pending special permit application.

Milton Hakoda

MILTON T. HAKODA
Director

enc - letter dated 5/19/75

cc: Mayor Matayoshi

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EXECUTIVE CHAMBERS

HONOLULU

May 19, 1975

GEORGE R. ARIYOSHI
GOVERNOR

The Honorable Herbert Matayoshi
Mayor of the County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Attention: Mr. Milton Hakoda, Director
Department of Parks and Recreation

Dear Mayor Matayoshi:

SUBJECT: Final Environmental Impact Statement for
Panaewa Drag Strip, Panaewa, Hawaii

Based upon the recommendation of the Office of Environmental Quality Control, I am pleased to accept the subject document as satisfactory fulfillment of the requirements of Chapter 343, Hawaii Revised Statutes, and the Executive Order of August 23, 1971. This environmental impact statement will be a useful tool in the process of deciding whether or not the action described therein should or should not be allowed to proceed. My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws, and does not constitute an endorsement of the proposed action.

When you make your decision regarding the proposed action itself, I hope you will weigh carefully whether the societal benefits justify the environmental impacts which will likely occur. These impacts are adequately described in the statement, and, together with the comments made by reviewers, will provide you with a useful analysis of alternatives to the proposed action.

With warm personal regards, I remain,

Yours very truly,

George R. Ariyoshi

GEORGE R. ARIYOSHI

COUNTY COUNCIL
COUNTY OF HAWAII
HAWAII COUNTY BUILDING
HILO, HAWAII 96720

COPY

May 2, 1975

In Reply Refer To:
C-1274

Honorable Herbert T. Matayoshi
Mayor, County of Hawaii
Hilo, Hawaii 96720

Re: Environmental Impact Statement - Drag Strip

The Recreation and Transportation Committee at its meeting held April 30, 1975, request that the Administration consider an alternate site on State land off the Saddle Road close to the Kulani powerline road for drag racing and motorcycle activities as suggested by Councilman William S. Kawahara and the proposal by Mrs. Ann Nathaniel to place the drag strip at the farthest end on State land closest to Kings' Landing.

Dante K. Carpenter, Chairman
RECREATION AND TRANSPORTATION COMMITTEE

cc: Parks & Recreation Department
Planning Department

C11-1

MEMORANDUM:

PLANNING DEPARTMENT — County of Hawaii, Hilo, Hawaii 96720.

To: DEPARTMENT OF PARKS & RECREATION Date: November 14, 1973

From: PLANNING DEPARTMENT

Subject: DRAG STRIP EIS

We have received a verbal recommendation from OEQC to conduct a walk-through survey to verify the absence/presence of historical sites in the proposed drag strip area. B. P. Bishop Museum had indicated the possible existence of historical sites there.

Raymond H. Suefuji

RAYMOND H. SUEFUJI
Director

RN:mn

NOV 16 1973

1ST DISTRICT, HAWAII

WASHINGTON OFFICE:
442 CANNON BUILDING
20515

HONOLULU OFFICE:
218 FEDERAL BUILDING
96813

Congress of the United States
House of Representatives
Washington, D.C. 20515

MEMBER:
COMMITTEE ON RULES
COMMITTEE ON AGRICULTURE
STEERING COMMITTEE

February 26, 1973

Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control
550 Halekauwila St.
Tani Office Building
Honolulu, Hawaii 96813

Dear Dick:

Thank you for your letter of February 22, 1973 and for providing me with a copy of the draft environmental impact statement for the drag strip at Panaewa, South Hilo.

I appreciate your keeping me apprised of the activities of the Office of Environmental Quality Control.

Aloha and best wishes.

Sincerely,

Spark Matsunaga
Member of Congress

ENVIRONMENTAL IMPACT STATEMENT

FOR

D R A G S T R I P

By

Department of Parks and Recreation

County of Hawaii

April 1975

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DEPARTMENT OF PARKS & RECREATION — Herbert Matayoshi, Mayor

COUNTY OF HAWAII — Milton Hakoda, Director

April 18, 1975

Dr. Richard E. Marland, Director
Office of Environmental Quality Control
550 Halekauwila Street
Honolulu, Hawaii 96813

RE: Panaewa Drag Strip EIS

We are transmitting for your concurrence our final draft of the above EIS. We have reviewed our original documents, the comments received from other agencies, and your comments as well. We have incorporated changes in the draft EIS to reflect the comments received.

The basic concerns raised during the review were:

1) Access

2) Historic sites and cultural signficance of lama trees

3) Solid waste and sewage disposal

4) Abatement of other potential pollutants

5) Master planning for the area

The question of a permanent access to the proposed drag strip is yet unresolved as of this date. However, several different alternatives are available. As a temporary measure, we propose to extend the skeet range access road to the drag strip site.

An archaeological survey of the area was completed in July 1974. Francis Ching and Catherine Stauder of Archaeological Research Center Hawaii were retained for this purpose. We have enclosed two (2) copies of their report which concludes "there are no archaeological sites in the area of the proposed drag strip..." Lama trees were not noted in their report, however, page 7 of our EIS states that where appropriate these trees will be used in landscaping.

All construction work contracted by the County of Hawaii must be done under the General Requirements and Covenants of the Department of Public Works. This document governs all phases of construction. Solid waste disposal, dust control,

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noise control and erosion control are regulated under Section 11, Environmental Protection. Sewage Treatment and Disposal are regulated by the Department of Health. Our use of self-contained aerobic treatment units must conform to the standards set by their regulations. The same would hold true for any potential sources of pollution. We call your attention to the Health Department's comments in the appendix (dated March 20, 1973).

The County is actively pursuing the development of a master plan for the area. We have been developing such a plan from the recreational perspective with the aid of our consultants (see page 6). Additionally, the Hawaiian Homes Commission is also in the process of completing its master plan which includes portions of the area. Again, we are also aware of the eventual master planning of the area by the State. Much time has elapsed since our proposal has been initiated. We have had little progress in having a coordinated, comprehensive plan adopted. To reiterate what is stated in our EIS, "The County, therefore, plans to proceed with the proposed facility with hopes that the State can incorporate it into any eventual master plan for the State land of Panaewa."

We believe that all the necessary investigations have been made for the scope of this project. Sufficient data have been reviewed to make a sound decision. Based on the County's evaluations, public interest is best served by implementing this project.

MILTON T. HAKODA, DIRECTOR
Department of Parks and Recreation

RAYMOND SUEFUJI, DIRECTOR
Planning Department

HERBERT T. MATAYOSHI
MAYOR

encs.

ENVIRONMENTAL IMPACT STATEMENT

FOR

D R A G S T R I P

PANAEWA, SOUTH HILO, HAWAII

DEPARTMENT OF PARKS AND RECREATION

COUNTY OF HAWAII

INTRODUCTION

The County of Hawaii through its Department of Parks and Recreation has proposed to develop a drag racing facility to meet the demands of this recreational activity and to provide a safe channel for it. More than half a million dollars has been appropriated for the facility, $335,000 by the County and $336,500 by the State. There have been no expenditures to date, pending the approval of the project by the State as landowner of the proposed site; the approval of the Department of Hawaiian Home Lands as owner of adjacent lands and lands through which access would most likely have to pass; and the processing of the environmental impact statement by the Office of Environmental Quality Control and its approval by the Governor.

PROJECT DESCRIPTION

The proposed project consists of the development of a three-quarter mile paved drag racing track, a return road, a 4,000-seat spectator area, the necessary parking, restroom facilities, and forest buffer zones. (See attached map.) The official measured track is one-quarter mile, but National Hot Rod Association standards require a one-half mile slowdown length for safety reasons.

The two lateral buffer zones will be tree-lined with a minimum width of 1500 feet each. The width of the buffer zones on the Hilo and Puna ends of the strip will be between 200 and 500 feet.

Structures planned for the initial phase of the project are a public restroom (approximately 30'x50') and a control tower (10'x10'). Subsequent phases will include a concession building (20'x30'); a pit area restroom (20'x20'); an auto shop (40'x100'); and permanent bleachers with a capacity of 4,000. Schematic and preliminary drawings will be submitted soon after a consultant is contracted for the job.

Three self-contained aerobic systems ("cavitettes") with a capacity of 1,250 gallons each will be available for sewage disposal at the project site. As the facility is expanded, so will the treatment units be expanded.

The following explanation for the subject project was given in the County of Hawaii Capital Budget and 6-year Capital Improvements Program, 1972-73, Part II:

> Many "outlaw" drags are held on the public highways and these illegal races are hazardous to the participants, spectators and other motorists who may be in the area. This is a serious police problem also. The

construction of a certified drag strip will help to curb the illegal races. There are quite a number of people who are interested in this sport on this island and several auto clubs have been formed in various parts of the island. A certified drag strip, which will be built to the standards set by the National Hot Rod Association, will insure the maximum safety of the participants and spectators alike. (page 108)

The Big Island Auto Racing Club has reported that outlaw races are usually held once a month.[1] Safety is an important factor in the attempt to channel outlaw races into sanctioned ones.

As a public recreational facility, the Department of Parks and Recreation will be responsible for regulating the use of the proposed facility. Some form of fee is anticipated by the department. The proposed facility is planned to be a self-sustaining one in terms of operating costs. It should also be noted that the proposed strip will be used for purposes other than drag racing, such as driver testing and training.

Racing activities generate much noise because of unmuffled and high revving engines. For this reason, locating in an area which will be minimally disturbing to the general population is very important. In addition, it is also important that the proposed facility be located in close proximity to the bulk of the population.

In order to initiate the project, subdivision approval and a use permit will have to be granted. Agencies contacted and involved in coordinating the project are the Department of Land and Natural Resources, the Department of Transportation, the Department of Hawaiian Home Lands, the Department of Planning and Economic Development, the Department of Public Works, the Department of Water Supply, the Planning Department and the Hawaii Police Department.

SITE DESCRIPTION

An area of approximately 135 acres of State-owned land in the district of South Hilo has been proposed for the subject project. More specifically, the proposed site is located in Panaewa, close to the South Hilo-Puna boundary, and is described by Tax Map Key 2-1-13:portion 2.[2] The attached map shows the proposed site more precisely.

The land is presently vacant and unused. It has no public access.[3] The proposed site is relatively isolated in terms of both its distance from urban development and

---

[1] "Outlaw" drag races are basically those which take place on public highways and which are not sanctioned.

[2] At its meeting of May 26, 1972, the BLNR approved to recommend to the Governor the issuance of an E.O. setting aside the site for drag strip complex purposes. The Board also approved to grant to the County a right-of-entry to the site for planning, site preparation, and construction purposes, subject to conditions.

[3] See section on "Access" for discussion on how access could be obtained and on available alternatives.

its lack of vehicular access. There are no utilities serving the proposed site. Aside from orchards to the south and the west of the project site, the forest area has not been used for any other purpose.

The State Land Use Commission has designated the subject area Agriculture. It is zoned Agriculture with a 20-acre minimum lot size by the County. The General Plan Land Use Allocation Guide Map designates it for orchard type uses.

The vegetation of the proposed site is characterized by a medium mixed forest which is predominantly 'ōhi'a-lehua and lama. There is false staghorn in open areas. Guava, hala, kukui and occasional tree ferns are also present. Other introduced plants include the trumpet tree, melastoma, melochia, and lantana.[4]

There are no known endangered species in the area. According to the Hilo branches of the State Division of Forestry and Fish and Game, no particularly valuable or needed resources would be lost or species endangered from this project within the context of this vast area.

The subject area has a slight soil overlaying a pāhoehoe and 'a'ā base. Slope is less than 5% and the elevation is about 200 feet.

Rainfall in the area has averaged about 144 inches annually.[5] The entire Hilo area is subject to such rainfall averages. Porosity of the ground makes for good drainage conditions and lessens the potential for flooding. The high rainfall average in the Hilo area is an accepted fact of life for Hilo residents and does not appear to stifle use of facilities or participation in most activities.

The County Department of Water Supply has stated that the subject area is not a needed water resource area and that the approximately 2-mile downslope distance of the site from the Panaewa wells is sufficient to protect the water table.

There is a definite diurnal wind pattern in the Hilo area. During the day, from about 0800 hours to 1800 hours, the prevailing winds are from the northeast quadrant. During the night, the wind direction reverses and becomes a downslope wind heading out to sea. This phenomenon is due in part to the influence of the mountain masses of Mauna Kea and Mauna Loa and related thermal currents.[6]

Temperatures throughout the year range from 63°F. to 82°F., with September being the warmest month and February the coolest. Mean annual temperature is about 73°F.[7]

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[4] Descriptions based on field inspection and Division of Forestry aerial photographs.

[5] Division of Water and Land Development, Department of Land and Natural Resources, An Inventory of Basic Water Resources Data: Island of Hawaii, Report R34, Honolulu, February, 1970.

[6] Interviews with National Weather Service Staff, Hilo.

[7] Basic Water Resources Data.

There are no recorded historical or archaeological sites in the subject area. Given the historical background of this area, it is unlikely that any sites of importance would be found.[8]

SURROUNDING LAND USE

Land uses surrounding the proposed site are depicted on the attached map. Distance has been measured in a straight line direction from the perimeter of the proposed site.

-County skeet range: 3,000 ft. NNW.
-Scattered quarry sites: 3,000-5,000 ft. NW.
-National Guard facilities, including a firing range: about 1½-2 miles N and NW.
-County landfill and rubbish dump area: about 1½ miles NW.
-Royal Hawaiian Macadamia Nut Company orchards: 3,000 ft. E and 1,000 ft. S and SE.
-Sugar care: 2,000 ft. S.
-Hawaiian Homes farmlots: 3,000+ ft. W.
-Panaewa Houselots subdivision: 1+ mile W.; about 100 residences on nearly 3-acre sized lots.
-Hawaiian Homes Panaewa residential subdivision: 1½-2miles WNW.

ACCESS

As mentioned previously under Site Description, the proposed site has neither access nor utilities. Only a few alternatives are available for access if the connection is to be direct and expedient. This is basically due to a flood control drainage project which is planned for the area and which is described under "Future Development in the Area." This project would preclude direct access from the northwest.

Presently, the closest connections from existing main government roads are Makalika and Lama Streets in the Panaewa Houselots subdivision. Both terminate at Railroad Avenue, which is a County-owned gravel road, and serve the residential area. The extended distance of either of these streets to the proposed drag strip site would be over one mile. Eventual improvements to these streets may be needed should either be used as access to the proposed facility.

Puainako Street may eventually extend eastward as part of the State Highway system. It would connect with a future Puna coastal highway and would also serve as the main airport entrance road. Plans for this extension, however, are still far in the future and access from this proposed extension to the proposed drag strip site is not foreseeable at this time.

An extension of Kawailani Street has also been considered and is reflected in the General Plan facilities map. This is a future consideration and no timetable has been set as yet.

A private gravel road runs along the South Hilo-Puna boundary from the entrance of the Royal Hawaiian Macadamia Nut Company to the sugar cane area and the macadamia nut orchards.

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[8]Loo, Virginia and William J. Bonk, A Historical Site Study and Evaluation of North Hawaii, 1970.

A portion of the total funds appropriated will be used to construct a standard access road and for the provision of basic utilities (water and electricity).

Since the submittal of the draft environmental impact statement to the Office of Environmental Quality Control, the Department of Hawaiian Home Lands has denied the County access to the proposed project site. Such access would have been via Makalika Street and across Hawaiian Home Lands. Due to these circumstances, the County is seeking permission to use the private road along the South Hilo-Puna boundary as temporary access. Use of this road for access would divert traffic away from existing residential areas. This access is presently being studied and no definite determination has been made concerning access.

As a temporary measure, the County also proposes the extension of the graval access road from the County-operated skeet range to the drag strip site. The proposed alignment follows the surveyor's alignment into the area.

FUTURE DEVELOPMENT IN THE AREA

Besides the subject drag racing facility, other projects have been planned in the vicinity of the proposed site.

A study of the feasibility of a County flood control drainage project has been completed and its design stage is pending.[9] The project will consist of a 150-foot wide transmission channel which would extend eastward from the intersection of Kanoelehua Avenue and Haihai Street toward the proposed drag strip site. The channel's terminus would be in a ponding area, or drainage detention basin, north of the proposed drag strip facility and about 1½ miles from the Volcano Highway, as shown on the attached map. The proposed ponding area would be about 200 acres in size and would be at a lower elevation than the proposed drag strip.

From the ponding area, spillways would direct overflow onto the natural contours of the land which slope gently toward the ocean. The Department of Public Works believes it is unlikely that there would be any standing water in the basin except for two or three days after exceptionally heavy storms. Spillways would be at an elevation about ten feet lower than the proposed drag strip facility, which itself would be built up. No threat of flooding to the drag strip is foreseen at this time by the Department of Public Works. That department has also indicated that the creation of the drainage basin would result in quantities of fill material which would be suitable and available for the construction of the drag strip.

The total cost of the flood drainage improvement project is estimated to be $4.5 million.

A new terminal and runway are planned for General Lyman Field. These are not expected to affect the proposed facility and vice versa. In reviewing the draft environmental impact statement, the Department of Transportation made no mention of the proposed drag strip interfering with development plans for General Lyman Field.

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[9] R. M. Towill Corporation, Drainage Master Plan for the County of Hawaii, August 1971.

The Royal Hawaiian Macadamia Nut Company has been considering the expansion of their orchards. Orchards are presently located to the south and to the east of the proposed drag strip site. A possible area of expansion would be towards the proposed drag strip site onto State lands. Such an action, however, would be dependent upon many factors, among which are the plans for governmental projects in the area, such as the airport expansion, and the future uses foreseen for such lands by the State.

During the draft environmental impact statement review process, the State Departments of Land and Natural Resources, Planning and Economic Development, and Transportation indicated the need for a coordinated planning effort for the development of State lands in Panaewa. The County has been working on the proposed drag strip project with various State agencies for close to two years. Inquiries were made by the County regarding master planning of the area. It was found that funds were available for doing so, but to date there is no knowledge of the State initiating any such planning effort. The County, therefore, plans to proceed with the proposed facility with hopes that the State can incorporate it into any eventual master plan for the State lands of Panaewa.

A study is now underway to determine the feasibility of the County developing a sports complex which could possibly include facilities for football, baseball, and a basketball arena with a capacity for 8,000 spectators. These facilities would help to correct the existing deficiency for such activities. The proposed complex would thus be an expansion of County-provided recreational facilities. It would be planned so as not to duplicate existing facilities such as those at Hoolulu Park. One of the sites under study is adjacent to the proposed drag strip site. The sports complex is only a concept under consideration and is in no way a definite proposal. The designation of a sports complex on the attached map is only to illustrate a possible location of the concept being studied.

The engineering consultant firm of Wilson, Okamoto & Associates has completed a comprehensive master plan study for this recreational complex in the lower Panaewa Forest. The area, consisting of 150 acres, adjoins the old County quarry site east of Railroad Avenue and north of the South Hilo-Puna district boundary. Multiple use of the site is proposed. A development schedule has yet to be completed.

POSSIBLE ENVIRONMENTAL IMPACT

There are two major areas of impact foreseen should this project be implemented. The first would be the conversion of a mixed forest into a drag racing strip with supporting facilities. The area to be cleared would be less than the total 135 acres proposed for the site as part of the existing forest would remain as a buffer zone. The land is not now used for human activities such as agriculture or recreation and, in that sense, no loss of productivity or human activity would result. In commenting on the draft environmental impact statement for the proposed project, the State Department of Agriculture, in a memorandum dated March 23, 1973, to the Office of Environmental Quality Control, stated that they found the proposed project would cause "...no economic loss to the present or future agricultural use of the subject parcel."

The effect of clearing part of the mixed forest on the surrounding area has not been definitely determined. As mentioned previously, preliminary indication by the State Division of Forestry and Fish and Game are that no valuable or needed resources would be lost or species endangered from this project within the context of this vast area.

The Department of Planning and Economic Development has commented that the lama trees should be preserved. Existing vegetation, including the lama trees, will be used in landscaping. Those within the drag strip proper cannot be protected.

A second major impact which could occur would be noise disturbance. Precautions are being taken to minimize the effects of noise and to prevent disturbance to people in the surrounding area. This is one of the reasons why the location of the proposed facility is in a relatively remote area away from concentrated settlement. Important factors in minimizing the effects of noise are distance, sound absorbing buffers, such as dense stands of trees, and consideration of wind patterns. The Department of Parks and Recreation has conducted sound tests in situations similar to the proposed site to determine the possible noise disturbance which would result from the proposed facility. The results of these tests indicate that there would be no disturbance to the closest residential areas.[10] The area which would be most subject to noise disturbance would be the Panaewa Houselots subdivision, which is over a mile from the proposed site.

In a letter dated March 20, 1973, the Department of Health stated that "...the construction of this drag strip should not create any abnormal noise exposure to the people living near this facility."

Another impact to be considered is that of increased traffic. Full understanding of this projected impact would depend on the access chosen, the volume of traffic generated by the proposed facility, both average and peak loads, and the frequency of such traffic. If the shorter alternative access routes are chosen, there will be increased traffic in residential areas. Both Makalika and Lama Streets are adequate for residential purposes. They may have to be improved eventually, however, if they are chosen as access routes to the proposed facility.

The proposed project may have an effect on the National Guard Firing Range. The direction of fire from the firing range is towards the proposed site. The impact area of live ammunition from M-16 rifles approaches to within 2,000 feet of the proposed site's perimeter. The M-16 has a maximum range of about 2,300 feet (700 meters) and an effective range of 1,500 feet (460 meters). The firing range is used 6 to 8 weekends a year. Potential conflicts between the two facilities can be resolved through scheduling and possibly through physical barriers at the range.

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[10] A test was made in a 400+ acre cleared area similar to the proposed site. Readings were made downwind from the noise source on a sound level meter using the "Cs" scale during midmorning. The following results were obtained from three vehicles simultaneously revving their engines at 5,000 revolutions per minute:

Distance	dBCs
100 yds.	73
0.1 mi.	60
0.3 mi.	22±
0.5 mi.	did not register

Potential impact on the proposed sports complex cannot be evaluated at this time as the sports complex is still at a conceptual stage and no definite proposals have been made. Should the sports complex become a reality and be constructed adjacent to the proposed drag strip site, potential conflicts will have to be worked out by the Department of Parks and Recreation during the planning stages.

Slight changes in the existing drainage pattern may result from the proposed project. At this stage of the project, actual changes are not known, but preliminary indications from the Department of Public Works are that they will be minimal.

Some air pollution may be expected during the construction period. During this period, however, strict adherence to Public Health Regulations, Chapter 43, will be maintained.

In addition, all solid waste from the site preparation and construction phases will be properly stored and removed for disposal to an approved site. This and the above provision concerning the prevention of air pollution shall be part of the project specifications and shall be written into the construction contract.

Sewage shall be treated, as noted previously, in self-contained treatment units. The treated effluent will be disposed of directly into the ground. No potential health problems, however, are foreseen.

In July 1974, an archaeological investigation was conducted to determine whether sites of historical significance would be affected by the proposed project. Ching and Stauder found no archaeological sites within the area.

ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

Implementation of the proposed project will result in the conversion of mixed forest to public recreational use. It will also generate traffic, although it is not known to what extent. Access through vacant land could also bring pressure to increase or intensify the use of the land through which the access passes.

Noise disturbance may occur, although efforts are being made to minimize it, as described in the section on impact. Results of sound tests indicate that it will not disturb nearby residential areas.

Any contemplated adverse environmental effects during construction shall be reflected when construction plans are completed.

ALTERNATIVES TO THE PROPOSED ACTION

The criteria of relative isolation; a large, level area; relative proximity to the bulk of potential users; suitable access; and the availability of utilities have been general guidelines for selecting a site for a drag strip facility.

The conversion of the old Kailua-Kona airport, where drag racing activities have been held, to a permanent drag strip facility has been considered. Traveling distance for expected users as well as alternative uses of the old airport site and urbanization adjacent to it were factors against the airport's conversion.

Other possible sites removed from but close enough to the city would involve private lands. The acquisition costs of 100+ acres of land would add to the already substantial estimated cost of the facility. The cost of improvements to the proposed site would be less than the cost of acquiring another site. Land exchange could also be considered.

Other alternatives suggested by various agencies during the draft environmental impact statement review process were: 1) the conversion of existing crop-duster air strips on the Stainback Highway and on the Keaau-Pahoa Road, and 2) Upolu Airfield. Both of these alternatives had been investigated and were found to be unsuitable. The crop-duster air strips are too close to Stainback Highway and use of them would create traffic problems. Upolu Airfield was considered too remote and would, therefore, not solve any of the problems already existing with the use of the old Kona Airport.

Completely eliminating the idea of a drag racing facility would not fulfill the demands and needs of this growing sport. Public safety and channeling of this sport into a constructive activity are foremost reasons for the proposed project.

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

The proposed 135-acre site would be partly converted from forest to recreational use. The proposed site would be eliminated from other potential alternative uses, such as agriculture. Part of the forest would be retained as a buffer zone, particularly to minimize noise.

Implementing the drag strip proposal would not result in a loss of presently productive land or of a valuable natural area. The need for this type of recreational facility has been expressed over the past few years by local drag racing enthusiasts and the County and the State have seen fit to follow this request with appropriations totalling $671,500.

ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED

Part of the existing mixed forest would be replaced by the racing strip and supporting facilities. This is essentially the only existing resource which would be involved and the value of this forest area as a resource has been discussed in previous sections.

ECONOMIC AND SOCIAL COSTS

The Department of Parks and Recreation, the agency responsible for the development and maintenance of the proposed facility, has played a very active role in drag racing activities which have been held at the old Kona Airport in Kailua. At the present time, this is the only facility which has met the demands of this activity. The distance involved in traveling to Kailua is great for many participants and spectators as it is reported by the Department of Parks and Recreation that as many as 90% of the participants in past sponsored racing activities have been residents of East Hawaii. For such events, the towing of racing cars to Kailua from East Hawaii is also involved.

Sponsored drag racing events in the County, which are sanctioned by the National Hot Rod Association, have been held about four to six times a year. These have been on weekends during daylight hours. There have also been some practice events. Up to 100 specially made or remodeled vehicles have been entered in sponsored races. As a spectator sport, there have been approximately 4,000 persons present to witness single major races at events at the old Kona Airport. The Department of Parks and Recreation oversees the drag strip use of the former airport which is a State-owned facility.

The local racing clubs and other proponents are aware that drag racing enthusiasts using public highways and streets have not presented a particularly good image of their sport to the public. To this extent, they feel that they have been able to educate and partly regulate their members, many of whom are in their mid-20's, and other followers of this activity. Part of their overall educational and interest-provoking program is the incentive and stimulus generated by the prospect of a drag racing facility. The Police Department has gone on record as favoring the development of this type of recreational facility. The provision of the proposed facility will promote public safety and will minimize potential social problems.

The following is a preliminary cost breakdown of the project:

Access road (approximately 7,500 feet) @ $35/lin. foot	$ 262,500
Waterline @ $12/lin. foot	90,000
Electric line (approximately 40 poles) @ $175/pole	7,000
SUBTOTAL	$ 359,500
Design and survey	52,000
Drag Strip (3/4 mile)	193,600
Tower	5,000
Public restroom	60,000
Parking area (dust-free)	35,000
GRAND TOTAL	$ 705,100

JOHN A. BURNS
GOVERNOR

RICHARD E. MARLAND, PH.D.
INTERIM DIRECTOR

TELEPHONE NO.
548-6915

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
OFFICE OF THE GOVERNOR
STATE CAPITOL BUILDING 550 HALEKAUWILA STREET
ROOM 4336 ROOM 301
HONOLULU, HAWAII 96813

May 25, 1973

Mr. Robert T. Fukuda, Director
Department of Parks and Recreation
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Fukuda:

As of this date, our Office has received sixteen (16) responses to the above indicated draft environmental impact statement. (See the attached Summary Sheet of Responses.) For your convenience, below, we have compiled the various comments and recommendations provided by the reviewers.

AGENCIES HAVING NO OBJECTIONS TO THE STATEMENT OR THE PROPOSED PROJECT

The following agencies have indicated that there will be no adverse effects or conflicts with their area(s) of interest:

State Department of Agriculture
Planning Department, County of Maui
Department of Water Supply, County of Hawaii

In addition, Mr. Geoffrey B. Lauer, Track Manager for the Big Island Auto Club, and Mr. Q. Dick Stephen-Hassard, Environmental Protection Coordinator for C. Brewer and Company, Ltd., support the implementation of this proposed project. The Department of Health, item 3 (their memorandum of March 20, 1973), also indicated that they are "in accord with the intent of this project to provide a specially constructed area for drag races rather than allow these people to use the public streets for drag racing which may be cause of accidents and noise problems".

VARIOUS COMMENTS AND RECOMMENDATIONS PROVIDED

1. Recommendation from the Department of Health (item 2, memorandum dated March 20, 1973):

   "All solid wastes generated from the site preparation and construction phases and from operation of the drag strip should be properly stored and removed for disposal at approved site."

2. Recommendation - Department of Planning and Economic Development suggests that your agency "explore the possibility of preserving the native lama trees which are quite important in Hawaiian legends and cultural practices".

3. Additional information required - Sewage Treatment and Disposal

   a. Dr. Reginald H. F. Young, in his memorandum dated March 21, 1973, (item 3) stated: "No mention is made as to the disposal of the effluent from self-contained aerobic treatment units."

   b. The Department of Health indicates that the capacity of the aerobic systems should be increased along with the subsequent expansion of the facility. (See item 1 of their response.)

4. Recommendation - The Bernice P. Bishop Museum notes that the archaeological potential of the area is unknown and that a brief preliminary archaeological survey should be conducted to determine if historical sites exist in the area.

MEMORANDUM FROM DEPARTMENT OF TRANSPORTATION

The Department of Transportation in its memorandum dated April 12, 1973, has provided an extensive review and commentary on the draft statement. We feel that many of the points brought up in their memorandum should be appropriately answered in the final environmental impact statement. In addition, after evaluating their comments we have found:

(a) Point 2(c) of their memorandum and item 2 of the memorandum from Dr. Young questions whether the higher rainfall would be detrimental to the use of the drag strip.

(b) Items 2(d), 3(a), 6(a) and 7 in Department of Transportation's memorandum relates to noise emission from the drag strip. However, the Department of Health's memorandum (item 3) indicated that the "construction of this drag strip should not create any abnormal noise exposure to the people living near this facility".

(c) Items 2(d), 6(b) and 7 regarding air emissions from the site, again however, the Department of Health pointed out that they anticipate no major air pollution problems, and did recommend that during construction strict adherence to public health regulations (Chapter 43) be maintained.

(d) In regards to the Department of Transportation's comments on agriculture uses of the proposed site, 10(b), we find that the Department of Agriculture, stated that it "finds no economic loss to the present or future agricultural uses of the subject parcel".

(e) The Department of Transportation has mentioned several alternatives to the proposed action (item 8(a), 8(b) and 8(c)). This Office finds that item 8(b) and 8(c) should be especially investigated as feasible alternatives to develop the proposed Panaewa Drag Strip.

We hope that you will give the Department of Transportation's analysis thorough review and consideration in the final impact statement.

COORDINATED PLANNING EFFORTS FOR THE AREA

Three (3) State agencies (the Department of Planning and Economic Development, the Department of Transportation and the Department of Land and Natural Resources) have indicated that additional information should be provided on the "interrelationships of proposed facilities upon existing conditions and proposed circulation patterns in the general vicinity". This would include:

(a) "combined effect of traffic and air pollutants generated from the facility, the proposed sports

complex, airport facilities, military and agricultural uses upon the nearby residential neighborhoods and upon each other",

(b) possibility of future uses for the area including orchard growing and agricultural use, and

(c) possible duplication of facilities (refer to item 5a, Department of Transportation's memo.

The Department of Land and Natural Resources feels that the future development of the Hilo Airport complex may affect the proposed drag strip and that plans for the drag strip should be compatible to the over all development. Therefore, they have requested that this proposed project be held in "abeyance until a master plan has been completed, which will show the proposed development of the State lands at Panaewa, Hilo, Hawaii".

We feel this consideration of over all coordinated efforts is a significant aspect to investigate. Presently, there are many State and County proposals for various facilities and activities to occur in this area and every effort should be made to realize the compatibility, multiple uses and comprehensive impact these facilities will have on the environment. We, therefore, strongly recommend that a section in the final environmental impact statement be included relating to the comprehensive and coordinative planning of this facility with other proposed facilities in the Panaewa rea.

Thank you for the opportunity to review this draft statement.

Sincerely,

RICHARD E. MARLAND
Interim Director

Enclosures

cc: Office of Information and Youth Affairs
Planning Department, County of Hawaii
Senator Stanley Hara

SUMMARY SHEET OF RESPONSES FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT - DRAG STRIP AT PANAEWA, SOUTH HILO, HAWAII

The date of the response is indicated in parentheses.

*1. U. S. Representative Spark Matsunaga (February 26)

2. Department of Public Works, County of Hawaii (March 1)

3. C. Brewer and Company, Ltd. (March 5)

*4. Board of Water Supply, City and County of Honolulu (March 6)

5. Department of Water Supply, County of Hawaii (March 7)

*6. Department of the Air Force (March 8)

7. Big Island Auto Club (March 15)

*8. Hawaiian Telephone Company (March 16)

9. Planning Department, County of Hawaii (March 16)

10. State Department of Health (March 20)

11. Dr. Reginald H. F. Young (March 21)

12. Bernice P. Bishop Museum (March 21)

13. State Department of Agriculture (March 23)

14. Department of Planning and Economic Development (April 2)

15. State Department of Transportation (April 12)

16. Department of Land and Natural Resources (May 4, 1973)

*Indicates that the individual or agency had no comments to offer at this time.

SPARK M. MATSUNAGA
1ST DISTRICT, HAWAII

WASHINGTON OFFICE:
442 CANNON BUILDING
20515

HONOLULU OFFICE:
218 FEDERAL BUILDING
96813

Congress of the United States
House of Representatives
Washington, D.C. 20515

MEMBER:
COMMITTEE ON RULES
COMMITTEE ON AGRICULTURE
STEERING COMMITTEE

February 26, 1973

Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control
550 Halekauwila St.
Tani Office Building
Honolulu, Hawaii 96813

Dear Dick:

Thank you for your letter of February 22, 1973 and for providing me with a copy of the draft environmental impact statement for the drag strip at Panaewa, South Hilo.

I appreciate your keeping me apprised of the activities of the Office of Environmental Quality Control.

Aloha and best wishes.

Sincerely,

Spark Matsunaga
Member of Congress

SHUNICHI KIMURA
MAYOR

EDWARD K. HARADA
CHIEF ENGINEER

BUREAUS AND DIVISIONS:
AUTOMOTIVE EQUIPMENT & MOTOR POOL
BUILDING CONSTRUCTION AND INSPECTION
PLANS AND SURVEYS
ROAD CONSTRUCTION AND MAINTENANCE
SEWERS AND SANITATION
TRAFFIC SAFETY AND CONTROL

COUNTY OF HAWAII
DEPARTMENT OF PUBLIC WORKS
25 AUPUNI STREET
HILO, HAWAII 96720

March 1, 1973

Dr. Richard E. Marland
Office of Environmental Quality Control
550 Halekauwila Street
Tani Office Building, Room 301
Honolulu, Hawaii 96813

SUBJECT: Draft Environmental Impact Statement for Drag Strip at Panaewa
South Hilo, Hawaii

Thank you for the opportunity to submit our comments on the proposed project. This department supports the concept of this project. The location of the certified drag strip in the Panaewa forest area will provide the sportsmen the opportunity to conduct races according to National Standards in an ideal area remote from the residential areas.

Access to the site we note has to be worked out together with the approval of land use and implementation of the improvements. In the design plan review the necessary health, safety and aesthetic measures can be imposed. The unavoidable noise, air and water pollution during construction can be properly controlled under enforcement of existing pollution control measures.

The location of the drag strip appears to be compatible with the proposed sports complex and the drainage channel and ponding area now being designed.

EDWARD HARADA
Chief Engineer

cc: Planning Department
Parks & Recreation

C. BREWER AND COMPANY, LIMITED
HILO BRANCH OFFICE

P.O. BOX 1801
HILO, HAWAII 96720
TELEPHONE 935-6671

March 5, 1973

EPC-509

Dr. Richard E. Marland
Office of Environmental
Quality Control
550 Halekauwila Street
Tani Office Bldg., Room 301
Honolulu, Hawaii 96813

Dear Dr. Marland:

I am writing to reply to your request for comments on the draft environment impact statement for the drag strip at Panaewa, South Hilo, Hawaii. In my opinion this is one of the better environmental impact statements I have seen and expressing strictly my own viewpoint I feel that it justifies the establishment of the subject drag strip.

The area under consideration lends itself well to the construction of a drag strip because it is well away from the populated areas and encroachment of exotic species has disrupted the area to the extent that it cannot fairly be called typical native Hawaiian forest land.

Thank you very much for permitting me to review the statement.

Very truly yours,

C. BREWER AND COMPANY, LIMITED

Dick

Q. Dick Stephen-Hassard
Environmental Protection Coordinator

QDSH/ekc

cc: E. J. Lui

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA
POST OFFICE BOX 3410
HONOLULU, HAWAII 96801

BOARD OF WATER SUPPLY
RICHARD H. COX, Vice Chairman
GEORGE APOLIHAN, Secretary
JOHN HENRY FELIX
EDWARD Y. HIRATA
FUJIO MATSUDA
STANLEY S. TAKAHASHI
GEORGE A. L. YUEN
Manager and Chief Engineer

March 6, 1973

Dr. Richard E. Marland,
Interim Director
Office of Environmental Quality Control
550 Halekauwila Street
Honolulu, Hawaii 96813

Dear Dr. Marland:

Subject: Drag Strip at Panaewa, South Hilo, Hawaii

The subject project is not within our purview and we therefore have no comments on the draft impact statement.

Very truly yours,

Richard W. K. Lum
Chief - Planning, Resources
and Research Division

DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
P. O. BOX 1820 • HILO, HAWAII 96720 • 25 AUPUNI STREET

March 7, 1973

To: Richard E. Marland
Interim Director

From: Akira Fujimoto, Division of Manager

Subject: Draft Environmental Impact Statement for
Drag Strip at Panaewa, South Hilo, Hawaii

Our Panaewa wells, located two miles above this proposed drag strip, will not be adversely affected by this drag strip. Therefore, we have no objection to this environmental impact statement.

A. Fujimoto

Akira Fujimoto
Manager

WHS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 15th AIR BASE WING (PACAF)
APO SAN FRANCISCO 96553

REPLY TO ATTN OF: DE

8 MAR 1973

SUBJECT: Draft Environmental Impact Statement

TO: Office of Environmental Quality Control
Office of the Governor
550 Halekauwila Street
Tani Office Building, Third Floor
Honolulu, Hawaii 96813

1. Reference is made to your letter of 22 Feb 73, subject as above.

2. This office has no comments to render relative to the draft environmental impact statement for Drag Strip at Panaewa, South Hilo, Hawaii.

Allan M. Yamada

ALLAN M. YAMADA
Asst Dep Comdr for Civil Engrg

BIG ISLAND AUTO CLUB
P. O. BOX 1595
HILO, HAWAII 96720

March 15, 1973

Mr. Richard E. Marland
Office of Environmental Quality Control
550 Halekauwila Street, Room 301
Honolulu, Hawaii 96813

Dear Mr. Marland:

On behalf of the members of the Big Island Auto Club, I would like to comment on the Draft Environmental Impact Statement for a dragstrip at Panaewa, South Hilo, Hawaii.

In reference to Paragraph 2, Page 2, the reported outlaw races were sanctioned by the National Hot Rod Association. The word"outlaw" in this case refers to a specific type of event which the Auto Club was putting on once a month at the old Kona Airport. These legal races were discontinued because traveling to Kona every month proved to be too much of a financial burden for a majority of the racers and the Auto Club. Actual illegal streeet racing generally occur every weekend and they are not condoned by this organization. We now conduct four to five major events a year in Kona.

As to the possible environmental impact of the proposed dragstrip, I believe that any possible adverse results to the physical environment are far outweighed by the positive effects the facility would have on the social environment of this Island.

The Big Island Auto Club is a registered non-profit corporation set up by racing enthusiasts for the purpose of promoting the sport of drag racing. Our main goal has always been to have a permanent legal facility in East Hawaii. We strongly share our County's view, "Public safety and channeling of this sport into a constructive activity are foremost reasons for the proposed project."

Thank you for giving us the opportunity to express our feelings.

Sincerely,

Geoffrey B. Lauer
Track Manager

HAWAIIAN TELEPHONE COMPANY

P. O. BOX 2200 · HONOLULU, HAWAII 96805 · TELEPHONE (808) 537-7111 · CABLE: TELHAWAII

March 16, 1973

Dr. Richard E. Marland
Interim Director
Office of Environmental Quality Control
550 Halekauwila Street
Tani Office Bldg., Room 301
Honolulu, Hawaii 96813

Subject: Draft Environmental Impact Statement for: Drag Strip at Panaewa, South Hilo, Hawaii

Ref: Your Memorandum dated February 22, 1973

Dear Dr. Marland:

We have reviewed the Draft Environmental Impact Statement and have no objections to the project, nor to the content of the Environmental Impact Statement.

Very truly yours,

R. Mau

Richard Mau
General Outside Plant Engineer

COUNTY OF HAWAII

PLANNING DEPARTMENT

25 AUPUNI STREET • HILO, HAWAII 96720

SHUNICHI KIMURA
Mayor

RAYMOND H. SUEFUJI
Director

March 16, 1973

Dr. Richard E. Marland
Interim Director
Office of Environmental Quality Control
550 Halekauwila Street
Tani Office Bldg., Third Floor
Honolulu, Hawaii 96813

Re: Draft EIS for Drag Strip at Panaewa, South Hilo, Hawaii

Thank you for the copy of the subject draft EIS. We find that the statement is well written and that it covers all pertinent points. We do not foresee conflicts with other County projects in the vicinity.

Sidney M. Fuke

Raymond H. Suefuji
Director

McG:mh

JOHN A. BURNS
GOVERNOR OF HAWAII

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

WALTER B. QUISENBERRY, M.P.H., M.D.
DIRECTOR OF HEALTH

WILBUR S. LUMMIS JR., M.S., M.D.
DEPUTY DIRECTOR OF HEALTH

RALPH B. BERRY, M.P.H., M.D.
DEPUTY DIRECTOR OF HEALTH

HENRI P. MINETTE, M.P.H., DR.P.H.
DEPUTY DIRECTOR OF HEALTH

March 20, 1973

To: Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control

From: Director of Health

Subject: Environmental Impact Statement for Drag Strip at Panaewa, South Hilo, Hawaii

The following comments are submitted for your consideration.

1. The construction of two self contained aerobic systems with a capacity of 1250 gallons each appears to be adequate for the initial phase of the project which includes construction of a public restroom and a control tower. However, the capacity of the aerobic systems should be increased in the subsequent phases of construction which includes a concession building, a pit area restroom, an auto shop, and permanent bleachers with a capacity of 4,000 seats.

2. All solid waste generated from site preparation and construction phases and from the operation of the Drag Strip should be properly stored and removed for disposal at an approved site.

3. We are in accord with the intent of this project to provide a specially constructed area for drag races rather than allow these people to use the public streets for drag racing which may be a cause of accidents and noise problems. Investigation of the area reveals that the nearest residence is a farm lot about 3,000 feet away from the proposed drag strip site. According to the study made with noise meters, the construction of this drag strip should not create any abnormal noise exposure to the people living near this facility.

4. Because of its isolated location and lava-type make-up of the soil in the area, we foresee no major air pollution problems for the proposed project. However, during the construction phase of operation strict adherence to Public Health Regulations, Chapter 43, (especially those sections related to fugitive dust and open burning) must be maintained.

/s/ Walter B. Quisenberry
WALTER B. QUISENBERRY, M.D.

UNIVERSITY OF HAWAII

Department of Civil Engineering

MEMORANDUM

March 21, 1973

TO: Mr. Richard E. Marland
Interim Director, OEQC

FROM: R.H.F. Young

Draft EIS, Drag Strip at Panaewa, South Hilo, Hawaii

1. Is the area proposed for the Drag Strip adjacent to the proposed for Race Track and Rodeo Area that was reviewed in an earlier EIS? Are the two types of activities compatible or can they be coordinated so as to have minimum effect on one another?

2. Will the high rainfall, 144 inches/year be a detriment to the use and safe operation of the proposed Drag Strip?

3. No mention is made as to the disposal of the effluent from the self-contained aerobic treatment units.

BERNICE P. BISHOP MUSEUM

P. O. Box 6037, Honolulu, Hawaii 96818 • Telephone 847-3511

March 21, 1973

Richard E. Marland, Interim Director
Office of Environmental Quality Control
550 Halekauwila Street
Tani Office Bldg., Room 301
Honolulu, Hawaii 96813

Subject: Draft Environmental Impact Statement for Drag Strip at Panaewa, South Hilo, Hawaii

Dear Sir:

As noted in the Study (p. 3) no archaeological sites are known to exist in the proposed drag strip area. However, this area, located in the extensive ahupua'a of Waiakea, has never been subjected to an archaeological survey, so that its archaeological potential is not known.

Two historical references that describe the early demography of this area suggest that sites might be present. Archibald Menzies, who visited the area in 1794 (16 years after European contact) noted that houses and field extended for a "considerable distance" east of the streams that emptied into the bay (Hawaii Nei 128 Years Ago, p. 141). In 1823, Rev. William Ellis estimated that approximately 400 houses surrounded Hilo bay and that he estimated the population of the area to be about 2000. He further states that "the greater part of [the vicinity of Waiakea is] formed into plantations, where plantains, bananas, sugar cane, taro, potatoes, and melons grow to the greatest perfection...The houses are mostly larger and better built than those of many districts through which we had passed." (Journal of William Ellis, pp. 239-40).

These historical references suggest that Hawaiian sites may exist in the proposed drag strip area, despite the fact that it is relatively far from the coast, where sites are often found to cluster. Moreover, Ellis' account indicates that such sites may be of unusual quality.

On the basis of this information, we recommend that a brief archaeological survey be conducted to determine whether sites exist in the area. Further archaeological investigation (e.g. through survey, excavation) could be recommended on the basis of this preliminary survey.

Sincerely yours,

Roland W. Force

Roland W. Force
Director

RWF:pb

JOHN A. BURNS
GOVERNOR

FREDERICK C. ERSKINE
CHAIRMAN, BOARD OF AGRICULTURE

WILLIAM E. FERNANDES
DEPUTY TO THE CHAIRMAN

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

March 23, 1973

MEMORANDUM

TO: Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control

SUBJECT: Draft Environmental Impact Statement for
Drag Strip at Panaewa, South Hilo, Hawaii

The Department of Agriculture has reviewed the application and finds no economic loss to the present or future agricultural use of the subject parcel.

Thank you for the opportunity to comment on this matter.

Frederick C. Erskine
Chairman, Board of Agriculture

STATE OF HAWAII

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

P. O. BOX 2359 • HONOLULU, HAWAII 96804

JOHN A. BURNS
Governor

SHELLEY M. MARK
Director

EDWARD J. GREANEY, JR.
Deputy Director

April 2, 1973

Ref. No. 8546

MEMORANDUM

TO: Dr. Richard E. Marland, Interim Director
Office of Environmental Quality Control

FROM: Shelley M. Mark, Director

SUBJECT: Draft EIS for Drag Strip at Panaewa, South Hilo, Hawaii

This is to inform you that the draft statement appears to be quite comprehensive in its coverage of environmental issues. However, from a planning standpoint, it would be appropriate for the impact of this proposed County facility to be evaluated within the overall context of all land use changes proposed. The interrelationships of proposed facilities upon existing conditions and proposed circulation patterns in this general vicinity should be further analyzed. Such a review should include an evaluation of the combined effect of traffic and air pollutants generated from this facility, the proposed sports complex, airport facilities, military and agricultural uses upon the nearby residential neighborhoods and upon each other.

From a historical - open space consideration, it is suggested that the County Department of Parks and Recreation explore the possibility of preserving the native lama trees which are quite important in Hawaiian legends and cultural practices.

We have no further comments to offer at this time.

cc: Planning Department, County of Hawaii

JOHN A. BURNS
GOVERNOR

FUJIO MATSUDA
DIRECTOR

E. ALVEY WRIGHT
DEPUTY DIRECTOR

LAWRENCE F. O. CHUN
DEPUTY DIRECTOR

MUNNY Y. M. LEE
DEPUTY DIRECTOR

DOUGLAS S. SAKAMOTO
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

IN REPLY REFER TO:
ATP 8.2168

April 12, 1973

MEMORANDUM

TO: DR. RICHARD E. MARLAND, INTERIM DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: FUJIO MATSUDA
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR DRAG STRIP AT PANAEWA, SOUTH HILO, HAWAII

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

Specific Comments on the EIS are as follows:

1. Project Description: (pg. 1-2)

   a. Justification based on potential numbers of participants, spectators, cost-benefits, priority in relation to other needed recreational facilities, maintenance and operating costs, etc., is totally lacking.

   b. There are no cost projections to show that the facility will be self-sustaining in terms of operating costs, and no projection of maintenance costs. There are believed to be adequate existing facilities for driver testing and training.

2. Site Description: (pg. 2-3)

   a. The area required for the project apparently covers only the immediate area of the project. (Additional land is required for the access road).

b. The fact that the area is presently vacant and unused does not preclude the possibility of future uses. As noted in the EIS the General Plan designates the area for orchard type uses.

c. The heavy and frequent rainfall in the area could make the strip unusable on occasions.

d. The prevailing daytime winds from the northeast quadrant would drive the concentrations of air pollution and noise resulting from the drag racing towards the residential areas along Lama and Makalika Streets.

3. Surrounding Land Uses: (pg. 4)

a. The Panaewa Houselots subdivision and the Hawaiian Homes Panaewa Residential subdivision could be subjected to noise and air pollution resulting from the drag racing activities. It should be noted that the Hawaiian Homes Commission presently has contracted for 45 additional residential units in its Panaewa subdivision.

4. Access: (pg. 4)

a. Providing access to the site via Makalika Street as proposed would disturb the serenity of this quiet residential area and might create undesirable and objectionable environmental impacts in terms of traffic congestion, safety, noise and air pollution.

b. The eastward extension of Puainako Street from Kanoelehua Avenue is not included in the State Highway System and is unlikely in the foreseeable future.

5. Future Development in the Area: (pg. 5)

a. The development of a sports complex in the area seems problematical in view of the County's development of the Hoolulu Park complex and the funding requirements to complete that facility. The need for two such facilities seems questionable.

6. Possible Environmental Impact: (pg. 6-7)

   a. Noise pollution may create considerable environmental impact. When drag races were held some years back on Kamehameha Avenue in Hilo, the noise was clearly audible in Piihonua, over three miles away. Possible noise impact on neighboring residential areas should be more fully investigated by professional acoustic engineers. The noise test data reported uses dBc whereas State and Federal agencies use an "A" frequency - e.g. - dBA. The dB levels reported are inconclusive since they must be added to the existing noise levels at the test location.

   b. As noted under the discussion on Access, routing the traffic to the facility through a residential area would be undesirable. The statement acknowledges that future widening and improvement of the street would be required if this route is used.

   c. The statement does not mention the possibility of air pollution.

7. Adverse Environmental Effects Which Cannot be Avoided: (pg. 7)

   Implementation of the project may create adverse environmental effects in noise pollution, traffic congestion, and air pollution.

8. Alternatives to the Proposed Action: (pg. 7)

   a. The "no action" alternative should be more fully explored in view of the large commitment of resources and funds for a limited use. There is no established proof that a sanctioned drag strip will contribute to public safety; on the contrary, there are indications, although statistics are admittedly hard to come by, that sanctioned racing increases drag racing on the public streets, and that the incidence of car theft and stripping increases by those drivers trying to emulate drag racers but who are unable to meet the requirements for

sanctioned races or cannot afford the expensive equipment and accessories to modify their vehicles to drag racing capability.

b. Two alternatives that might be explored are the conversion of existing crop-duster air strips on the Stainback Highway and on the Keaau-Pahoa Road, both of which are on State lands. Occasional conflicts with crop-dusting operations could be resolved by scheduling.

c. The Department of Transportation has previously indicated the possibility of using Upolu Airfield for drag racing under controlled conditions, and such an arrangement already exists on Kauai. This location is removed from any developments or residences and the prevailing winds in the area would dissipate noise and air pollution out to sea, and provides the full facility without any further commitment of funds or other resources.

9. Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity (pg. 8)

-and-

10. Irreversible and Irretrievable Commitments of Resources: (pg. 8)

a. The project commits the adjacent areas to usages unaffected by noise. Types of usages which may be eliminated from the surrounding area are: residential, school, church, certain livestock raising, etc.

b. The acreage for the project site cannot be easily converted to agricultural usage. Effectively 273± acres are eliminated from agricultural production.

11. Economic and Social Cost: (pg. 8-9)

a. The estimated project cost of $705,100 apparently covers the initial phase only and does not include costs for items to be built in latter phases, including, according to the project description,

concession buildings, pit area restroom, auto shop, and bleachers. No cost is included for the improvement of Lama or Makalika Streets as described under Access if these streets are used as the route to the facility, nor is there any value placed on the land required for the development. The cost of the tree planting for the buffer zones does not seem to be included.

E. Alvey Knight
for FUJIO MATSUDA

JOHN A. BURNS
GOVERNOR OF HAWAII

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

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

May 4, 1973

MEMORANDUM

TO: Richard E. Marland, Interim Director
OEQC

FROM: Sunao Kido, Chairman and Member
Board of Land and Natural Resources

SUBJECT: Comments on Draft Environmental Impact Statements

A. Drag Strip at Panaewa, South Hilo, Hawaii

This department does not object to the proposed raceway drag strip, to be constructed by the Hawaii County on State land at Panaewa, Hilo, Hawaii, but we are concerned over the possible adverse effects that the selected site may have on the future development of State lands in the Hilo Airport Complex.

The Panaewa lands of the State will eventually be developed as a part of the new Hilo Airport, and we want to be certain that the location of this dragstrip will be compatible to the overall development.

This department requests that the Drag Strip Project be held in abeyance until a master plan has been completed, which will show the proposed development of the State lands of Panaewa, Hilo, Hawaii.

B. Flood Control for the Waiakea-Uka Area, Hilo, Hawaii

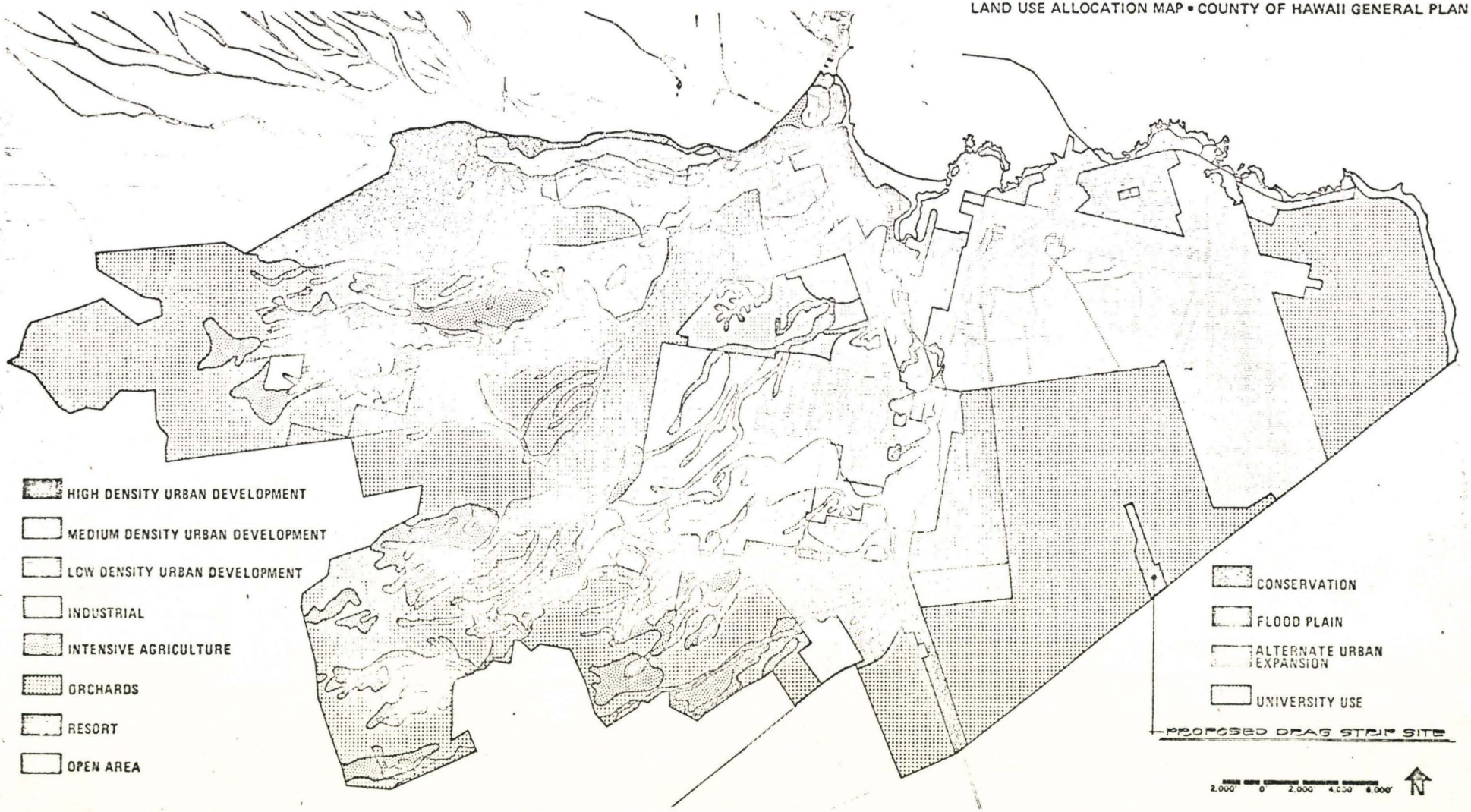
The Department of Land and Natural Resources has no objections to the draft environmental impact statement on the proposed Waiakea-Uka Flood Control Project, but the site selected for the final holding basin of the flood waters on approximately 300 acres of State land in Panaewa is of great concern to us.

These 300 acres will either be included in the future Hilo Airport Terminal Complex, or have a significant impact on the future development of the State lands adjacent to the airport complex.

We request that this project be held in abeyance until completion of the State's master plan of the 4,000± acres that will be involved in the future Hilo Airport Development.

BOARD OF LAND AND NATURAL RESOURCES

SUNAO KIDO
Chairman and Member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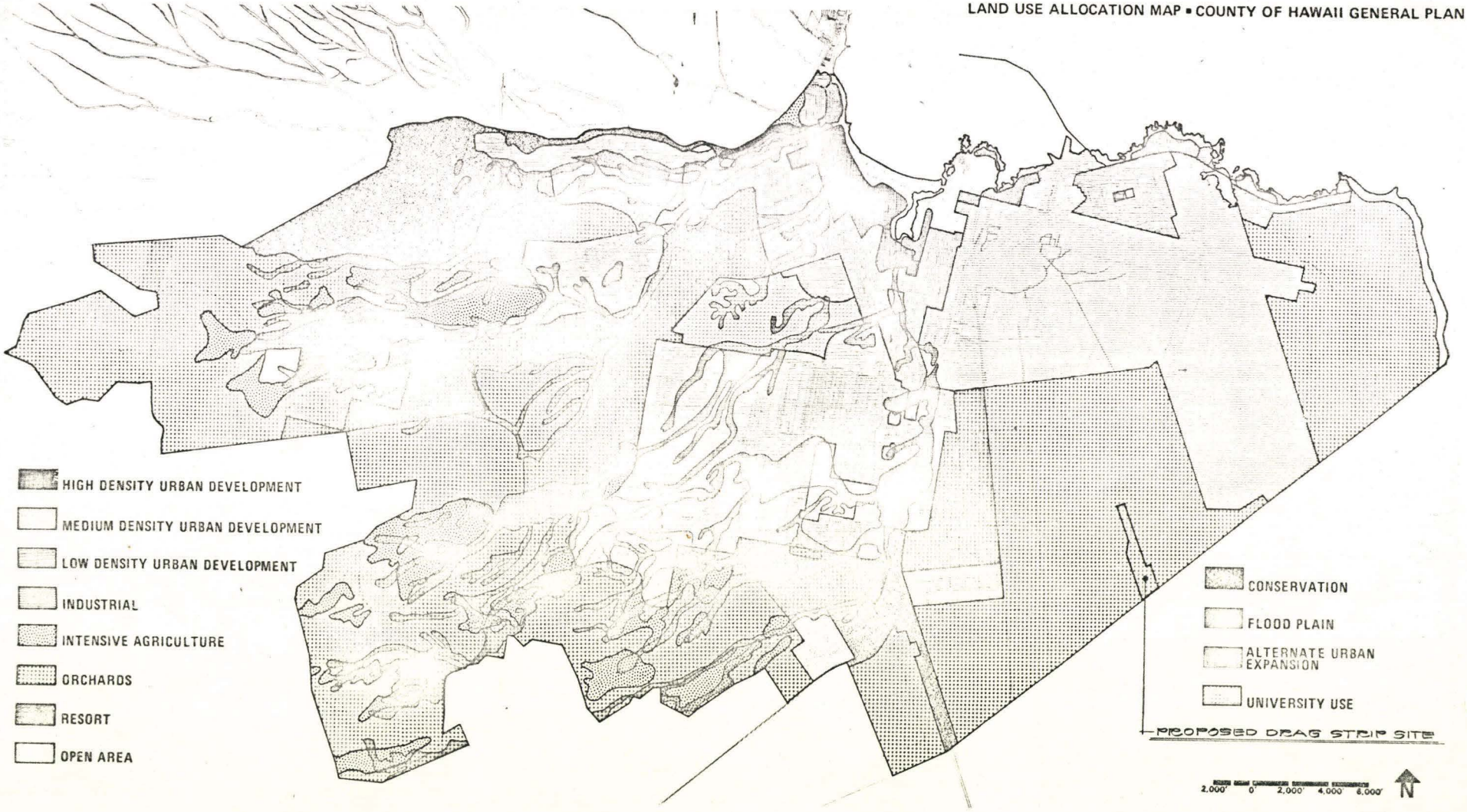
LAND USE ALLOCATION MAP • COUNTY OF HAWAII GENERAL PLAN



ENVIRONMENTAL IMPACT STATEMENT

FOR

D R A G S T R I P

By

Department of Parks and Recreation

County of Hawaii

July 1973

ENVIRONMENTAL IMPACT STATEMENT

FOR

D R A G S T R I P

PANAEWA, SOUTH HILO, HAWAII

DEPARTMENT OF PARKS AND RECREATION

COUNTY OF HAWAII

INTRODUCTION

The County of Hawaii through its Department of Parks and Recreation has proposed to develop a drag racing facility to meet the demands of this recreational activity and to provide a safe channel for it. More than half a million dollars has been appropriated for the facility, $335,000 by the County and $336,500 by the State. There have been no expenditures to date, pending the approval of the project by the State as landowner of the proposed site; the approval of the Department of Hawaiian Home Lands as owner of adjacent lands and lands through which access would most likely have to pass; and the processing of the environmental impact statement by the Office of Environmental Quality Control and its approval by the Governor.

PROJECT DESCRIPTION

The proposed project consists of the development of a three-quarter mile paved drag racing track, a return road, a 4,000-seat spectator area, the necessary parking, restroom facilities, and forest buffer zones. (See attached map.) The official measured track is one-quarter mile, but National Hot Rod Association standards require a one-half mile slowdown length for safety reasons.

The two lateral buffer zones will be tree-lined with a minimum width of 1500 feet each. The width of the buffer zones on the Hilo and Puna ends of the strip will be between 200 and 500 feet.

Structures planned for the initial phase of the project are a public restroom (approximately 30'x50') and a control tower (10'x10'). Subsequent phases will include a concession building (20'x30'); a pit area restroom (20'x20'); an auto shop (40'x100'); and permanent bleachers with a capacity of 4,000. Schematic and preliminary drawings will be submitted soon after a consultant is contracted for the job.

Three self-contained aerobic systems ("cavitettes") with a capacity of 1,250 gallons each will be available for sewage disposal at the project site. As the facility is expanded, so will the treatment units be expanded.

The following explanation for the subject project was given in the County of Hawaii Capital Budget and 6-year Capital Improvements Program, 1972-73, Part II:

> Many "outlaw" drags are held on the public highways and these illegal races are hazardous to the participants, spectators and other motorists who may be in the area. This is a serious police problem also. The

construction of a certified drag strip will help to curb the illegal races. There are quite a number of people who are interested in this sport on this island and several auto clubs have been formed in various parts of the island. A certified drag strip, which will be built to the standards set by the National Hot Rod Association, will insure the maximum safety of the participants and spectators alike. (page 108)

The Big Island Auto Racing Club has reported that outlaw races are usually held once a month.[1] Safety is an important factor in the attempt to channel outlaw races into sanctioned ones.

As a public recreational facility, the Department of Parks and Recreation will be responsible for regulating the use of the proposed facility. Some form of fee is anticipated by the department. The proposed facility is planned to be a self-sustaining one in terms of operating costs. It should also be noted that the proposed strip will be used for purposes other than drag racing, such as driver testing and training.

Racing activities generate much noise because of unmuffled and high revving engines. For this reason, locating in an area which will be minimally disturbing to the general population is very important. In addition, it is also important that the proposed facility be located in close proximity to the bulk of the population.

In order to initiate the project, subdivision approval and a use permit will have to be granted. Agencies contacted and involved in coordinating the project are the Department of Land and Natural Resources, the Department of Transportation, the Department of Hawaiian Home Lands, the Department of Planning and Economic Development, the Department of Public Works, the Department of Water Supply, the Planning Department and the Hawaii Police Department.

SITE DESCRIPTION

An area of approximately 135 acres of State-owned land in the district of South Hilo has been proposed for the subject project. More specifically, the proposed site is located in Panaewa, close to the South Hilo-Puna boundary, and is described by Tax Map Key 2-1-13:portion 2.[2] The attached map shows the proposed site more precisely.

The land is presently vacant and unused. It has no public access.[3] The proposed site is relatively isolated in terms of both its distance from urban development and

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1 "Outlaw" drag races are basically those which take place on public highways and which are not sanctioned.

2 At its meeting of May 26, 1972, the BLNR approved to recommend to the Governor the issuance of an E.O. setting aside the site for drag strip complex purposes. The Board also approved to grant to the County a right-of-entry to the site for planning, site preparation, and construction purposes, subject to conditions.

3 See section on "Access" for discussion on how access could be obtained and on available alternatives.

its lack of vehicular access. [There are no utilities serving the proposed site.] Aside from orchards to the south and the west of the project site, the forest area has not been used for any other purpose.

The State Land Use Commission has designated the subject area Agriculture. It is zoned Agriculture with a 20-acre minimum lot size by the County. The General Plan Land Use Allocation Guide Map designates it for orchard type uses.

The vegetation of the proposed site is characterized by a medium mixed forest which is predominantly 'ōhi'a-lehua and lama. There is false staghorn in open areas. Guava, hala, kukui and occasional tree ferns are also present. Other introduced plants include the trumpet tree, melastoma, melochia, and lantana.[4]

There are no known endangered species in the area. According to the Hilo branches of the State Division of Forestry and Fish and Game, no particularly valuable or needed resources would be lost or species endangered from this project within the context of this vast area.

The subject area has a slight soil overlaying a pāhoehoe and 'a'ā base. Slope is less than 5% and the elevation is about 200 feet.

Rainfall in the area has averaged about 144 inches annually.[5] The entire Hilo area is subject to such rainfall averages. Porosity of the ground makes for good drainage conditions and lessens the potential for flooding. The high rainfall average in the Hilo area is an accepted fact of life for Hilo residents and does not appear to stifle use of facilities or participation in most activities.

The County Department of Water Supply has stated that the subject area is not a needed water resource area and that the approximately 2-mile downslope distance of the site from the Panaewa wells is sufficient to protect the water table.

There is a definite diurnal wind pattern in the Hilo area. During the day, from about 0800 hours to 1800 hours, the prevailing winds are from the northeast quadrant. During the night, the wind direction reverses and becomes a downslope wind heading out to sea. This phenomenon is due in part to the influence of the mountain masses of Mauna Kea and Mauna Loa and related thermal currents.[6]

Temperatures throughout the year range from 63°F. to 82°F., with September being the warmest month and February the coolest. Mean annual temperature is about 73°F.[7]

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[4] Descriptions based on field inspection and Division of Forestry aerial photographs.

[5] Division of Water and Land Development, Department of Land and Natural Resources, An Inventory of Basic Water Resources Data: Island of Hawaii, Report R34, Honolulu, February, 1970.

[6] Interviews with National Weather Service Staff, Hilo.

[7] Basic Water Resources Data.

There are no recorded historical or archaeological sites in the subject area. Given the historical background of this area, it is unlikely that any sites of importance would be found.[8]

SURROUNDING LAND USE

Land uses surrounding the proposed site are depicted on the attached map. Distance has been measured in a straight line direction from the perimeter of the proposed site.

- -County skeet range: 3,000 ft. NNW.
- -Scattered quarry sites: 3,000-5,000 ft. NW.
- -National Guard facilities, including a firing range: about 1½-2 miles N and NW.
- -County landfill and rubbish dump area: about 1½ miles NW.
- -Royal Hawaiian Macadamia Nut Company orchards: 3,000 ft. E and 1,000 ft. S and SE.
- -Sugar cane. 2,000 ft. S.
- -Hawaiian Homes farmlots: 3,000+ ft. W.
- -Panaewa Houselots subdivision: 1+ mile W.; about 100 residences on nearly 3-acre sized lots.
- -Hawaiian Homes Panaewa residential subdivision: 1½-2 miles WNW.

ACCESS

As mentioned previously under Site Description, the proposed site has neither access nor utilities. Only a few alternatives are available for access if the connection is to be direct and expedient. This is basically due to a flood control drainage project which is planned for the area and which is described under "Future Development in the Area." This project would preclude direct access from the northwest.

Presently, the closest connections from existing main government roads are Makalika and Lama Streets in the Panaewa Houselots subdivision. Both terminate at Railroad Avenue, which is a County-owned gravel road, and serve the residential area. The extended distance of either of these streets to the proposed drag strip site would be over one mile. Eventual improvements to these streets may be needed should either be used as access to the proposed facility. At the present time, it is planned that a 20-foot wide road be constructed to connect the strip site with Makalika Street. This would be the principal access.

Puainako Street may eventually extend eastward as part of the State Highway system. It would connect with a future Puna coastal highway and would also serve as the main airport entrance road. Plans for this extension, however, are still far in the future and access from this proposed extension to the proposed drag strip site is not foreseeable at this time.

An extension of Kawailani Street has also been considered and is reflected in the General Plan facilities map. This is a future consideration and no timetable has been set as yet.

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[8] Loo, Virginia and William J. Bonk, A Historical Site Study and Evaluation of North Hawaii, 1970.

A private gravel road runs along the South Hilo-Puna boundary from the entrance of the Royal Hawaiian Macadamia Nut Company to the sugar cane area and the macadamia nut orchards.

A portion of the total funds appropriated will be used to construct a standard access road and for the provision of basic utilities (water and electricity).

Since the submittal of the draft environmental impact statement to the Office of Environmental Quality Control, the Department of Hawaiian Home Lands has denied the County access to the proposed project site. Such access would have been via Makalika Street and across Hawaiian Home Lands. Due to these circumstances, the County is seeking permission to use the private road along the South Hilo-Puna boundary as temporary access. Use of this road for access would divert traffic away from existing residential areas. This access is presently being studied and no definite determination has been made concerning access.

FUTURE DEVELOPMENT IN THE AREA

Besides the subject drag racing facility, other projects have been planned in the vicinity of the proposed site.

A study of the feasibility of a County flood control drainage project has been completed and its design stage is pending.[9] The project will consist of a 150-foot wide transmission channel which would extend eastward from the intersection of Kanoelehua Avenue and Haihai Street toward the proposed drag strip site. The channel's terminus would be in a ponding area, or drainage detention basin, north of the proposed drag strip facility and about 1½ miles from the Volcano Highway, as shown on the attached map. The proposed ponding area would be about 200 acres in size and would be at a lower elevation than the proposed drag strip.

From the ponding area, spillways would direct overflow onto the natural contours of the land which slope gently toward the ocean. The Department of Public Works believes it is unlikely that there would be any standing water in the basin except for two or three days after exceptionally heavy storms. Spillways would be at an elevation about ten feet lower than the proposed drag strip facility, which itself would be built up. No threat of flooding to the drag strip is foreseen at this time by the Department of Public Works. That department has also indicated that the creation of the drainage basin would result in quantities of fill material which would be suitable and available for the construction of the drag strip.

The total cost of the flood drainage improvement project is estimated to be $4.5 million.

A new terminal and runway are planned for General Lyman Field. These are not expected to affect the proposed facility and vice versa. In reviewing the draft environmental impact statement, the Department of Transportation made no mention of the proposed drag strip interfering with development plans for General Lyman Field.

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9 R. M. Towill Corporation, Drainage Master Plan for The County of Hawaii, August, 1971.

The Royal Hawaiian Macadamia Nut Company has been considering the expansion of their orchards. Orchards are presently located to the south and to the east of the proposed drag strip site. A possible area of expansion would be towards the proposed drag strip site onto State lands. Such an action, however, would be dependent upon many factors, among which are the plans for governmental projects in the area, such as the airport expansion, and the future uses foreseen for such lands by the State.

During the draft environmental impact statement review process, the State Departments of Land and Natural Resources, Planning and Economic Development, and Transportation indicated the need for a coordinated planning effort for the development of State lands in Panaewa. The County has been working on the proposed drag strip project with various State agencies for close to two years. Inquiries were made by the County regarding master planning of the area. It was found that funds were available for doing so, but to date there is no knowledge of the State initiating any such planning effort. The County, therefore, plans to proceed with the proposed facility with hopes that the State can incorporate it into any eventual master plan for the State lands of Panaewa.

A study is now underway to determine the feasibility of the County developing a sports complex which could possibly include facilities for football, baseball, and a basketball arena with a capacity for 8,000 spectators. These facilities would help to correct the existing deficiency for such activities. The proposed complex would thus be an expansion of County-provided recreational facilities. It would be planned so as not to duplicate existing facilities such as those at Hoolulu Park. One of the sites under study is adjacent to the proposed drag strip site. The sports complex is only a concept under consideration and is in no way a definite proposal. The designation of a sports complex on the attached map is only to illustrate a possible location of the concept being studied.

The engineering consultant firm of Wilson, Okamoto & Associates is doing the comprehensive master plan study for this recreational complex in the lower Panaewa Forest. The area, consisting of 150 acres, adjoins the old County quarry site east of Railroad Avenue and north of the South Hilo-Puna district boundary. Multiple use of the proposed drag strip will be expanded upon when this study is completed.

POSSIBLE ENVIRONMENTAL IMPACT

There are two major areas of impact foreseen should this project be implemented. The first would be the conversion of a mixed forest into a drag racing strip with supporting facilities. The area to be cleared would be less than the total 135 acres proposed for the site as part of the existing forest would remain as a buffer zone. The land is not now used for human activities such as agriculture or recreation and, in that sense, no loss of productivity or human activity would result. In commenting on the draft environmental impact statement for the proposed project, the State Department of Agriculture, in a memorandum dated March 23, 1973, to the Office of Environmental Quality Control, stated that they found the proposed project would cause "...no economic loss to the present or future agricultural use of the subject parcel."

The effect of clearing part of the mixed forest on the surrounding area has not been definitely determined. As mentioned previously, preliminary indication by the State Division of Forestry and Fish and Game are that no valuable or needed resources would be lost or species endangered from this project within the context of this vast area.

The Department of Planning and Economic Development has commented that the lama trees should be preserved. Existing vegetation, including the lama trees, will be used in landscaping. Those within the drag strip proper cannot be protected.

A second major impact which could occur would be noise disturbance. Precautions are being taken to minimize the effects of noise and to prevent disturbance to people in the surrounding area. This is one of the reasons why the location of the proposed facility is in a relatively remote area away from concentrated settlement. Important factors in minimizing the effects of noise are distance, sound absorbing buffers, such as dense stands of trees, and consideration of wind patterns. The Department of Parks and Recreation has conducted sound tests in situations similar to the proposed site to determine the possible noise disturbance which would result from the proposed facility. The results of these tests indicate that there would be no disturbance to the closest residential areas.[10] The area which would be most subject to noise disturbance would be the Panaewa Houselots subdivision, which is over a mile from the proposed site.

In a letter dated March 20, 1973, the Department of Health stated that "...the construction of this drag strip should not create any abnormal noise exposure to the people living near this facility."

Another impact to be considered is that of increased traffic. Full understanding of this projected impact would depend on the access chosen, the volume of traffic generated by the proposed facility, both average and peak loads, and the frequency of such traffic. If the shorter alternative access routes are chosen, there will be increased traffic in residential areas. Both Makalika and Lama Streets are adequate for residential purposes. They may have to be improved eventually, however, if they are chosen as access routes to the proposed facility. The question of access, however, has not been resolved to date. Review of the subject project by the Department of Hawaiian Home Lands has been requested as the shorter access would cross through their lands and they also have jurisdiction over lands adjacent to the proposed site.

---

[10] A test was made in a 400+ acre cleared area similar to the proposed site. Readings were made downwind from the noise source on a sound level meter using the "Cs" scale during midmorning. The following results were obtained from three vehicles simultaneously revving their engines at 5,000 revolutions per minute:

Distance	dBCs
100 yds.	73
0.1 mi.	60
0.3 mi.	22±
0.5 mi.	did not register

The proposed project may have an effect on the National Guard Firing Range. The direction of fire from the firing range is towards the proposed site. The impact area of live ammunition from M-16 rifles approaches to within 2,000 feet of the proposed site's perimeter. The M-16 has a maximum range of about 2,300 feet (700 meters) and an effective range of 1,500 feet (460 meters). The firing range is used 6 to 8 weekends a year. Potential conflicts between the two facilities can be resolved through scheduling and possibly through physical barriers at the range.

Potential impact on the proposed sports complex cannot be evaluated at this time as the sports complex is still at a conceptual stage and no definite proposals have been made. Should the sports complex become a reality and be constructed adjacent to the proposed drag strip site, potential conflicts will have to be worked out by the Department of Parks and Recreation during the planning stages.

Slight changes in the existing drainage pattern may result from the proposed project. At this stage of the project, actual changes are not known, but preliminary indications from the Department of Public Works are that they will be minimal.

Some air pollution may be expected during the construction period. During this period, however, strict adherence to Public Health Regulations, Chapter 43, will be maintained.

In addition, all solid waste from the site preparation and construction phases will be properly stored and removed for disposal to an approved site. This and the above provision concerning the prevention of air pollution shall be part of the project specifications and shall be written into the construction contract.

Sewage shall be treated, as noted previously, in self-contained treatment units. The treated effluent will be disposed of directly into the ground. No potential health problems, however, are foreseen.

Should the project be granted all necessary approvals, an archaeological walk-through survey will be conducted to determine whether there are any sites of historical significance.

ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

Implementation of the proposed project will result in the conversion of mixed forest to public recreational use. It will also generate traffic, although it is not known to what extent. Access through vacant land could also bring pressure to increase or intensify the use of the land through which the access passes.

Noise disturbance may occur, although efforts are being made to minimize it, as described in the section on impact. Results of sound tests indicate that it will not disturb nearby residential areas.

Any contemplated adverse environmental effects during construction shall be reflected when construction plans are completed.

ALTERNATIVES TO THE PROPOSED ACTION

The criteria of relative isolation; a large, level area; relative proximity to the bulk of potential users; suitable access; and the availability of utilities have been general guidelines for selecting a site for a drag strip facility.

The conversion of the old Kailua-Kona airport, where drag racing activities have been held, to a permanent drag strip facility has been considered. Traveling distance for expected users as well as alternative uses of the old airport site and urbanization adjacent to it were factors against the airport's conversion.

Other possible sites removed from but close enough to the city would involve private lands. The acquisition costs of 100+ acres of land would add to the already substantial estimated cost of the facility. The cost of improvements to the proposed site would be less than the cost of acquiring another site. Land exchange could also be considered.

Other alternatives suggested by various agencies during the draft environmental impact statement review process were: 1) the conversion of existing crop-duster air strips on the Stainback Highway and on the Keaau-Pahoa Road, and 2) Upolu Airfield. Both of these alternatives had been investigated and were found to be unsuitable. The crop-duster air strips are too close to Stainback Highway and use of them would create traffic problems. Upolu Airfield was considered too remote and would, therefore, not solve any of the problems already existing with the use of the old Kona Airport.

Completely eliminating the idea of a drag racing facility would not fulfill the demands and needs of this growing sport. Public safety and channeling of this sport into a constructive activity are foremost reasons for the proposed project.

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

The proposed 135-acre site would be partly converted from forest to recreational use. The proposed site would be eliminated from other potential alternative uses, such as agriculture. Part of the forest would be retained as a buffer zone, particularly to minimize noise.

Implementing the drag strip proposal would not result in a loss of presently productive land or of a valuable natural area. The need for this type of recreational facility has been expressed over the past few years by local drag racing enthusiasts and the County and the State have seen fit to follow this request with appropriations totalling $671,500.

ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED

Part of the existing mixed forest would be replaced by the racing strip and supporting facilities. This is essentially the only existing resource which would be involved and the value of this forest area as a resource has been discussed in previous sections.

ECONOMIC AND SOCIAL COSTS

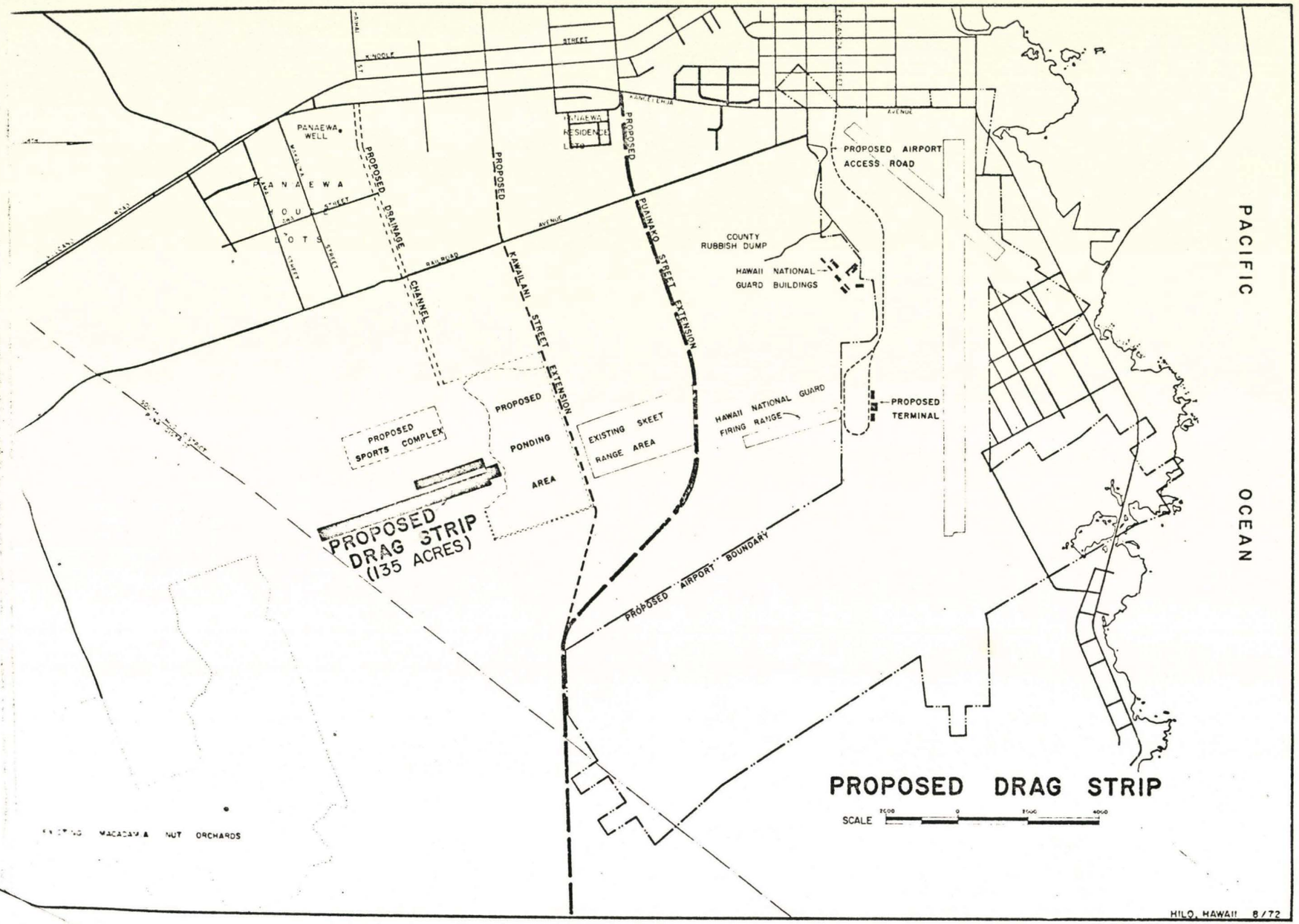
The Department of Parks and Recreation, the agency responsible for the development and maintenance of the proposed facility, has played a very active role in drag racing activities which have been held at the old Kona Airport in Kailua. At the present time, this is the only facility which has met the demands of this activity. The distance involved in traveling to Kailua is great for many participants and spectators as it is reported by the Department of Parks and Recreation that as many as 90% of the participants in past sponsored racing activities have been residents of East Hawaii. For such events, the towing of racing cars to Kailua from East Hawaii is also involved.

Sponsored drag racing events in the County, which are sanctioned by the National Hot Rod Association, have been held about four to six times a year. These have been on weekends during daylight hours. There have also been some practice events. Up to 100 specially made or remodeled vehicles have been entered in sponsored races. As a spectator sport, there have been approximately 4,000 persons present to witness single major races at events at the old Kona Airport. The Department of Parks and Recreation oversees the drag strip use of the former airport which is a State-owned facility.

The local racing clubs and other proponents are aware that drag racing enthusiasts using public highways and streets have not presented a particularly good image of their sport to the public. To this extent, they feel that they have been able to educate and partly regulate their members, many of whom are in their mid-20's, and other followers of this activity. Part of their overall educational and interest-provoking program is the incentive and stimulus generated by the prospect of a drag racing facility. The Police Department has gone on record as favoring the development of this type of recreational facility. The provision of the proposed facility will promote public safety and will minimize potential social problems.

The following is a preliminary cost breakdown of the project:

Access road (approximately 7,500 feet) @ $35/lin. foot	$ 262,500
Waterline @ $12/lin. foot	90,000
Electric line (approximately 40 poles) @ $175/pole	7,000
SUBTOTAL	$ 359,500
Design and survey	52,000
Drag Strip (3/4 mile)	193,600
Tower	5,000
Public restroom	60,000
Parking area (dust-free)	35,000
GRAND TOTAL	$ 705,100


PANAEWA WELL
PROPOSED DRAINAGE CHANNEL
PROPOSED
PANAEWA RESIDENCE LOTS
PANAEWA HOUSE LOTS
PUAINAKO STREET EXTENSION
COUNTY RUBBISH DUMP
HAWAII NATIONAL GUARD BUILDINGS
PROPOSED AIRPORT ACCESS ROAD
HAWAIIANI STREET EXTENSION
PROPOSED SPORTS COMPLEX
PROPOSED PONDING AREA
EXISTING SKEET RANGE AREA
HAWAII NATIONAL GUARD FIRING RANGE
PROPOSED TERMINAL
PROPOSED DRAG STRIP (135 ACRES)
PROPOSED AIRPORT BOUNDARY
EXISTING MACADAMIA NUT ORCHARDS
PACIFIC OCEAN
PROPOSED DRAG STRIP
SCALE
HILO, HAWAII 8/72

HILO, HAWAII

To:

From: Keaukaha Panaewa Community Ass'n.

Re: Drag Strip

I am Ann K. Nathaniel, Legislative chairman for the Keaukaha Panaewa Community Association for whom I speak tonight. We became aware of the County's plan for the Panaewa lands in an indirect manner. The immediate response was not to oppose this facility until it became apparent that entry would necessitate the loss of lands in the Department of Hawaiian Home lands for lots.

At a meeting in Honolulu, where I appeared giving support to the proposed flood control project I made note to the Hawaiian Homes Commissioners to take note of the over all projected use of the State parcel adjacent to the Department parcel. That the drag strip was only the beginning of a major complex.

Subsequent to this meeting both the farmers association and the community association took formal action to oppose the entire complex because of its adverse impact on our subdivision.

Government officials still question the advisability of the placement of our subdivision. Perhaps it should be noted that the Panaewa Project was developed out of necessity, not choice. All in the name of progress and economic development of the State and County who deemed it necessary to expand Hilo airport.

No where along the line have we been privileged to practice what this County administration calls "participatory government" and help guide the decisions that ultimately affect us. We oppose the drag strip. The proposed recreational complex with its acess highways via Makâlika, Puainako Extension to Railroad Ave. Will box in this community. Entry over and through Hawaiian Homes Lands will deny a Hawaiian the use of lands taken out of circulation. Your proposal cuts right through the middle of the farming area. The environmental impact of this proposed use of this agricultural land will have an adverse affect upon the Panaewa Project of the Department of Hawaiian Homes Lands.

COMPETITION DRAG STRIP -- Planning Dept.

considered decible rations, wind velocity, surrounding environment

Projected use:

2000	drag race track
1500	concert Hall
12,500	sports arena
750	exhibition, exposition pavilion
30,000	football - track stadium
10,000	outdoor amphitheatre
250	skeet range

37,000 people -- 1995 projection up to 60,000 people

ROYAL HAWAIIAN
MACADAMIA NUT COMPANY
S. R. BOX 3
HILO, HAWAII 96720
TELEPHONE 966-9301

November 6, 1973

Raymond H. Suefuji, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Subject: Special Permit Application
Panaewa, South Hilo, Hawaii
Tax Map Key 2-1-13: por. of 2

Dear Mr. Suefuji,

The development of the public Drag Racing Strip referred to in the subject special permit application would not appear to have any adverse affect upon the activities of this company that occupies land in the general proximity.

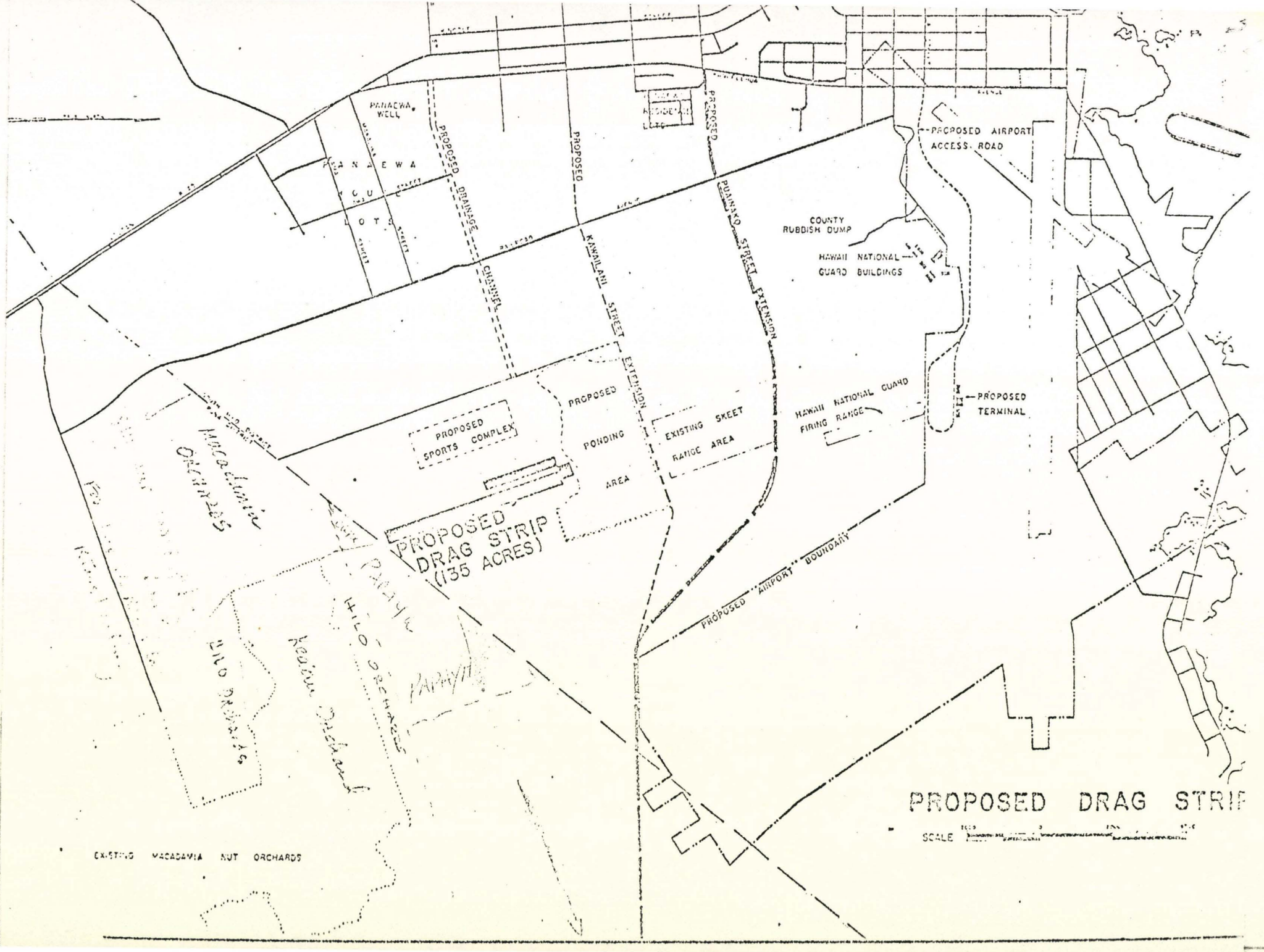
We are sympathetic with persons whose homes or home sites are in the general proximity and could reasonably expect the annoyance of noise and fumes that drag racing generates. We urge you to give their opinions serious consideration.

We would request if the permit is granted, it contain a provision that the entire area be adequately fenced to prevent ingress and egress of foot or vehicular traffic except at designated entries and exits. We concur with the State Department of Agriculture that border plantings be encouraged.

We understand there has been considerable objection to the access proposed in the permit, and that alternates are now being studied. We reserve comment on this matter until such time as the alternate or alternates have been proposed.

Very truly yours,

Robert G. Grimmer
Vice President


PANAEWA WELL
PROPOSED DRAINAGE CHANNEL
PROPOSED
PUAINAKO STREET EXTENSION
KAWAILANI STREET EXTENSION
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PROPOSED DRAG STRIP (135 ACRES)
PROPOSED AIRPORT BOUNDARY
HILO ORCHARDS
EXISTING MACADAMIA NUT ORCHARDS
PROPOSED DRAG STRIP
SCALE

K' 'KAHA - PANAEWA COMMUNITY SOCIATION

HILO, HAWAII 9672

Aug. 6, 1974

To: County Planning Comm. Ch.
Mr. Arthur W. Martin

From: Ann K. Nathaniel, Leg. Ch.
Keaukaha - Panaewa Comm. Assn.

Re: Appication of the County PR for a special permit to allow the development of a public Drag Racing strip and attendant support facilities on State owned land in Panaewa, South Hilo near the South Hilo-Puna Boundary.

The County general plan refers to the necessity for a major center for a major center for spectator sports and for cultural and social activities.

The Dept. of Parks & Recreation has that responsibility to develope a wide range of facilities with multiple uses and to improve existing facilities for optimum use.

It is an idealistic but financial drain of public funds when each sport must have its own separate facility. Sports are seasonal and can become compatible when prudent planning is used for the uses of public facilities.

There is nothing specific in the County general plan that calls for a drag strip and support facilities. We maintain our opposition to the County request to develope this facility on State owned land in Panaewa.

The accommodating of capacity crowds and the high decible outdoor facility will affect the communities closets to the proposed strip.

The existing racing facility in Kona sholud be developed because it is already in use and the County would be meeting one of its responsibilities of optimum use of an existing facility.

DEPARTMENT OF PARKS AND RECREATION
COUNTY OF HAWAII
HILO, HAWAII

M E M O R A N D U M

Date: November 12, 1974

TO: Planning Dept.

FROM: Parks and Recreation

SUBJECT: Drag Strip Access

Thank you for your comments relative to the above. May we now request that the pending EIS be revised to include the proposed temporary access and that the matter be referred to the Planning Commission for a decision on the special permit application.

Enclosed for your use is a copy of the minutes of the September 27, 1974 Hawaiian Homes Commission meeting at which the Commission voted to deny the Puainako Street extension which, in turn, prompted the decision to seek the temporary access.

ROBERT T. FUKUDA
Director

encs.

OJECT OFFICES

WAIMEA OFFICE
P. O. BOX 125
KAMUELA, HAWAII 96743

KEAUKAHA OFFICE
P. O. BOX 833
HILO, HAWAII 96720

PROJECT OFFICES

MAUI OFFICE
P. O. BOX 22
KAHULUI, MAUI 96732

MOLOKAI OFFICE
P. O. BOX 198
HOOLEHUA, MOLOKAI 96729

KAUAI OFFICE
P. O. BOX 332
LIHUE, KAUAI 96766

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

November 6, 1974

Mr. Robert Fukuda, Director
Department of Parks & Recreation
County of Hawaii
Hawaii County Building
25 Aupuni Street
Hilo, Hawaii 96720

Subject: Puainako Extension of Kawananakoa Hall and Panaewa Park

Dear Mr. Fukuda:

As per your request to my Deputy, Mr. Richard Paglinawan, I am enclosing a copy of the September 27, 1974 Hawaiian Homes Commission Minutes for your use. You will note Item 10 of Old Business, pages 4-5. Its contents are self-explanatory.

As to the license for Panaewa and Kawananakoa Hall and its related recreational facilities, it is customary that the Hawaiian Homes Commission pass a Resolution indicating their willingness to turn over such lands as authorized under Section 207(c) (1) (a), for public purposes, of the Hawaiian Homes Commission Act of 1920, as amended. This the Hawaiian Homes Commission has already done, on July 19, 1974, as acknowledged by you.

It would be better that the legal metes and bounds be done by your agency and the description submitted to our Department so that a 21-year license can be drawn up by the Attorney General's office.

If you have any questions, please feel free to contact Mr. Richard Paglinawan.

Aloha and sincerely,

Richard Paglinawan

Wm. G. Among, Chairman
Hawaiian Homes Commission

Attach.

9. Malama Corporation - Dairy Heifer Replacement Program:

Corporation formed by Antone Ruis and Maurice Payne

Case to be clarified by staff.

Letter written - awaiting reply.

10. Puainako:

At the regular Commission meeting of August 30, 1974 the matter of the Puainako alignment was brought up. Commissioner Napeahi requested that the matter be deferred for another 30 days.

The designated time allotted for the extension has been passed several times and the Department would appreciate some action by the Commission on this matter.

Mr. Richard Paglinawan: Based upon the Community Association's position which Thomas Mahaulu seems to highly recommend is that the Puainako realignment go through Makaala Street. In essence, they are saying they are not against the extension.

Commissioner Napeahi: This is a new concept. They have taken a stand to say "No" to any action that would be taken by the County Parks and Recreation and the County Planning Department.

Mr. Richard Paglinawan: I am talking about the Puainako extension. I am not mentioning the parks or anything else. According to this, it says the Legislature Chairman presented their stand on the road alignment. The position actually is that they want the road to go through Makaala.

Commissioner Napeahi: That was in 1972. At the meeting in August 1974, they were definitely saying no. The homesteaders do not want the Puainako extension. Mrs. Nathaniel did read a position statement in the July meeting of the Commission saying "NO".

Mr. Richard Paglinawan: No -- The position which she had taken and read was the same position they had taken previously that was the Puainako extension to go through Makaala. That was the position. They are not against the extension--they want it to go through Makaala. If that is the position, they are not against the extension--it is where the extension goes that they are concerned about. This is what Thomas Mahaulu's letter says. All they are concerned with is where it goes.

Commissioner Napeahi: She read a letter dated July 18, 1974 that was presented by Mrs. Ann Nathaniel to the Commission on July 19, 1974.

Mr. Richard Paglinawan: The concern was the alignment. The report says the original action was through Makaala. They are not against the extension--it is the location of the extension--they want it away from the houselot project area.

Commissioner Victorino: The report presented by Mrs. Nathaniel was it for the one area or the two areas.

Commissioner Napeahi: Both areas.

Commissioner Victorino: I was taken through the area by Ann Nathaniel and she pointed out the section to me. I saw the water line was there. The County says there is no access. It is all there.

Mr. Richard Paglinawan: It is on the portion which we have developed already. You are talking about additional lands that are going makai and State lands in addition.

Commissioner Napeahi: They are going to cut through two farmers lands--Beck and Pea. They are cutting right through the farmers area. Bob Mukuda claims that Puainako was their original intent and they would be saving money.

Commissioner Napeahi moved that the Commission do not give permission to the Puainako extension as intended. Seconded by Commissioner Victorino and carried.

11. Lot 46, Nanakuli, Oahu - Mr. David Kauanui, Guardian for Elizabeth K. Kauanui:

This case was brought before the Commission to be re-cited for delinquency.

Commissioner Victorino moved that Mr. David Kauanui, guardian for Elizabeth K. Kauanui be re-cited. Seconded by Commissioner Napeahi and carried.

12. Lot 185A, Nanakuli, Oahu - Mrs. Annie B.K.K. Holomalia, guardian, for Miss Cindy A. L. Holomalia.

Commission to take final action on above case in the November 15th, 1974 meeting.

NEW BUSINESS:

Designation of Successors

Pursuant to Section 209(1), of the Hawaiian Homes Commission Act, 1920, as amended, the following designation of successors made by the homesteaders of their interest in lease and improvements upon death, were presented to the Commission for approval:

Lot 87, Kewalo, Oahu - Mrs. Rachael A. Kaopuiki - designating her son, Edward K. Kaopuiki, Jr., 17 years old, and daughter, Wilma Gay Kaopuiki, 13 years old, both 68 3/4% Hawaiian, as tenants-in-common.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII
HILO, HAWAII

MEMORANDUM

Date March 7, 1974

TO: Planning Department

FROM: Chief Engineer

SUBJECT: Panaewa Drag Strip

The resolution of the access problem is still in the mill. We have written to W.H. Shipman, Ltd., asking for the right-of-way necessary along the Puna-Hilo district boundary. This route is indicated on the master plan developed by Wilson, Okamoto & Associates.

I discussed the matter with Dick Devine about three weeks ago. At that time, he indicated that the matter is scheduled for discussion at the next Shipman, Ltd., Board of Directors meeting and that we should hear from them soon.

I suspect that the ultimate solution would involve condemnation proceedings on our part.

EDWARD HARADA, Chief Engineer

TELEPHONE 935-5721, EXT. 311

SHUNICHI KIMURA
MAYOR

BRUCE C. McCALL
MANAGING DIRECTOR

ROBERT T. FUKUDA
DIRECTOR

DEPARTMENT OF PARKS & RECREATION

COUNTY OF HAWAII
HAWAII COUNTY BLDG.
25 AUPUNI STREET
HILO, HAWAII 96720

November 6, 1973

Planning Commission
County of Hawaii
c/o Planning Department
Hilo, Hawaii

RE: Special Permit - Panaewa Drag Strip

Please be informed that the Hawaiian Homes Commission, at its meeting of October 26, 1973, denied a request to utilize an existing "paper" road to provide temporary access to the proposed drag strip facility.

Due to the HHC action, we will be seeking alternate routes to the proposed facility.

ROBERT T. FUKUDA
Director

cc: Planning Department

PROJECT OFFICES

WAIMEA OFFICE
P. O. BOX 125
KAMUELA, HAWAII 96743

KEAUKAHA OFFICE
P. O. BOX 833
HILO, HAWAII 96720

PROJECT OFFICES

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HOOLEHUA, MOLOKAI 96729

KAUAI OFFICE
P. O. BOX 332
LIHUE, KAUAI 96766

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

November 6, 1973

Mr. Raymond H. Suefuji
Director, Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Subject: Hilo Drag Racing Strip Revised Access Route

Dear Mr. Suefuji:

The Hawaiian Homes Commission at its regular meeting of October 26, 1973, denied your request for the revised access route to the Hilo Drag Racing Strip.

Representatives of various community organizations also voiced their objection on the above subject matter.

Aloha and sincerely,

William G. Among
Commission Chairman

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII
HILO, HAWAII

DATE November 5, 1973

Memorandum

TO : Mayor

FROM : Chief Engineer

SUBJECT: Hilo Drag Strip

The following status report is submitted.

The Hawaiian Homes Commission at its October 26, 1973 meeting at the Kawananakoa Hall denied the County of Hawaii's request for right-of-entry over the 50-foot road reserve within the Hawaiian Homes Land farm lots for purpose of a temporary access to the proposed drag strip located on State of Hawaii land.

We are presently looking for an alternative route. One consideration is the development of a highway along the Puna-South Hilo District boundary. This would involve Shipman land.

Edward Harada

EDWARD HARADA
Chief Engineer

cc: P & R
✓Planning Dept.

MEMORANDUM:

PLANNING DEPARTMENT — County of Hawaii, Hilo, Hawaii 96720

To: All Concerned Agencies Date: September 26, 1973

From: Planning Department

Subject: SLUC Special Permit Application - Parks and Recreation
TMK: 2-1-13:por. 2 -(Dragstrip)

Attached is a copy of a SLUC Special Permit Application for your review and comment. May we please have your written comments within two weeks.

Sidney Fuke
Director

mh

Attach.

SEP 27 1973

PLANNING DEPARTMENT — County of Hawaii, Hilo, Hawaii 96720

To: All Concerned Agencies Date: September 26, 1973

From: Planning Department

Subject: SLUC Special Permit Application - Parks and Recreation
TMK: 2-1-13:por. 2 -(Dragstrip)

Attached is a copy of a SLUC Special Permit Application for your review and comment. May we please have your written comments within two weeks.

for Director

mh

Attach.

October 12, 1973
Department of Health, Hilo

We recommend approval of the above request on the basis that the rules and regulations of the Department of Health can be complied with satisfactorily.

Y. KISHI
Supervising Sanitarian, Hawaii
/hy

WAIAKEA SOIL AND WATER CONSERVATION DISTRICT
P. O. Box 1361
Hilo, Hawaii 96720

October 11, 1973

Mr. Raymond Suefuji, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Suefuji:

The State of Hawaii Land Use Commission Special Permit Application - Parks and Recreation, TMK 2-1-13:por. 2 (Dragstrip) submitted through the U. S. Soil Conservation Service for our informal review has been considered.

The Waiakea Soil and Water Conservation District Board would like to reserve comment pending further investigation of the matter.

Sincerely,

Moses Ahuna
Chairman

HAWAII DISTRICT
P O BOX 276
HILO, HAWAII 96720

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

IN REPLY REFER
TO LETTER NO

HWY-H
73-2.1202

October 9, 1973

Mr. Raymond Suefuji, Director
Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Suefuji:

Subject: SLUC Special Permit Application
Parks & Recreation - Dragstrip

This office recommends against approval of this application for the following reasons:

1) There is no reference either specific or implied to this facility and other proposed uses in the area in the County's General Plan. This facility will blight surrounding lands for many uses. It should therefore be studied in the context of a general plan for the area, not as an isolated development.

2) The proposed use is contrary to the County General Plan which designates the area Agricultural, and is also contrary to the State's policy of preserving agricultural lands.

3) The proposed facility will produce air and noise pollution and is thus contrary to the County General Plan Policy on Environmental Quality which states: "The County of Hawaii shall take positive action to further maintain the quality of the environment....," and is also contrary to the Standard thereof which states: "The existing environmental quality of the island shall be maintained and if feasible, improved."

4) The Environmental Impact Statement for the proposed facility has not been finalized and approved. Until such time it is not possible to fully assess the total effect the facility will have on the environment.

5) The State Department of Land and Natural Resources has indicated that a master plan is being prepared for the lands in this area. Until that plan is completed, any use application is premature.

D.O.T. LTR.

6) The plan for the proposed facility indicates a proposed ponding area, sports complex, drainage channel and access road in the area. Good planning would dictate that all these needs be considered in toto and not piecemeal.

7) For information, the State Highways Division has no plans for the extension of Puainako Street east of Kanoelehua Avenue as shown on the plan for the proposed facility.

Very truly yours,

Chas L Schuster

CHAS L. SCHUSTER
District Engineer

cc: Mr. Gordon Soh
Planning Office
D.L.N.R.

DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII

P. O. BOX 1820 • HILO, HAWAII 96720 • 25 AUPUNI STREET

Octobert 3, 1973

To: Planning Department

From: Department of Water Supply

Subject: SLUC Special Permit Application - Parks and Recreation
Tax Map Key: 2-1-13:por. 2-(Dragstrip)

We have no objections to this special permit application.

A. Fujimoto

Akira Fujimoto
Manager

WHS

cc: Department of Parks & Recreation

... Water brings progress...

CABLE ADDRESS: "HILOLECT"

P.O. Box 1027

Hilo Electric Light Company Ltd.

HILO, HAWAII - 96720

October 2, 1973

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

Attention: Mr. Raymond H. Suefuji, Director

Subject: SLUC Special Permit Application -
Parks and Recreation
TMK: 2-1-13:por. 2 - (Dragstrip)

Gentlemen:

Reference is made to the SLUC Special Permit application for Parks and Recreation, TMK: 2-1-13:por. 2 - (Dragstrip), we have no comments.

Very truly yours,

Jitsuo Niwao, Manager
Engineering Department

JN:can

JOHN A. BURNS
GOVERNOR

FREDERICK C. ERSKINE
CHAIRMAN, BOARD OF AGRICULTURE

WILLIAM E. FERNANDES
DEPUTY TO THE CHAIRMAN

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

October 2, 1973

MEMORANDUM

TO: Mr. Raymond H. Suefuji, Director
Planning Department, County of Hawaii

SUBJECT: SLUC Special Permit Application - Parks and Recreation
TMK: 2-1-13:por. 2 (Dragstrip)

The Department of Agriculture has reviewed the SLUC Permit Application and the EIS. The proposed action will not have a significant impact on agricultural activities in this or nearby area. It is suggested that border plantings be encouraged and that possible agricultural activities - flowers, foliage, and nursery materials be considered for such plantings.

Thank you for the opportunity to comment on this application.

Frederick C Erskine

FREDERICK C. ERSKINE
Chairman, Board of Agriculture

AGRI.

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII
HILO, HAWAII

M E M O R A N D U M

Date October 2, 1973

TO: Planning Department

FROM: Chief Engineer

SUBJECT: Application for Variance
Applicant: Parks and Recreation
Location: Panaewa, South Hilo, Hawaii
TMK: 2-1-13:por. 2

We have reviewed the subject application and have no comments to offer.

Arthur T. Isomoto
for EDWARD HARADA, Chief Engineer

HAWAII DISTRICT
Department of Education

Date: October 1, 1973

To: Hawaii County
Department of Planning

From: Hawaii District
Department of Education

Subject: Parks & Recreation - TMK: 2=1-13:por. 2 (Dragstrip)

✓ Hawaii District Department of Education has no objection to the application.

____ Hawaii District recommends the following:

For the Department of Education:

HERBERT S. WATANABE
STAFF SPECIALIST
BUSINESS & FACILITIES

PARTMENT OF PUBLIC WORK

BUREAU OF BUILDING CONSTRUCTION & INSPECTION

COUNTY OF HAWAII

TELEPHONE 935-5721 — EXT. 331

OCT 1 - 1973

Date OCT. 1, 1973 Time 2:00 PM

To MR. FUCE

From INSPECTOR KOBASHI

Remarks: None. Recommend approval from FIRE side.

By Tomich Kobashi

COUNTY OF HAWAII

DEPARTMENT OF POLICE

HILO, HAWAII

OUR REFERENCE

YOUR REFERENCE

ADDRESS ALL
COMMUNICATIONS TO:
ERNEST J. FERGERSTROM
CHIEF OF POLICE
HILO, HAWAII

September 28, 1973

TO : RAYMOND H. SUEFUJI, PLANNING DIRECTOR

FROM : GUY A. PAUL, DEPUTY CHIEF OF POLICE, ACTING CHIEF OF POLICE

SUBJECT: SLUC SPECIAL PERMIT APPLICATION

The SLUC Special Permit Application submitted by Parks and Recreation, TMK: 2-1-13:por. 2 (Dragstrip), has been reviewed and we anticipate no adverse effects resulting from the proposed use as far as police operations are concerned.

GUY A. PAUL
Deputy Chief of Police
Acting Chief of Police

MKLK/fk

cc: Mayor

MEMORANDUM:

PLANNING DEPARTMENT — County of Hawaii, Hilo, Hawaii 96720

To: All Concerned Agencies Date: September 26, 1973

From: Planning Department

Subject: SLUC Special Permit Application - Parks and Recreation
TMK: 2-1-13:por. 2 -(Dragstrip)

Attached is a copy of a SLUC Special Permit Application for your review and comment. May we please have your written comments within two weeks.

Sid Fuke
Director

mh

Attach.

NO COMMENTS

November 8, 1973

Mr. Robert Fukuda, Director
Dept. of Parks & Recreation
County of Hawaii
Hilo, Hawaii

Re: Special Permit Application
Tax Map Key 2-1-13:por. of 2

This is to inform you that your application will be discussed on November 13, 1973 by the Planning Commission. The meeting will be held at the University of Hawaii Cooperative Extension Service Conference Room, Kainaliu, North Kona, Hawaii and is scheduled to begin at 1:30 p.m.

The presence of a representative will be appreciated in order that all questions relative to the request may be clarified.

A copy of the agenda is enclosed for your information.

Raymond H. Suefuji

Raymond H. Suefuji
Director

lat

Enclosure

cc Honorable Sunao Kido
Honorable Larry Mehau
State Land Use Commission
Mrs. Mildred K. Yamamoto

NOV 8 1973

October 30, 1973

Mr. Robert Fukuda, Director
Dept. of Parks & Recreation
County of Hawaii
Hilo, Hawaii

Re: Special Permit Application
Tax Map Key 2-1-13:por. of 2

The Planning Commission at its meeting of October 25, 1973, held a duly advertised public hearing on your application for a special permit to allow the development of a public drag racing strip and attendant support facilities on State-owned land in Panaewa, South Hilo, Hawaii near the South Hilo-Puna boundary.

In accordance with the provisions of Section 205-6, Hawaii Revised Statutes, the Commission shall act on such petition not earlier than fifteen (15) days after the said public hearing.

We shall notify you when the Commission is ready to take action on your request.

Ed C. Watt
Chairman

lat

cc Honorable Sunao Kido
Honorable Larry Mehau
State Land Use Commission
Mrs. Mildred K. Yamamoto

OCT 30 1973

PLANNING DEPARTMENT

25 AUPUNI STREET • HILO, HAWAII 96720

SHUNICHI KIMURA
Mayor

RAYMOND H. SUEFUJI
Director

COUNTY OF
HAWAII

October 12, 1973

Dear Property Owner: (TMK:

Re: Special Permit Application
Panaewa, South Hilo, Hawaii
Tax Map Key 2-1-13:por. of 2

You are hereby notified that a request for a special permit to allow the development of a public Drag Racing Strip and attendant support facilities has been submitted by the County Department of Parks and Recreation.

The proposed development is to be located on State-owned land in Panaewa near the South Hilo-Puna boundary and adjacent to the south end of the existing skeet range area.

A public hearing on the subject among others will be held beginning at 7:00 p.m. on October 25, 1973 in the County Council Room, County Building, Hilo, Hawaii.

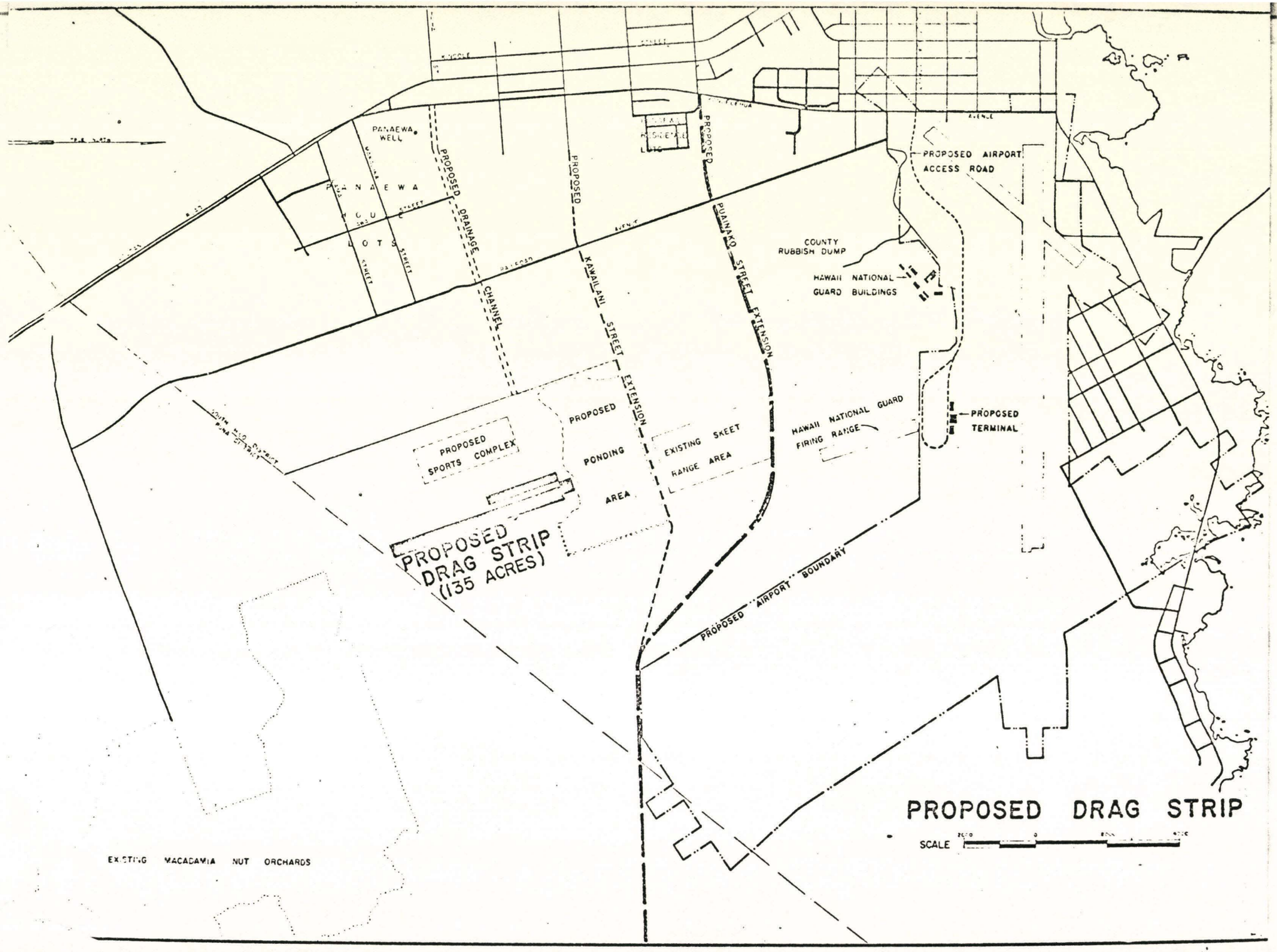
You are invited to comment on the application at the hearing or submit written comments prior to the hearing or no later than fifteen (15) days following the public hearing.

Sidney M. Fuke

Raymond H. Suefuji
Director

lat

Enclosure


PANAEWA WELL
PANAEWA HOUSE LOTS
PROPOSED DRAINAGE CHANNEL
PROPOSED
PROPOSED
PUAINAKO STREET EXTENSION
KAWAILANI STREET EXTENSION
PROPOSED AIRPORT ACCESS ROAD
COUNTY RUBBISH DUMP
HAWAII NATIONAL GUARD BUILDINGS
PROPOSED SPORTS COMPLEX
PROPOSED PONDING AREA
EXISTING SKEET RANGE AREA
HAWAII NATIONAL GUARD FIRING RANGE
PROPOSED TERMINAL
PROPOSED DRAG STRIP (135 ACRES)
PROPOSED AIRPORT BOUNDARY
EXISTING MACADAMIA NUT ORCHARDS
PROPOSED DRAG STRIP
SCALE

October 12, 1973

Mr. Robert Fukuda, Director
Dept. of Parks & Recreation
County of Hawaii
Hilo, Hawaii 96720

Re: Notice of a Public Hearing
Special Permit Application
Tax Map Key 2-1-13:por. of 2

This is to inform you that a public hearing has been scheduled to discuss your request to allow the development of a public Drag Racing Strip and attendant support facilities. Said hearing plus one other will be held beginning at 7:00 p.m. on October 25, 1973 in the County Council Room, County Building, Hilo, Hawaii.

The presence of a representative will be appreciated in order that all questions relative to the request may be clarified.

A copy of the hearing notice is enclosed for your information.

Sidney M Fuke

for Raymond H. Suefuji
Director

lat

Enclosure

cc Honorable Sunao Kido
Honorable Larry Mehau
State Land Use Commission
Mrs. Mildred K. Yamamoto

OCT 15 1973

NOTICE OF A PUBLIC HEARING

Special Permit: Panaewa, South Hilo, Hawaii

NOTICE IS HEREBY GIVEN of public hearings to be held in the County Council Room, County Building, Hilo, Hawaii, State of Hawaii, beginning at 7:00 p.m., October 25, 1973 to consider ~~among others~~ the application of the County Department of Parks and Recreation, for a special permit within the County of Hawaii in accordance with the provision of Section 205-6, Hawaii Revised Statutes.

The special permit is for the purpose of allowing the development of a public Drag Racing Strip and attendant support facilities on State-owned land in Panaewa, South Hilo, Hawaii near the South Hilo-Puna Boundary, Tax Map Key 2-1-13:portion of 2.

Maps showing the area under consideration for special permit and the rules and regulations governing the application for special permit are on file in the office of the Planning Department in the County Building at 25 Aupuni Street and are open to inspection during office hours.

All written protests or comments regarding the above special permit application may be filed with the Planning Commission before the date of the public hearing or submitted in person at the public hearing or no later than fifteen (15) days following the public hearing.

PLANNING COMMISSION
OF THE COUNTY OF HAWAII
ED C. WATT, CHAIRMAN
By: Raymond H. Suefuji, Director

(Hawaii Tribune-Herald: October 15 and 23, 1973)

PC: 10/73

September 26, 1973

Mr. Robert Fukuda, Director
Dept. of Parks and Recreation
County of Hawaii
Hilo, Hawaii 96720

Re: Special Permit - Dragstrip
TMK: 2-1-13:por. 2

This is to acknowledge receipt on September 24, 1973 of the above described special permit application.

The County Planning Commission shall conduct a public hearing on the request within a period of not less than thirty (30) nor more than one hundred twenty (120) days from the receipt of the application. The Commission shall then act on the application not earlier than fifteen (15) days after the public hearing but within a reasonable time thereafter.

Notice of the time and place of the public hearing shall be forwarded when the application is scheduled for Commission action.

Should any questions arise, please contact Glenn Miyao or Norman Hayashi of this department.

Sidney M. Fuke

for Raymond H. Suefuji
Director

GM:mh

cc Tatsuo Fujimoto, SLUC

SEP 27 1973

DEPARTMENT OF PARKS AND RECREATION
COUNTY OF HAWAII
HILO, HAWAII

M E M O R A N D U M

Date: Sept. 21, 1978

TO: Planning Department

FROM: Parks and Recreation

SUBJECT: Panaewa - Drag Strip -- Application for Special Permit

As discussed, we are submitting 16 copies of our Application for Special Permit for our drag strip project.

R. T. Fukuda

ROBERT T. FUKUDA
Director

encs.

COUNTY OF HAWAII

COUNTY PLANNING DEPARTMENT

FOR OFFICIAL USE ONLY

Date petition and fee received by Commission _____

Date petition is scheduled for public hearing _____

Date Commission took action and its ruling _____

APPLICATION FOR SPECIAL PERMIT

(I) (We) hereby request approval for a Special Permit to use certain property located at Panaewa, South Hilo, Hawaii TMK: 2-1-13:por. 2 in accordance with provisions of Section 98H-6, Act 205, SLH 1963 for the following described purpose.

Public Drag Strip

Description of Property: The proposed site, encompassing approximately 135 acres of State-owned land, is located in Panaewa near the South Hilo-Puna boundary. (see attached map)

Petitioner's interest in subject property:

Petitioner's reason(s) for requesting Special Permit:
NOTE: The applicant must show that (a) such use shall not be contrary to the objectives sought to be accomplished by the Land Use Law and Regulations; (b) that the desired use would not adversely affect surrounding property; (c) such use would not unreasonably burden public agencies to provide roads and streets, sewers, water, drainage and school improvements, and police and fire protection; (d) unusual conditions, trends and needs have arisen since the district boundaries and regulations were established; (e) that the land upon which the proposed use is sought is unsuited for the uses permitted within the district; (f) that the proposed use will not substantially alter or change the essential character of the land and the present use; (g) that the proposed use will make the highest and best use of the land involved for the public welfare.

See Attached

The application will be accompanied with a deposit of $_____ to cover publication and administrative costs and a map of the area proposed for change.

Signature _____

Address DIRECTOR, DEPT. OF PARKS & RECREATION

Telephone COUNTY OF HAWAII - 935-5721 Ext 311

This space for official use

The property is situated in a(n) _____ District.

REMARKS:

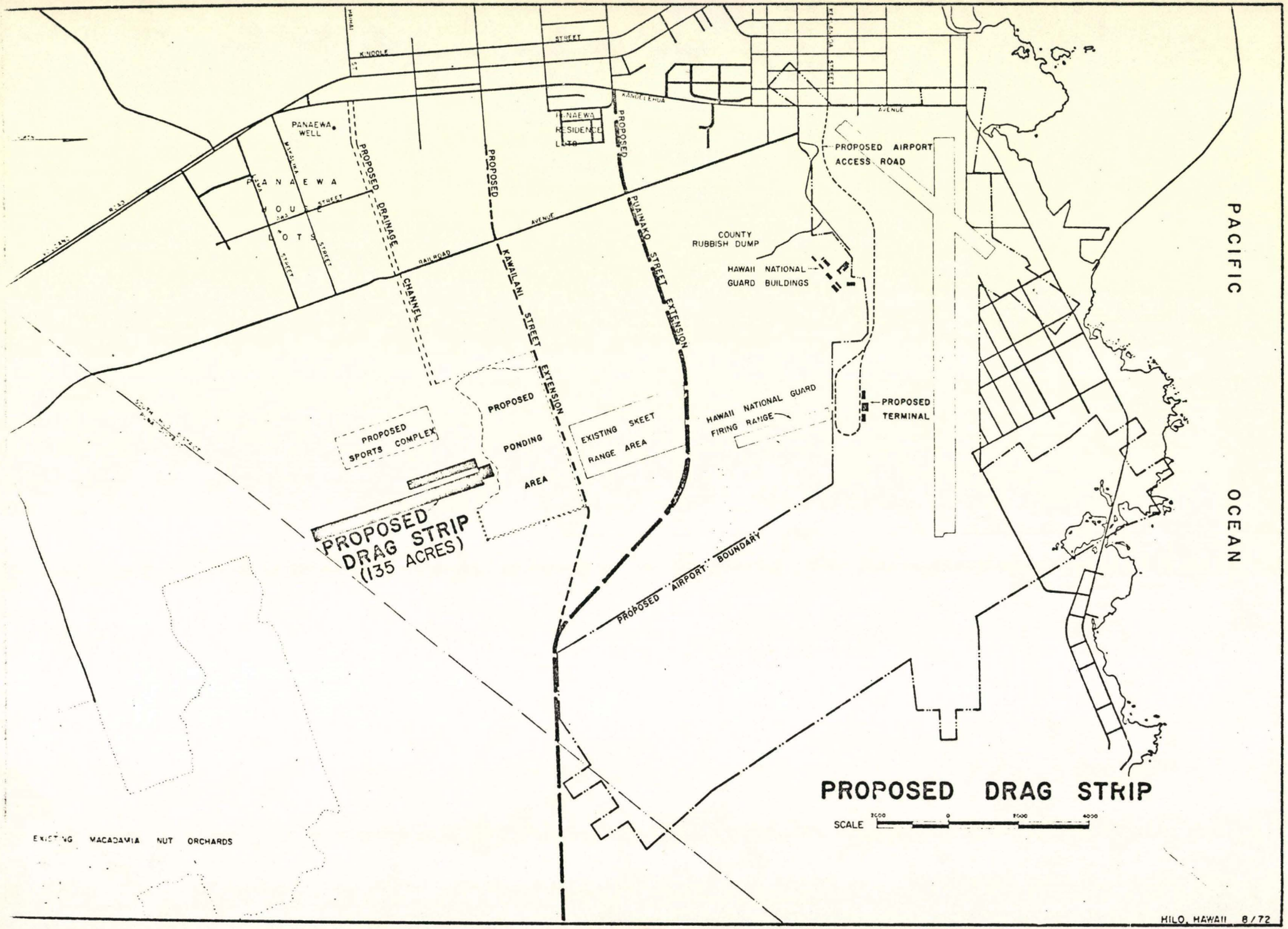
Petitioner's reason(s) for requesting Special Permit:

The drag strip racing facility is proposed to meet the recreational demands throughout the County. It is proposed to be part of a larger recreational complex which will include the municipal stadium.

The area is presently vacant and not in any productive form of agricultural use. There are, however, some agricultural activity on the Puna-side of the proposed facility. The facility is not expected to have any adverse economic impact on that agricultural activity. The Department of Agriculture has stated that the proposed project would cause "... no economic loss to the present or future agricultural use of the subject parcel." In discussing this aspect, the Environmental Impact Statement reads in part that "Implementing the drag strip proposed would not result in a loss of presently productive land or of a valuable natural area. The need for this type of recreational facility has been expressed over the past few years by local drag racing enthusiasts, and the County and the State have seen fit to follow this request with appropriations totalling $671,500."

It is undeniable that the proposed facility would alter the character of the land. From a social perspective however, it is reasoned that the proposed use will make the best use of the land. The physical environmental impacts will be negligible, as no known endangered species are found in the area. The State Division of Forestry and Fish and Game have noted that no particularly valuable or needed resources would be lost or species endangered from this project.

It is therefore felt that the proposed facility would make the best use of the land, and we respectfully request your favorable recommendation of this project.


PACIFIC OCEAN
PANAEWA WELL
PANAEWA RESIDENCE LOTS
PANAEWA HOUSE LOTS
PROPOSED DRAINAGE CHANNEL
PROPOSED KAWAILANI STREET EXTENSION
PUAINAKO STREET EXTENSION
RAILROAD AVENUE
KINOOLE STREET
KANOELEHUA AVENUE
PROPOSED AIRPORT ACCESS ROAD
COUNTY RUBBISH DUMP
HAWAII NATIONAL GUARD BUILDINGS
HAWAII NATIONAL GUARD FIRING RANGE
PROPOSED TERMINAL
PROPOSED SPORTS COMPLEX
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EXISTING MACADAMIA NUT ORCHARDS
PROPOSED DRAG STRIP
SCALE
HILO, HAWAII 8/72