

Planning Department
 County of Hawaii
 Hilo, Hawaii

Application for)	
PLANNED UNIT DEVELOPMENT PERMIT)	
by)	PUD Permit No. 12
BOISE CASCADE HOME AND LAND CORPORATION)	
in)	
Anaeho'omaluu, South Kohala, Hawaii)	
)	

PLANNED UNIT DEVELOPMENT PERMIT

The County Planning Commission at a duly held public hearing on February 14, 1977 considered the application of BOISE CASCADE HOME AND LAND CORPORATION for a Planned Unit Development Permit in accordance with Chapter 8 (Zoning Code), Article 23, Hawaii County Code, as amended, to allow the construction of two (2) six-story hotels on Hotel site No. 12 and sites Nos. 9 and 10; to allow up to sixty-five (65) percent of the required parking stalls for the proposed hotels to be located off-site at a central hotel parking area; and to reduce the number of required on-site loading spaces at Anaeho'omaluu, South Kohala, Hawaii, Tax Map Key 6-9-07:22, 23 & 24.

The Commission has found:

1. That the requested additional height conforms to the computed maximum height limits for the sites under consideration. Under the Planned Unit Development (PUD) provisions for reviewing additional height, four components are applied to the specific site under consideration to determine a building envelope. Three of the components are view planes and the fourth component is an absolute maximum height. The maximum height limits derived from the application of the components to the subject sites have been computed as follows:

- a. 61.25 feet above grade and 66 feet above mean sea level (MSL) for Lot 12;
- b. 73 feet above grade and 68.0 feet above MSL for Lot 9/10.

The requested additional height for each of the sites is consistent with the maximum computed height.

2. That from an overall visual standpoint, the additional height will not have a significant effect. The additional height will allow more open space to be provided on the sites which will contribute to an overall open character for the proposed development. The setback requirements under the PUD provisions assure that there is adequate open space between sites so that the overall development is not bulky in character. In lieu of the standard sideyard setback requirement of 18 feet for a 6 story hotel, proposed hotels will have to be set back from between 56 feet and 129 feet from the side property lines under the PUD provisions. The setback requirements further assure that visual corridors both in the area under consideration and from off-site will be maintained. The hotels proposed

for Lots 9/10 and 12 would be respectively 9.5 and 9.0 feet higher than the 45-foot standard height limit of the V-1.25 zoned district. Unlike the standard zoned district height limits, the maximum height limits under the PUD provisions are limited to the elevation above mean sea level as well as the height above finished grade. The standard height limit of the zoned district is only limited by the number of feet above grade and can result in more conspicuous height than when view planes are taken into consideration to determine allowable height. By allowing the additional computed height under the PUD provisions, structural sprawl and ground coverage can be reduced and view planes are assured. It should also be pointed out that for Lots 9/10 and 12 the maximum height limit above grade proposed by the petitioner for the two planned hotels under the PUD concept is less than that which would be allowed under the 4-story, 55-foot variance provision of the V-1.25 zoned district. The visual conspicuousness of structures can also be alleviated through landscape screening and the use of color.

3. That the provision of a portion of the parking requirement off-site will further enhance the open character of the proposed development and will not be detrimental to the public welfare. By providing a central hotel parking facility to house a portion of the required parking, substantial area on each site can be devoted to open space and landscaping than would otherwise be available. In addition, the additional area allows for design flexibility on each site. The petitioner's requests are not intended to circumvent the parking requirement. All of the required parking spaces will still be provided, but the location of them will be varied. The petitioner also intends to provide transportation service between the proposed central parking facility and the various sites.
4. That the reduction of required loading spaces for buses and trucks will not conflict with the purpose and intent of the Zoning Code. The Zoning Code requirement for loading spaces is to assure that there is adequate area for parking for large vehicles, such as buses and delivery trucks. The petitioner has shown that the required number of loading spaces can be reduced without creating congestion on the site. The reduced number of loading spaces for the proposed hotels is based on actual experience at a comparable operational hotel and has proven to be adequate. In addition, additional loading spaces for large vehicles can be provided in the central parking facility or on-site should the need arise.

Therefore, the Commission hereby grants to the petitioner a Planned Unit Development Permit to allow the construction of six-story hotels on hotel site No. 12 and sites Nos. 9 and 10; to allow up to fifty (50) percent of the required parking stalls for the proposed hotels to be located off-site at a central hotel parking area; and to reduce the number of required on-site loading spaces at Anaeho'omalua, South Kohala, Hawaii, pursuant to the authority vested in it by Article 23 of the said Code, subject to the following conditions:

1. That the proposed hotel developments for Lots 9/10 and 12 shall conform substantially to the representations made by the petitioner and the plans submitted with the application.
2. That the proposed hotel on Lot 9/10 shall be limited to a maximum height of 54.5 feet above grade and 68.0 feet above mean sea level and six (6) stories.

3. That the petitioner shall consolidate Lots 9 and 10 within six (6) months of the effective date of approval of the PUD application.
4. That the proposed hotel on Lot 12 shall be limited to a maximum height of 54 feet above grade and 66 feet above mean sea level and six (6) stories.
5. That only up to fifty percent of the required number of parking spaces for each lot shall be located off-site in the central hotel parking facility.
6. That a minimum of ten (10) loading spaces for trucks and buses be provided on each site.
7. That the petitioner or its authorized representative(s) shall submit a program for the proposed jitney system to the Planning Director for review and approval prior to the receipt of final plan approval for the first hotel to be constructed. The program shall include but not be limited to the type of service proposed and methods of implementation.
8. That the petitioner/representative(s) shall submit plans for the proposed parking facility concurrently with the submission of plans for the first operational hotel for preliminary plan approval. The plans for the proposed parking facility shall include detailed landscaping. Development of the first phase of the parking facility shall be completed prior to the issuance of an occupancy permit for the first operational hotel.
9. That the petitioner/representative(s) shall submit a detailed landscaping plan for each lot prior to the receipt of final plan approval for each of the proposed hotels. The landscaping plans for each of the hotel sites shall complement each other.
10. That public access to the shoreline from the main resort road along a side property line as shown in the plans submitted with the applications shall be provided for Lots 9/10 and 12. Public parking areas at the mauka end of each access shall be provided. The petitioner shall submit plans for the shoreline access and parking areas to the Planning Director for review and approval prior to the receipt of final Plan Approval.
11. That salvage archaeological work shall be completed on Lot 12 prior to the issuance of a grading permit.
12. That the proposed major structures, including the hotel, shall be set back a minimum of 150 feet from Ku'uali'i and Kahapapa fishponds.
13. That the effective date of approval of the Planned Unit Development permits shall be contingent upon the approval of the change of zone request.
14. That all other applicable rules and regulations, including the Plan Approval process, shall be complied with.

Should any of the foregoing conditions not be met, the Planned Unit Development permits may be deemed null and void by the Planning Commission.

The effective date of this permit shall be from February 14, 1977.

Dated at Hilo, Hawaii this 4th day of March,
1977.


(Mrs.) Lorraine R. Jitchaku, Chairman

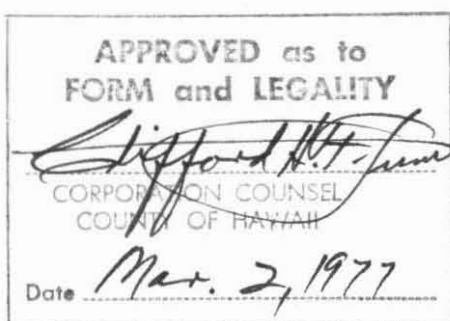
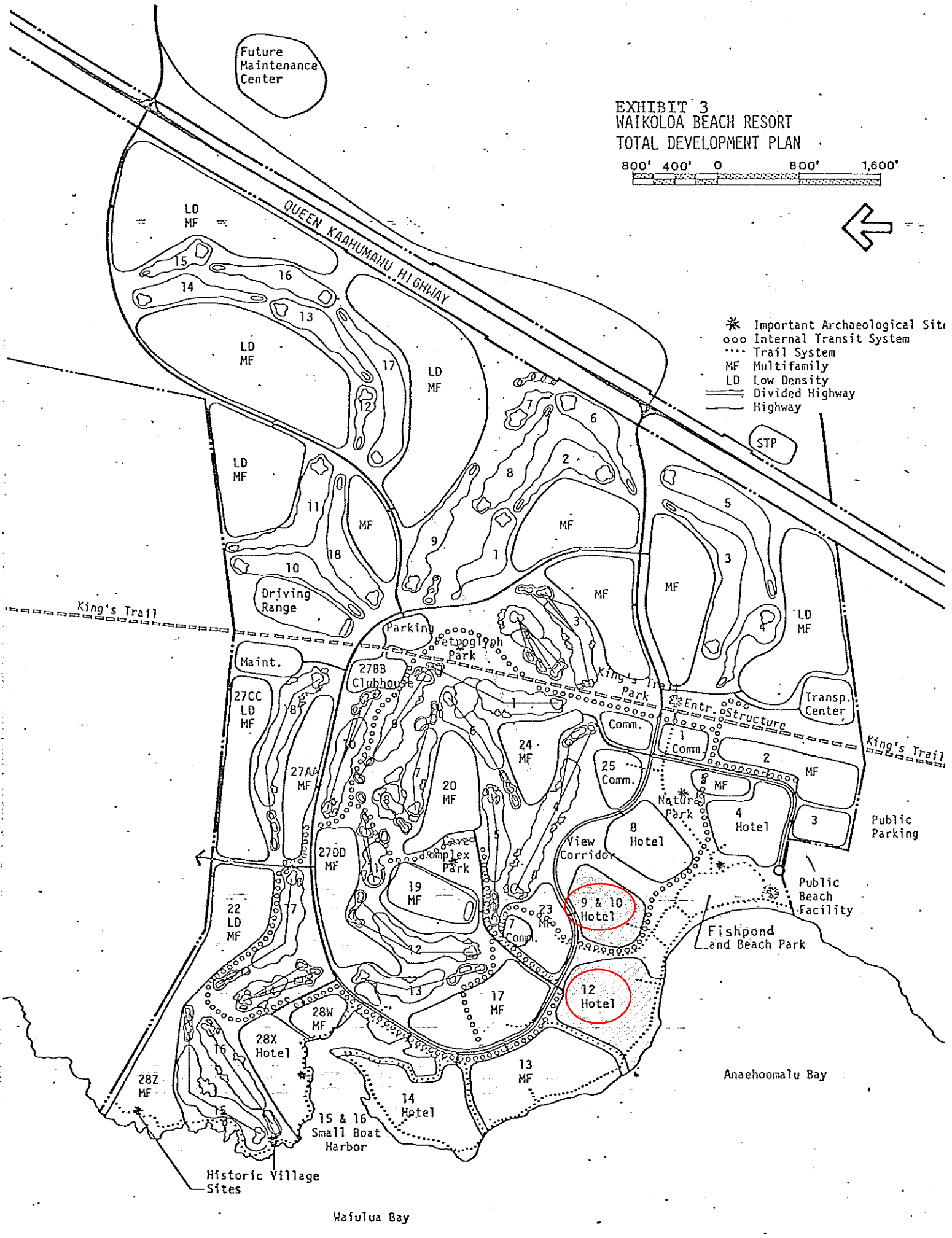


EXHIBIT 3
 WAIKOLOA BEACH RESORT
 TOTAL DEVELOPMENT PLAN



- * Important Archaeological Site
- ooo Internal Transit System
- ... Trail System
- MF Multifamily
- LD Low Density
- == Divided Highway
- Highway



Pacific Ocean

PREPARED BY:
 Belt, Collins and Associates,