STATE OF HAWAII
LAND USE COMMISSION

MEMORANDUM July 5, 1968

TO: LAND USE COMMISSION

FROM: STAFF

SUBJECT: A67-169 - RICHARD SMART

A petition to rezone approximately 230 acres of land from Agricultural to Urban situated at Waimea, South Kohala, Hawaii involving portions of Tax Map Key 6-7-01: 3 and 6-7-02: 17, owned by Mr. Richard Smart was the subject of a public hearing on January 12, 1968.

At that time, the staff recommended the request be denied on the basis that the petitioner failed to submit any real evidence of need, that sufficient vacant land existed within the Urban district to accommodate the needs of the foreseeable future, that the elongated extension of the Urban district encompassing the 230 acres would tend to increase government expenses for services and utilities to this area, and that the request would extend the Urban district well beyond the proposed Waimea highway bypass route, nullifying the purpose and intent of a bypass route. (See staff report in files.)

The Hawaii County Planning Commission originally recommended denial of the petition because the Urban area would extend beyond the proposed bypass road, because the request was premature and would only inflate land values, because the exact bypass road alignment should be determined before the district boundaries are amended, and because the request was contrary to the General Plan. However, the County Planning Commission later reversed its decision and recommended approval of the petition because the subject land is contiguous to an existing Urban district, because development trends

changed since adoption of the present classification, and because the request is in close proximity to the business center and more conducive to Urban uses than Agricultural uses.

Since the public hearing, the petitioner was granted an extension of time and submitted additional evidence in the form of statements of need for additional housing in Waimea, a diagrammatic Land Use plan, and most significant, a request to withdraw that portion of the petition beyond the proposed bypass highway. The area withdrawn represents 110 acres, thus leaving 120 acres between the Waimea Urban district and the proposed bypass highway to be considered by the Commission for rezoning from Agricultural to Urban.

It has long been recognized that there exists a housing shortage for tourist industry workers in the Kona and Kohala areas of the Big Island. This issue was the subject of the Governor's talk in June wherein he urged labor and business to construct housing because he anticipates this demand will increase. The Commission has recently rezoned areas at Kealakekua, Kealakehe and Kawaihae for the construction of housing to meet this demand. The petitioner proposes to have approximately 72 acres developed for this same purpose. This area would be in competition with the Kawaihae area, primarily from the standpoint of climate. The Kawaihae area is generally hot and dry, whereas the area in question is cool and moist.

The need for additional housing in Waimea has been expressed by the Institute of Astronomy, University of Hawaii, for the staff operating the Mauna Kea Observatory. The Mauna Kea Hotel management also expressed that housing for their employees is badly needed and endorsed this request. Ilco and Lewers & Cooke have expressed an interest in developing this area for residential purposes.

Richard Smart has stated that he will donate the necessary right-of-way

for the Waimea bypass highway traversing his property. Also, he will dedicate his land designated as the civic center and hospital area at the appropriate time. However, there is no statement by the petitioner that he will also dedicate the land for future school addition, which is a part of his application, and rezoning the land could very well increase the acquisition cost to government.

The State Highways Division has stated they are negotiating a contract with Wilson, Okamoto and Associates to determine the highway alignment for the Waimea bypass, and that the final alignment is still flexible. The County now proposes a bypass route that will follow an alignment south of the existing Kuhio Village. Your staff believes that this proposed alignment is more realistic and would better serve as a bypass route. We are presently awaiting comments from the State regarding the petitioner's amended request.

In view of the fact that the area of the rezoning request has been substantially reduced and confined to the limits of the proposed bypass route and because new evidence was submitted regarding the need for low-cost housing for the employees of the tourist industry, staff recommends that the zoning be approved south from Waimea to a line perpendicular to Mamalahoa Highway beginning at the south line of the Kamuela vacuum cooling plant site and with the exception of the future extension to the school site.