

SPECIAL MANAGEMENT AREA USE PERMIT PETITION
COUNTY OF HAWAII
PLANNING DEPARTMENT - PLANNING COMMISSION

PETITIONER: Belt, Collins & Associates
PETITIONER'S SIGNATURE: Glen Koyama
PETITIONER'S INTEREST IF NOT OWNER: Planning Consultant
ADDRESS: 606 Coral Street, Honolulu, Hawaii 96813
TELEPHONE: 521-5361 (business) _____ (home)
OWNER: Red Hill Joint Venture
OWNER'S SIGNATURE: Stanley A. Stanell, Jr. Joint Ventures
TAX MAP KEY: 7-9-12:3
NATURE OF DEVELOPMENT: Subdivision of 5- and 10-acre lots on 711-acre parcel in North-South Kona, Hawaii

TOTAL COST/FAIR MARKET VALUE: \$4.1 million DATE OF PETITION: Aug. 7, 1984

THE PETITIONER SHALL BE RESPONSIBLE FOR FILING THE FOLLOWING WITH THE DEPARTMENT:

- A. Fifteen (15) copies of the completed petition including the following:
1. A written description of the proposed project and a statement of objectives.
 2. A written description of the anticipated impacts of the proposed project on the SMA including but not limited to:
 - a. Description of environmental setting;
 - b. The relationship of the proposed action to the County General Plan, Zoning and Subdivision Codes and other applicable ordinances;
 - c. The probable impact of the proposed action on the environment;
 - d. Any probable adverse environmental effects which cannot be avoided;
 - e. Alternatives to the proposed action;
 - f. Mitigating measures proposed to minimize impact; and
 - g. Any irreversible and irretrievable commitment of resources.
 3. A written statement discussing the proposed development in relation to the objectives and policies as provided by Chapter 205A, HRS, and the Special Management Area guidelines.
 4. A plot plan of the property, drawn to scale, with all proposed and existing structures and other pertinent information shown thereon.
 5. Any other plans or information required by the Director.
- B. In the case of a petitioner whose proposed development has been assessed, 15 copies of the Director's Determination and any information as to the areas of critical concern as delineated by the Director.
- C. A shoreline survey when the parcel abuts the shoreline, except as may be waived by the Planning Director.
- D. One (1) additional 2 foot by 3 foot plot plan of the property with the information required under item A.4 above, or of dimensions that may be agreed to by the Director.
- E. One Hundred Dollars (\$100) filing fee to cover publication and other administrative costs.

EIS that has been declared adequate under the National Environmental Policy Act (NEPA) or under Chapter 343, HRS, may constitute a valid filing under this section.

The petitioner is also responsible for providing written notice of the public hearing to surrounding property owners and to other interested persons, at least 20 days prior to the scheduled hearing. The petitioner must also file proof of mailing of the notices with the Planning Department prior to the hearing. For further information on this requirement, please refer to the Procedures Attachment or to Rule 9.11.B.

**ATTACHMENT
PROPOSED SUBDIVISION
KEALAKEKUA, HAWAII**

I. PETITIONER

The petitioner is Red Hill Joint Venture, recorded owner of the subject property. The project site, consisting of 711.18 acres and identified by Tax Map Key 7-9-12:3, is located on the North and South Kona District Boundary Line approximately three miles north of Kealakekua Bay (see Figure 1).

II. STATEMENT OF OBJECTIVES

The petitioner desires to subdivide the project site into 5- and 10-acre parcels and to offer the parcels for sale in fee (see Figure 2). The project is intended to be a quality development that would meet all County standards for infrastructure improvements. The petitioner will undertake all procedures necessary to carry the project from the design stage to construction and finally to sales. (If sales are to occur before construction, a bonding of improvements will be executed.) A subdivision application for the project site has been submitted to the County and is presently in review.

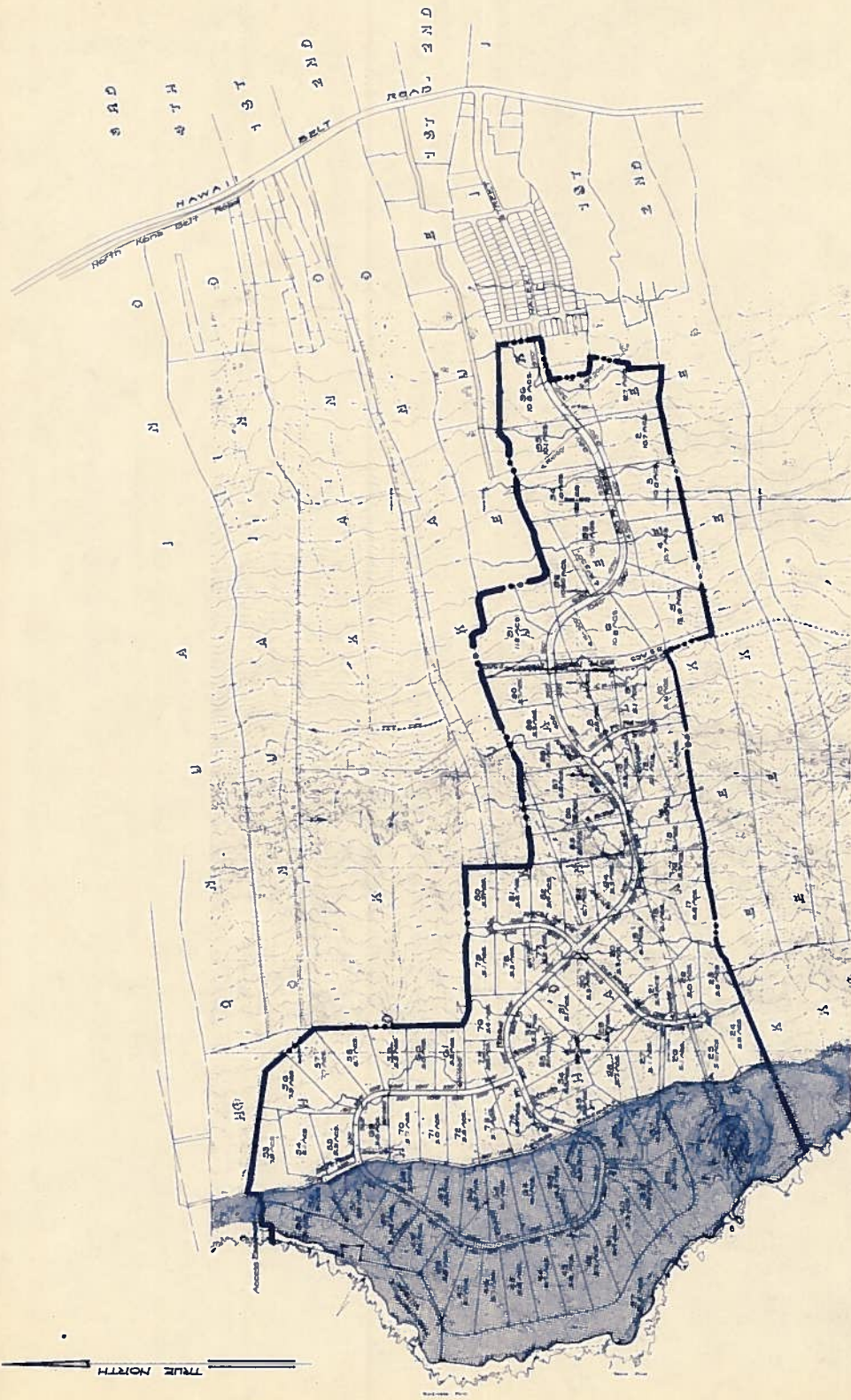
It is anticipated that purchasers of the parcels will engage in ranching, equestrian or various forms of agricultural activities ranging from crop production to limited agricultural activities to backyard farming. The project site is zoned Unplanned and A-5a Agriculture, both allowing minimum 5-acre size parcels. The property is elongated in configuration extending from the shoreline to 10,600 feet inland. Approximately 30 percent or 210 acres of the property adjacent to the shoreline is within the Special Management Area, thus this petition for an SMA Use Permit is submitted.

III. DESCRIPTION OF THE PROPOSED PROJECT

The petitioner proposes to subdivide the project site into 98 new parcels. The property presently constitutes a single parcel as identified by the Tax Map Key above. Of the 98 parcels, 84 parcels will be five acres in size, 12 parcels will be 10 acres in size, and the remaining two parcels will be 8 acres and 62 acres in size. The latter two parcels, located along the shoreline, will be maintained in their natural condition and serve as open space coastal parcels for the agricultural subdivision.

The proposed subdivision will have 80-foot and 60-foot wide collector roads and 50-foot wide cul-de-sacs. Within the proposed right-of-way will be 20-foot wide roadway pavements and graded shoulders and swales on either side. All roads within the subdivision are planned to be dedicated.

Utilities for the subdivision will include underground water, electricity, and telephone. The distribution system for these services will generally follow the subdivision roadways. Sewage disposal will be accommodated by cesspools or septic tanks installed by the individual lot owners.



PRELIMINARY MAP

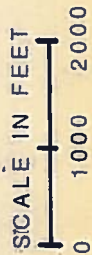
SUBDIVISION OF TAX MAP KEY 7-9-12, PARCEL 3
 BEING PORTIONS OF GRANTS 865, 977, 176, 1651
 AND R.P. L.C. AW. 387, PART 4
 AND THE WHOLE OF GRANT 1587

INTO LOTS 1 TO 98, INCLUSIVE AND ROADWAYS
 AT HONOLULU 4TH, HOKUKAHO 1ST AND 2ND, KAPALELE 1ST AND 2ND
 HALEKII AND KEEKEE 1ST AND 2ND
 NORTH AND SOUTH KONA, ISLAND OF HAWAII, HAWAII

Total Area - 711.18 Acres

■ SPECIAL MANAGEMENT AREA

**FIGURE 2
 SITE PLAN**



Prepared by
 BELT, COLLINS & ASSOCIATES
 606 Coral Street
 Honolulu, Hawaii 96813

This work was prepared by
 me or under my supervision
Edward J. Collins

June 7, 1964

Job No. 6403 03

Development of the subdivision will begin shortly after final subdivision approval is obtained. The project is expected to be constructed in one phase and be completed within 18 months from commencement. Estimated construction cost for the on-site infrastructure is \$4,120,000.

IV. RELATIONSHIP OF THE PROPOSED ACTION TO STATE AND COUNTY LAND USE POLICIES

State Land Use Law

The portion of the project site within approximately 300 feet of the shoreline is within the Conservation District. It encompasses about 69 of the site's 711 acres. The State Department of Land and Natural Resources which is responsible for regulating use in this district has placed the area in the "Limited" sub-zone. The proposed subdivision will not undertake any development within this state-regulated district.

The remainder of the project site (about 642 acres) is situated within the Agricultural District. Control of land use within this district, is entrusted to the State Land Use Commission and the County.

Hawaii County General Plan

The Land Use Pattern Allocation Guide (LUPAG) Map of the Hawaii County General Plan designates the area along the shoreline as "Open Area". The boundary of this area is essentially the same as that of the State's Conservation District boundary. On the remainder of the project site, the LUPAG Map designates "Orchards" and "Extensive Agricultural". As defined by the General Plan, "Orchards" refer to agricultural lands which though rocky in character and content, support productive macadamia nuts, papaya, citrus and other similar agricultural products, and "Extensive Agricultural" refers to lands which are usable for pasturage and range lands. Overlying a portion of the Extensive Agricultural in the mauka section of the property from the 800-foot elevation to the 1200-foot elevation is the General Plan's designation of Alternate Urban Expansion. This area allows for alternate development (from Orchard use) to occur in the event certain urban land use forces affect the area.

Hawaii County Zoning

The project site is zoned Unplanned and A-5a Agriculture by the County of Hawaii. Approximately 586 acres of the makai portion of the project site are designated in the Unplanned zoning district and the remaining 125 acres are within the A-5a Agriculture district. Both zoning districts permit 5-acre parcels.

Shoreline Survey

A shoreline survey was performed on January 24 to 28, 1984 and certified by the State Board of Land and Natural Resources on February 10, 1984.

Special Management Area

The boundary of the Special Management Area varies from 400 to 2,000 feet inland of the property's shoreline. The area within the SMA constitutes about 210 acres or approximately 30 percent of the petitioner's property. Of the 98 parcels proposed for the project, 26 parcels are located within the SMA. The parcels proposed for development within the SMA will be separated from the shoreline by land that will be maintained in conservation use. This area, as indicated earlier, is a 300-foot wide section along the coast designated in Conservation District by the State DLNR.

Inasmuch as a portion of the project site is located within the Special Management Area, the property is subject to the SMA Rules and Regulations of the County of Hawaii. Thus, this petition is submitted for review and approval.

V. DESCRIPTION OF THE AFFECTED ENVIRONMENT

Existing Land Use

The project site is located on the Kona coast of the Big Island between Keauhou Bay and Kealahou Bay. Situated on the North Kona and South Kona District boundary line and approximately 2,800 feet makai of the Mamalahou Highway, access to the property is via Haleki'i Street, an 80-foot wide right-of-way that serves as a collector road for the Kona Scenic Subdivision and future development makai of that subdivision. Kona Scenic Subdivision is a residential development consisting of one hundred twenty-six lots ranging in size from 7,500 sq.ft. to 11,000 sq.ft. At the intersection of Haleki'i Street and Mamalahou Highway are several major commercial facilities including Foodland, Macadamia Nut Factory and Kealahou Post Office.

Kealahou and Captain Cook, two of the largest settlements in South Kona, are within two miles of the project site. The region surrounding the project site has a rural character that reflects its long-time economic dependence upon agriculture and ranching.

Immediately surrounding the site are lands undeveloped and in grazing. Only the Kona Scenic Subdivision on the property's mauka boundary is developed. Lands to the south are owned by Greenwell Ranch and Helen Fernandes Est., et al, and to the north are properties owned by James Ackerman, Alexander R. Smith Estate, Summit Land and Cattle Co./Tamura Children's Trust, and Yamagata Development Company. Notably, along the shoreline and makai of the project site, are two parcels owned by the Greenwell family. These parcels are encompassed in a historic area known as Hokukano Village. Access to this area is apparently via the shoreline. The proposed subdivision will allow for access to Hokukano Village through the proposed open space parcel located in the north side of the project site.

The project site, which is undeveloped but is in limited grazing use, stretches over 10,600 feet from the coastline to approximately the 1,200-foot elevation. Its width ranges from 1,700 feet at the property's upper section to approximately 5,800 feet at the makai boundary. Average slopes vary from less than 5 percent in the low

coastal area to 12-16 percent throughout the remainder of the site's middle and upper sections.

There are no discernible drainageways. As discussed later, the site is covered by heavy vegetation, and soils on the property are very permeable. There are approximately 5,000 feet of ocean frontage, exclusive of the Hokukano Village site. This coastal area is characterized by low rocky shorelines.

A distinct natural feature on the site is Puu Ohau or commonly known as Red Hill, a cinder cone near the ocean which rises about 230 feet above the surrounding land. This predominant feature will be preserved in the open space parcel along the shoreline.

Flora

The heavy vegetation covering the site consists predominantly of koa haole, kiawe, Christmas berry, natal redtop, and various groundcovers including guinea grass, bermuda grass, sand bur and lantana. None of these plants are considered rare or endangered. The proposed subdivision will involve removal of vegetation to various degrees depending on the desired use of the individual lot owners. Such use could range from grazing to extensive crop production to limited agriculture or to backyard farming.

Existing Easements

Traversing the property approximately 400 to 2,000 feet from the shoreline is a jeep trail that is also shown on the Tax Map as a remnant of the old government road between Kealakekua pali and Kainaliu. No current owner of the easement, however, is identified. Near Red Hill, the trail branches makai and continues toward the coast. Further mauka at the property's 700-foot elevation is an old railroad track which is now abandoned. The right-of-way for the railroad apparently has long been removed.

Soils

Except in the low coastal area where sedimentation has occurred, the project site is characterized as rocky lands with soil cover of various depths. According to the U.S. Soil Conservation Service, soils found on the property include:

<u>Soil Type</u>		<u>Capability Subclass (non-irrigated)</u>
WHC	Waiaha extremely stony silt loam	VIIIs
KEC	Kainaliu extremely stony silty clay loam	VIIIs
KDD	Kainaliu very stony silty clay loam	VIIs
rKED	Kaimu extremely stony peat	VIIIs
rPYD	Punaluu extremely rocky peat	VIIIs
rLW	Lava flows, pahoehoe	VIIIIs
rCL	Cinder land	VIIIIs

Lava flows (rLW) comprise the largest portion of the project site. Through time, the lava has weathered and decomposed and soils from mauka and adjacent areas have settled over the rock field. The soils listed above are generally well-drained, i.e., its permeability is rapid, runoff is slow, and erosion hazard is slight. Their capability classification ranges from VI to VIII (on a scale of I to VIII), which indicate they have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture to limitations that preclude their use for commercial plants. The subscript "s" following the soil classification identification indicates the main limitation in the soil is its shallowness, or stoniness.

The Land Study Bureau's overall master productivity ratings for the project site are C, D, and E (on a scale of A to E) which indicate fair to very poor. By and large, the site is within the D and E rating areas; less than 5 percent of the site is within the C rating area.

The State Department of Agriculture's Agricultural Lands of Importance to the State of Hawaii (ALISH) Map classifies approximately 10 percent of the property within the "Other Important Agricultural Land" and the remainder within lands not classified. No "Prime" or "Unique Agricultural Land" is designated on the project site.

Fauna

In a recent field inspection by Belt, Collins & Associates, several wildlife species were observed on the property. Included were the barred dove, mynah, spotted munia, cardinal and gray francolin. Notably, other species can be expected to be found on the site. In a study* on land similar to the project site in the Kona region, as many as 15 species were observed; only one, the Lesser Golden Plover, was indigenous; the others were exotic.

The type of mammals that can be expected to be found on the project site are those occurring commonly in similar habitats throughout the state: rats, mice, feral cat, mongoose. None are endangered species. The Hawaiian hoary bat, a species listed by both the federal and state governments as endangered, has been observed in the Kailua-Kona area a number of times, but its presence at the site has not been documented.

All of the birdlife and mammals in the project area are highly mobile, and thus have the option to migrate to adjacent areas, if necessary. Migrating will involve some species, but as development occurs and land is put into agricultural or pasture use, other species associated with these activities would increase in numbers on the property.

Historic Sites

An archaeological reconnaissance of the project site is presently being conducted by Paul Rosendahl Ph.D., Inc. Results of the survey will be submitted to the County Planning Department upon its completion (estimated in mid-August).

* Survey of Flora and Fauna for the Proposed Alii Drive Realignment, Earthwatch, August 1983.

Natural Hazards

As described earlier, there are no discernible drainageways which could result in riverine floods. Drainage occurs by sheetflow or very small gullies, however since the soil is highly permeable, runoff, with the aid of existing vegetation, generally is absorbed into the ground before it reaches the ocean. The proposed subdivision is not expected to significantly change the character of drainage on the site, since the proposed development will entail an overall low density use of the project site.

Although riverine floods are not expected to be a problem, tsunami inundation is anticipated to have a more real effect on the property. The Flood Insurance Rate Map (FIRM) prepared by the U.S. Army Corps of Engineers shows the boundaries of the Coastal High Hazard area and adjacent flood area as far as 300 feet inland from the shoreline on portions of the project area. All of this potential tsunami inundation area are within the conservation land seaward of the proposed subdivision lots, thus damage to property improvements would not amount to anything.

Views

Views of the shoreline from Mamalahoa Highway, the nearest road to the coast in the project area, will not be obstructed by improvements within the proposed subdivision. The highway is located more than two miles from the ocean and is over 1,500 feet in elevation. Views from the highway are more likely obstructed by improvements adjacent to the roadway. The proposed subdivision is located 2,800 feet below the highway.

Climate

Distance and elevation spread in the mauka-makai configuration of the property are reasons there is a wide rainfall difference on the site. The mauka section may experience 60 inches of rainfall annually while the property's shoreline area might have only 45 inches a year. Temperatures will also be slightly cooler at the 1,200-foot elevation than the usually warm mid-70s degrees experienced throughout the year along the coast and lowland area.

Circulation

Haleki'i Street, an 80-foot wide right-of-way, provides access to the project site from the Mamalahoa Highway. Haleki'i Street's connection with Mamalahoa Highway consists of a channelized T-intersection with separate left-turn and right-turn lanes.

The petitioner proposes to continue Haleki'i Street's 80-foot right-of-way into the project site to a point where the County is planning (in its Kona Regional Plan) a major arterial across the petitioner's property. The future highway will traverse the project site at the 700-foot elevation approximately 3,600 feet below the Kona Scenic Subdivision and approximately 7,000 feet above the shoreline. An old abandoned railroad track presently exists on this future alignment.

Below the future highway, the petitioner proposes to continue Haleki'i Street with a narrower 60-foot right-of-way and three 50-foot wide cul-de-sacs. All roads are planned to be dedicated, thus they will be designed to meet County standards.

It is anticipated that the 96 of the 98 lots, which would contain a dwelling, would generate 672 trips per day based on a trip factor of 7 trips per day per dwelling. Translated into peak hour traffic, which is a better indicator of traffic load on a particular roadway, the volume would amount to 63 vehicles per hour or 9.5 percent of the 24-hour traffic volume.

By 1986 when construction of the subdivision is completed, Mamalahoa Highway is expected to have a 24-hour traffic volume of 13,260 vehicles and a peak hour traffic of 1,233 vehicles. This is based on a 24-hour traffic count taken by the State Department of Transportation on the even years from 1972 to 1982. The calculated annual increase for those years averaged 4.75 percent. This annual gain was applied as a growth rate for the 1986 traffic projection.

Adding the projected peak traffic generated by the proposed development to the projected peak traffic on the Mamalahoa Highway, there would be a total of 1,264 vehicles during peak hour.* This represents an increase of 2.5 percent in traffic which is responsible by the proposed development. The project's contribution of this traffic is expected to be reduced, however, when the planned highway through the project site is completed. Thus far, no timetable has been set for the highway construction.

Public Services and Facilities

The water system serving the project area is part of the North Kona Water System. An 8-inch transmission line presently runs along Mamalahoa Highway, and Halekii Tank, a 0.25 MG reservoir above Kealakekua, provides storage facilities for the area. The source for the system is the Kahaluu Wells located above Kona at Keauhou Resort.

The Hawaii County Department of Water Supply has indicated the system serving the project area is currently inadequate. Thus the petitioner has several alternatives (as suggested by the DWS) to consider in providing an adequate source for the proposed project.** To obtain the necessary water, the petitioner will work with the DWS and obtain its approval to assure the provision of a feasible and adequate source and transmission system for the proposed subdivision.

Sewage collection will be accommodated by cesspools or septic tanks installed by the individual lot owners. Each lot owner will be responsible for obtaining the necessary State and County approvals prior to any installation of a private sewage disposal unit.

* A 50:50 split in direction is assumed for the project-generated traffic added to the projected traffic on Mamalahoa Highway.

** Letter from DWS addressed to Belt, Collins & Associates and dated February 24, 1984. A follow-up letter was transmitted on April 13, 1984.

The proposed subdivision will be served by underground power and telephone lines generally following the project's interior roadways. The two utility systems will hook up to existing overhead lines within the adjacent Kona Scenic Subdivision.

Hawaii Electric Light Company serves the project area with a transmission line along Mamalahoa Highway and a substation in Keauhou. This system presently is near capacity. In the design stage is a new substation along Kamehameha III Road in Keauhou which is now seeking approval from the Public Utilities Commission. Upon its completion in 1985, increased electrical service will be available to the project site as well as other areas within the region.

Hawaiian Telephone Company will provide service to the project area through its transmission lines along Mamalahoa Highway.

Solid waste disposal will require contractual arrangements with a private hauling company, however, individual lot owners may elect to haul their own solid waste away.

The nearest public schools are Konawaena Elementary School and Konawaena Intermediate and High School. Both schools are located on the same grounds approximately 1.5 miles from the project site.

Kona Hospital, with about 80 beds, is located mauka of the Mamalahoa Highway almost opposite the proposed subdivision. Also located nearby in Captain Cook is a fire station and police substation where their dispatch facilities would provide quick response time for fire and police services.

Aside from the recreational facilities at the Konawaena Schools, a 5-acre neighborhood park is located on Haleki'i Street at the mauka boundary of the project. Additionally, within 10 miles of the project are several beach parks which offer public access to the shoreline. Included are Kealakekua Bay Park, Keauhou Bay, Kahaluu Beach Park and White Sands Beach Park. Additional recreational areas are located in and around Honaunau to the south and Kailua-Kona to the north. The present variety and abundance of recreational facilities in the region should be adequate to meet long-term demands of the proposed project without creating any significant burden on existing facilities.

VI. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Subdivision of the subject property is not expected to generate any significant long-term adverse effects. Installation of project infrastructure, however, is anticipated to create some adverse impacts on the surrounding environment. These impacts, notably, will be short-term, in effect only during the construction phase. It is anticipated the impacts will be minor in scale and include such effects as temporary disruptions in traffic during connection of project infrastructure with existing infrastructure in the area and minor traffic slowdowns due to construction vehicles travelling to the site. Other impacts will include dust and noise generated by construction activities associated with the installation of the access road and utility lines.

VII. ALTERNATIVES TO THE PROPOSED ACTION

No Action

Under this alternative, the project site would continue in its present idle and limited grazing use. No subdivision would occur and no improvements would be made. Lost would be the creation of needed small acreage agricultural lots which would fill the present void of such lots in this region.

Alternative Use

Urban oriented uses such as medium- and high-density residential, commercial and industrial facilities would not be compatible with the surrounding lands or suitable on this remote property.

Although park use is a possibility, public beach parks currently exist nearby at Keauhou and Kealakekua. To develop another may be redundant in a remote and lowly populated area.

Intensity of Use

The petitioner has explored the possibility of smaller lots consisting of 1 and 3-acre parcels for the property, but these densities were found to be inconsistent with the County objectives and policies for the area. Parcels larger than the proposed 5- and 10-acre parcels were also explored, but were found to be economically unfeasible for the project.

VIII. MITIGATING MEASURES

It is anticipated that the proposed 5- and 10-acre lot subdivision will not result in any significant long-term adverse effect on the SMA and surrounding environment. As outlined above, the effects, both positive and negative, would be at an insignificant level because of the nature and scale of the proposed action.

Short-term impacts, which would result primarily from construction of the proposed improvements, also, would be minor in effect. It is anticipated that construction noise and dust would be generated during construction of the road and utility lines. These impacts, however, will be temporary extending no more than 18 months in duration.

To accommodate for any potential erosion and sedimentation problem that may result during construction of the subdivision's infrastructure, the petitioner will obtain a grading permit, as required, and undertake erosion control measures as specified by the County. It is anticipated also any agricultural endeavors on the individual lots will involve soil conservation practices by the lot owners.

In anticipation of potential impacts on archaeological sites within the property, the petitioner will comply with all conditions of SMA Use Permit approval relating to archaeological work. Mitigation measures will be employed, if necessary,

and clearance from the County Planning Department will be sought prior to commencement of construction. Should any unanticipated sites be uncovered during construction, work in the area will be ceased until clearance is obtained from the County Planning Department.

IX. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The proposed action will result in the commitment of the property to the development of 5- and 10-acre parcels. Private monies, professional services and construction manpower and equipment will be required to plan, design and construct the proposed subdivision. Marketing and sales of the lots then would follow construction or final subdivision approval and bonding. Long-term commitment of resources would include the use of public utilities, services and facilities.

X. PROPOSED ACTION IN RELATION TO THE OBJECTIVES AND POLICIES OF CHAPTER 205A, HRS, RELATING TO COASTAL ZONE MANAGEMENT

Recreational Resources

The proposed action will not disturb any existing coastal recreational resources. All parcels of the proposed subdivision will be mauka of the Conservation District which encompasses the shoreline area. The proposed development will not interfere with or remove any existing public or private access to the shoreline.

Historic Resources

An archaeological reconnaissance is being conducted on the project area by Paul Rosendahl, Ph.D. The petitioner intends to submit the results of the survey and obtain archaeological clearance from the County Planning Department prior to commencement of construction and to comply with all conditions of SMA Use Permit approval relating to archaeological sites.

Scenic and Open Space Resources

The proposed subdivision will be more than 300 feet from the shoreline above open space parcels to be created with the proposed development. Control over use of the open space is by the State Department of Land and Natural Resources.

The proposed subdivision will be developed to a density of one residential unit to 5 and 10 acres, and would consist of agricultural activities. The visual character of the region would not be significantly impacted.

Coastal Ecosystems

The coastal ecosystems along the shoreline and adjacent Conservation District will be monitored and protected by existing County and State laws. Any development in this area will be subject to rules and regulations pertaining to the coastal environs.

Impacts on the coastal waters from the increase in surface runoffs generated by the proposed development are not expected to be significant because of the agricultural and low-density nature of the proposed development. There will be use of cesspools or septic tanks in the subdivision, but no source of potable water or wells are located in the vicinity where it could be the recipient of potential contaminants.

Economic Uses

The proposed subdivision will not preclude the development of coastal dependent projects in appropriate areas. The proposed subdivision is consistent with the County General Plan which has determined appropriate areas for coastal dependent development elsewhere from the project site.

Coastal Hazards

There would be no hazard to life or property from tsunami inundation. The proposed agricultural lots would not be affected by any coastal high hazard zone as designated by the Federal Flood Insurance Rate Maps. The proposed project will not result in any significant increase in surface runoff onto makai properties or the coastal waters. The project will comply with all existing County laws relating to soil erosion and sedimentation controls.

XI. PROPOSED ACTION IN RELATION TO THE SPECIAL MANAGEMENT AREA GUIDELINES

SMA Guidelines A.1 to A.5

The proposed action involves the subdivision of land and installation of roads and utility lines. Construction activity for the infrastructure will be more than 800 feet from the shoreline. Future development or use of the individual lots by the lot owners will be more than 300 feet from the shoreline and above an area regulated for conservation use by the State DLNR. It is not anticipated that development of the subdivision will have any significant adverse effect on the shoreline. There are no estuary, salt marsh, river, slough or lagoon in the vicinity.

The proposed action will not reduce the size of any beach or other areas usable for public recreation, will not interfere with any existing public access to the shoreline, and would not significantly affect the water quality of any existing open water feature or fishing ground.

The agricultural use of the property will not result in extensive development that would obstruct mauka-makai views of the shoreline from the Mamalahoa Highway and will not result in the loss of unique wildlife habitats on the property.

SMA Guidelines B.1 to B.3

As outlined above, the proposed action, including the cumulative impact generated by development of the individual lots, is not anticipated to have any

significant adverse impact on the SMA and surrounding lands. Minor effects would result from construction activities associated with the development, but mitigating measures, as specified by existing County laws, will be employed. The archaeological resources in the area are being studied and mitigating measures will be employed if necessary. Should any unanticipated sites be uncovered during construction, work on the project will be ceased until clearance is obtained from the County Planning Department.

The proposed action is consistent with the public policies of the County which includes the General Plan, zoning, subdivision ordinance and the objectives and policies as provided by Chapter 205A, HRS, and the Special Management Area guidelines.

SMA Guidelines C.1 to C.6

Within 10 miles of the project site are several public recreational facilities which offer public access to the shoreline. Included are Kealakekua Bay Park, Keauhou Bay, Kahaluu Beach Park and White Sands Beach Park. Additional recreational areas are located in and around Honaunau to the south and Kailua-Kona to the north.

The proposed subdivision will result in minor alterations to existing landforms and various degrees of alteration to vegetation. There will be minimum adverse effects to water resources and scenic and recreational amenities, and minimum or no danger of floods, landslides, erosion, siltation and structural failure in the event of earthquakes.

The use of cesspools or septic tanks by the individual lot owners on the large agricultural parcels does not pose any problems on potable water quality in the area's SMA. The County currently does not provide refuse collection services in the study area. Each household is responsible for transporting his own refuse to a nearby public disposal facility.