



Planning Commission

25 Aupuni Street, Rm. 109 • Hilo, Hawaii 96720 • (808) 961-8288

Lorraine R. Inouye
Mayor

CERTIFIED MAIL

December 3, 1991

Mr. Owen Miyamoto
State Dept. of Transportation-Airports Division
Honolulu International Airport
Honolulu, HI 96819

Dear Mr. ^{Owen}Miyamoto:

Special Management Area (SMA) Use Permit Application (91-13)
Request: Allow Expansion of Keahole Airport Facilities
Applicant: State Dept. of Transportation-Airports Division
TMK: 7-3-43:1, 2 & 3

The Planning Commission at its duly held public hearing on November 22, 1991, voted to approve your application, Special Management Area (SMA) Use Permit No. 325, to allow the expansion of the Keahole Airport facilities. The property surrounds the existing Keahole Airport, Keahole, North Kona, Hawaii.

Approval of this request is based on the following:

The purpose of Chapter 205-A, Hawaii Revised Statutes, and Rule 9, Special Management Area Rules and Regulations of the County of Hawaii is to preserve, protect, and, where possible, to restore the natural resources of the coastal zone areas. Therefore, special controls on development within the area along the shoreline are necessary to avoid permanent loss of valuable resources and the foreclosure of management options.

One of the criteria for approving a development within the SMA is that it is consistent with the General Plan and Zoning Code. The proposed project does conform to the General Plan Land Use Pattern Allocation Guide Map, which designates this area for Industrial use. As discussed previously, the granting of this permit will also complement the above-mentioned goals, policies and standards of the General Plan.

A criteria in reviewing an SMA Use Permit Application is that "The development will not have any significant adverse environmental or ecological effect, except as such adverse

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effect is minimized to the extent practicable and clearly outweighed by public health, safety, or compelling public interest. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect and elimination of planning options."

The State Land Use Commission (SLUC) approved a boundary amendment from the Conservation to the Urban District, subject to conditions requiring air and water quality monitoring, noise mitigation, traffic mitigation, prevention of impacts to coastal waters, wastewater treatment, and archaeological preservation. Compliance with conditions of approval will help to mitigate potential impacts.

The site is within and adjacent to the existing airport. No endangered plant or animal species have been found on the property.

The coastal ecosystem is not expected to be significantly affected by the improvements. Preventive measures against groundwater contamination will be taken with regards to the fuel storage sewage treatment facilities. Fuel storage tanks will meet the requirements of the Environmental Protection Agency. The method of sewage treatment will meet with the requirements of the Department of Health. Negative impacts on the local water quality resulting from soil erosion and runoff during site preparation and construction phases can be adequately mitigated through compliance with existing ordinances and regulations. As previously mentioned the SLUC has required the preparation of a water quality monitoring plan. With these precautionary measures in place, the proposed developments are not expected to have any substantial adverse effects on the coastal resources.

Public access and recreational resources would be unaffected by the proposal. The project area is over 2,000 feet from the shoreline. Na Ala Hele's demonstration trail "Ala Kahakai" will traverse the shoreline makai of the airport and will not be affected by the proposed expansion. Access is also provided along the shoreline through an SMA Use Permit for HOST Park.

The Department of Land and Natural Resources (DLNR) has stated that archeological sites identified within the project area have already undergone archaeological data recovery.

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Therefore, any projects within the Keahole Airport Area should have "no effect" on significant historic sites. Conditions of a prior SMA Use Permit established a buffer zone around a petroglyph site near the existing parking area.

The DLNR has also expressed concern for impacts to a proposed state park and wildlife sanctuary along coastal lands from Mahaiula Bay to Kua Bay. While the proposed expansion will not physically impact the proposed park site, the Mahaiula Bay area will continue to be affected by elevated noise levels. The 1990 Noise Exposure Map by R.M. Towill included with this application shows the Mahaiula Bay area affected by noise levels up to 60 Ldn. The 2005 Noise Exposure Map shows slightly elevated noise levels, primarily over the ocean.

Because of the large airport site and its location adjacent to the ocean, effects of aircraft noise on the surrounding community are not expected to increase significantly. The applicant's noise study determined that the total amount of land exposed to noise levels of Ldn 60 and higher is not expected to increase substantially with the proposed expansion. This is due, in part, to improvements in aircraft technology. The applicant has developed a "Noise Compatibility Program" in accordance with the requirements of Federal Aviation Regulations. Implementation of recommended noise abatement measures will minimize noise impacts to surrounding areas. Implementation of mitigation measures calling for comprehensive planning and urban growth management by the county will further help to avoid conflicts between airport and other uses.

Coastal hazards will not be increased by the proposed expansion. According to the FIRM map, the site is in Zone "X" an area outside of the 500-year flood plain and is not within a tsunami inundation area.

Based on the Air Quality Impact Analysis prepared by J.W. Morrow, air quality is significantly affected by pollutant emissions generated by increased aircraft operations and related ground transportation activity. However, ambient concentrations of these pollutants are projected to remain in compliance with Federal and State air quality standards.

The applicant will establish landscaping improvements to obscure views of service areas and to reduce the effects of jet blast. Impacts to viewplanes from Queen Kaahumanu Highway and

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access roads will be mitigated by the establishment of landscaping subject to approval by the Planning Director through the Plan Approval review process.

Approval of this request is subject to the following conditions:

1. The applicant, successors, or assigns shall be responsible for complying with all of the stated conditions of approval.
2. Approval of development within the area affected by the accompanying Change of Zone shall become effective on the effective date of the Change of Zone.
3. Comply with conditions of the State Land Use Commission Decision and Order, dated January 9, 1990.
4. Secure a Conservation District Use Permit from the Board of Land and Natural Resources for development within the State Land Use Conservation District.
5. Plans for Phase I improvements shall be submitted for plan approval within one year from the effective date of the Change of Zone and Final Plan Approval secured within one year thereafter. To assure adequate time for Plan Approval review and in accordance with Chapter 25-244 (Zoning Code), plans shall be submitted a minimum of forty-five (45) days prior to the date by which Plan Approval must be secured. Plans shall include landscaping to visually buffer airport improvements from Queen Kaahumanu Highway, surrounding public uses, and paved internal service roads.
6. Construction of the first phase shall commence within one year from the date of receipt of Final Plan Approval and be completed within two years thereafter.
7. Final Plan Approval shall be secured prior to construction of subsequent phases.
8. Access improvements, including traffic control measures, shall be approved by the Department of Transportation-Highways Division, prior to Final Plan Approval of each phase of the airport expansion. Required improvements for the respective phases shall be installed in a manner meeting with the approval of the Department of Transportation-Highways Division prior to the initial issuance of a certificate of occupancy for each phase.

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9. A ground and ocean water quality monitoring and mitigation plan shall be developed. The plan shall be submitted to and approved by the Planning Department in consultation with the Department of Health within one year of the effective date of this permit.
10. The applicant shall submit a master landscaping plan to the Planning Director for review and approval within one year from the effective date of approval of the Special Management Area Use Permit. The master landscaping plan shall provide: a) methods of landscaping the overall project site; b) location of all major landscaping buffer areas for existing and future development; c) timetable for planting of all major landscaping buffers, provided that the buffers for existing development shall be planted within one year of approval of the landscaping plan; d) methods of landscaping individual project sites; and e) methods of notifying lessors or project developers of landscaping guidelines. During plan approval review of individual projects, the master landscaping plan shall be implemented with the goal of minimizing noise and visual impacts.
11. Comply with all other laws, rules, regulations and requirements of Federal, State and County agencies.
12. An annual progress report shall be submitted to the Planning Director prior to the anniversary date of the effective date of this permit. The report shall address the status of the development and the compliance with the conditions of approval. This condition shall remain in effect until all of the conditions of approval have been complied with and the Planning Department acknowledges that further reports are not required.
13. An extension of time for the performance of conditions within the permit may be granted by the Planning Director upon the following circumstances: 1) the non-performance is the result of conditions that could not have been foreseen or are beyond the control of the applicant, successors or assigns, and that are not the result of their fault or negligence; 2) granting of the time extension would not be contrary to the General Plan or Zoning Code; 3) granting of the time extension would not be contrary to

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the original reasons for the granting of the permit; and
4) the time extension granted shall be for a period not to
exceed the period originally granted for performance (i.e.,
a condition to be performed within one year may be extended
for up to one additional year). Further, should any of the
conditions not be met or substantially complied with in a
timely fashion, the Director shall initiate procedures to
revoke the permit.

This approval does not, however, sanction the specific plans
submitted with the application as they may be subject to change
given specific code and regulatory requirements of the affected
agencies.

Please feel free to contact the Planning Department if there are
any questions on this matter.

Sincerely,



Mike Luce, Chairman
Planning Commission

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jdk

xc: Mr. Chester Koga
Keahole Associates
Department of Public Works
Department of Water Supply
County Real Property Tax Division
West Hawaii Office
DLNR
Department of Health
Department of Transportation-Highways
OSP, CZM Program w/background
Plan Approval Section
Connie