

March 31, 1976

Kauai Planning Commission
4280 Rice Street
Lihue, Kauai 96766

Attention: Mr. Brian Nishimoto
Planning Director

Gentlemen:

At its meeting on March 29, 1976, the Land Use Commission voted to approve a Special Permit to Princeville Corporation (SP76-236) to allow the re-activation and extension of an existing airstrip situated in the Agricultural District at Princeville, Hanalei, Kauai, identified as Tax Map Key 5-3-1: parcel 6 and a portion of parcel 2; subject to the conditions imposed by the Kauai 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: Princeville Corp.
Tax Assessor, Kauai
Real Property Tax Assessor, Dept. of Tax.
Property Technical Office, " "
Tax Maps Administrator, " "

4840

Hanalei Boundary
Kalihikai

Plat

00

ment Corp.

KUHO HIGHWAY

A

11215

3

TRUE NORTH
1" = 1000'

ANINI

ROAD

PCR
PLK
3

Eagle County Development

Rd Par 2 (old Rd.)
0.977 Ac.

Rd Par 2-A
0.223 Ac.

Access Permitted

Rd. Par 3-B

Lihue
Plym. Co.,
(Ltd.)
in favor of
State of Hawaii
149285. J
Rd. Par 3-C

Eagle
County
Dev. Corp.

L.C. Aw.
8127.1
L.C. Aw.
10434.1

10596

stream

8559-B:39

Plat

L.C. Aw. 9285:12

POSTPONEMENT
(229.597 Acs.)

L.C. Aw. 10075
L.C. Aw. 10091:12

Rd. Par 3-D

Rd. Par 5-A

Rd Par 5

Plat 9

AREA
119.195 ACS.

Plat 2

School G

Eagle Co
1.15

SP76-236 Princeville Corp

This is a Special Permit request to reactivate & extend the existing Princeville airstrip at Hanalei, Kauai on about 20 acres of land located off Kuhio highway. The facility will reduce travel time to the North Shore by about an hour & will provide a freight capability to the area. The strip was formerly used for crop dusting from 1960 to 1973.

The air strip is anticipated to ultimately accommodate 4 flights a day involving twin engine air taxis & charter flights. The minimum vertical flight clearance from residences in the area will be 1,000 feet. The nearest residence is located approx. 3,600' away. No night operations will be allowed except for emergencies.

There were 4 letters sent to the County agency expressing support of the petition, and no adverse comments by governmental agencies reviewing the request. The FAA is issuing a Determination of "No Objection to the Proposal."

On Feb 25 '76 the KCPC voted to approve the SP subject to 7 conditions. These are listed on pages 5 & 6 of the staff memo. Also on page 6 is a reference that the KCPC voted to approve this petition on the same day (Feb 25 '76) that it held a re-hearing.

We have since rec'd a letter from Brian W. Ishimoto, KPLaing Director ~~the~~ dated Mar 25 '76 that the KPLaing Commission voted to ratify its prior action of Feb 25 '76.

at its meeting
on Mar 24 '76

STATE OF HAWAII
LAND USE COMMISSION

Minutes of Meeting

DPED Conference Room
Honolulu, Hawaii

March 29, 1976 - 9:30 a.m.

COMMISSIONERS PRESENT: Eddie Tangen, Chairman
Stanley Sakahashi, Vice Chairman
Charles Duke
Colette Machado
Mitsuo Oura
Carol Whitesell
Tanji Yamamura
Edward Yanai

Approved 5/12/76

COMMISSIONER ABSENT: James Carras

STAFF PRESENT: Ah Sung Leong, Acting Executive Officer
Michael Marsh, Deputy Attorney General
Dora Horikawa, Clerk Reporter

Ray Russell, Court Reporter

ADDITION TO THE AGENDA

It was moved by Commissioner Whitesell and seconded by Commissioner Duke to add the adoption of minutes to the agenda. The motion was unanimously passed with the following votes:

Ayes: Commissioners Duke, Machado, Oura, Whitesell, Yamamura.,
Yanai, Sakahashi, Chairman Tangen

ADOPTION OF MINUTES

Upon motion by Vice Chairman Sakahashi, seconded by Commissioner Yamamura, the minutes of February 12 and 20, 1976 were unanimously approved.

The agenda was rearranged to take action on the Special Permit first.

ACTION

✓ APPLICATION BY PRINCEVILLE CORPORATION (SP76-236) FOR A SPECIAL PERMIT TO ALLOW THE REACTIVATION AND EXPANSION OF THE EXISTING HANAIEI AIR-STRIP AT PRINCEVILLE, KAUAI

Mr. Leong, Acting Executive Officer, presented a summary of the pertinent facts contained within the staff memo (see copy of report on file), and oriented the Commission to the area under petition with the aid of the District map.

It was moved by Vice Chairman Sakahashi, seconded by Commissioner Oura, to approve the Special Permit, subject to the 7 conditions imposed by the Kauai Planning Commission. The motion was unanimously carried.

A75-400 - HENRY R. MEYER, OTTO S. MEYER, ALEX I. EGUSA
TO RECLASSIFY APPROXIMATELY 10.3 ACRES FROM CONSERVATION TO
AGRICULTURAL AT KAPUAOKOOLAU, MOLOKAI

In the matter of the boundary amendment petition by Henry R. Meyer, et al, Docket A75-400, a hearing was conducted in Molokai on January 23, 1976 by Mr. Ben Matsubara, Hearing Officer. Chairman Tangen referred the Commission to the Hearing Officer's report, including his recommendation, which had been distributed earlier (see copy in file).

Mr. Leong identified the existing surrounding uses, highways, shoreline, etc. in relation to the subject property.

It was noted that this was the first instance of a hearing having been conducted by a Hearing Officer, and that the observations, findings and conclusions in his report were significant and pertinent to the petition. Therefore, it was moved by Commissioner Duke and seconded by Commissioner Yamamura to adopt the Hearing Officer's Findings and Conclusions, and to approve the petition.

During the discussion that followed, Commissioner Whitesell recommended that the following be included in the Commission's findings:

1. The request conforms to the County General Plan
2. The request was approved by the Molokai Advisory Committee

It was suggested by Mr. Marsh that the conclusions could include the following:

1. Agricultural designation would be more appropriate than Conservation for the subject parcel
2. The proposed uses are permitted within the Agricultural District, the amendment conforms to the standards of Rule 2.2 of the District Regulations, not violative of Chapter 205-2, HRS, and is consistent with the interim land use policy

The Chair called for a vote on the motion before the Commission, and the Commissioners were polled as follows:

Ayes: Commissioners Duke, Whitesell, Oura, Machado,
Yamamura, Sakahashi, Yanai, Chairman Tangen

Absent: Commissioner Carras.

The motion was carried.

A75-401 - AMFAC COMMUNITIES INC. - HAWAII
TO RECLASSIFY APPROXIMATELY 65.4 ACRES FROM AGRICULTURAL TO
URBAN AT LAHAINA, MAUI

In the matter of the boundary amendment petition by Amfac Communities Inc. - Hawaii, Docket A75-401, on which a hearing was held on January 15, 1976, the Commission discussed and reviewed the following documents which had been previously distributed to the Commission members, prior to taking action on the petition:

1. Petitioner's Proposed Findings of Fact and Conclusions of Law
2. Comments of the Department of Planning & Economic Development on the Petitioner's Proposed Findings and Conclusions
3. Maui County Planning Department's letter dated March 22, 1976

(See copies on file)

Since there were no objections from any of the parties, Chairman Tangen declared that the following document was adopted by the Commission:

Petitioner's Motion, dated March 5, 1976, to correct transcript of the hearing held on January 15, 1976 on Docket A75-401
(see copy on file)

STATE OF HAWAII
LAND USE COMMISSION

MEMORANDUM

TO: Land Use Commission March 29, 1976
9:30 a.m.

FROM: Staff

SUBJECT: SP76-236 - Princeville Corporation

Mr. Donn A. Carswell, Vice President and Project Manager of Princeville Corporation has submitted a Special Permit request to allow the reactivation and extension of an existing airstrip situated in the Agricultural District at Princeville, Hanalei, Kauai. The subject property comprises approximately 20 acres described as Tax Map Key 5-3-1: parcel 6 and a portion of parcel 2. It is located mauka of Kuhio Highway and approximately 1.7 miles east of the main entrance to the Princeville development.

By letter dated September 26, 1975, the petitioner has submitted the following to support the request:

1. The intent of this application is to complete the phased development of this private airstrip as originally conceived fifteen years ago. The strip will augment scheduled airline and surface transportation to Kauai. To adequately handle twin engine air taxis and charters (Cessna 402's) the existing strip must be extended in length to 3300 feet. The presence of the strip will have a significantly positive effect on visitors flying to Princeville from Honolulu and Maui. It will benefit North Shore residents by reducing travel time to Honolulu by an hour, and open up a direct freight capability to the North Shore.
2. The presence of direct air taxi flights to Princeville will augment transportation to the North Shore and will have an effect in reducing the ground traffic between Lihue and Hanalei.
3. Four existing air taxi operators have expressed interest in flying into Princeville, with a stop in Lihue if required. Several pilots owning private planes have expressed interest in the strip.

4. A minimum amount of pasture land (20 acres) will be removed from production and will be replaced by more intensive use of other marginal pasture on the Princeville Ranch.
5. The first phase of this strip was built in 1960. It was used continuously by crop dusters and air taxis ferrying customers to the Hanalei Plantation until 1972. The last use of the airstrip was in the 1972-1973 period.

The petitioner states that the airstrip will ultimately be comprised of 3 acres of stabilized impervious surface, partially paved initially. Approximately 2.02 acres are in parcel 6 and 0.98 acre in parcel 2. He indicates that the abundance of agricultural acreage, reflected by the 2,923 acres comprising parcel 2 owned by Princeville Ranch, justifies the request.

The preliminary construction plans for improvements to Princeville Airstrip consisting of a cover sheet and an aerial map entitled "General Plan" were transmitted by the County. The plan shows the following:

1. A 40' x 3,400' runway.
2. A 200' safety area at each end of the runway.
3. An area adjacent to Kuhio Highway containing a wind cone, auto and aircraft parking.

In a letter dated January 6, 1976, the petitioner addresses concerns expressed by the State Department of Health on noise levels. A copy of a noise study for a windward Oahu airport prepared for the Airports Division, Department of Transportation, was submitted indicating that at 1,000 feet, the noise levels in dB(A) for a Cessna 402 is 70 for overflight, 70 for landing and less than 80 at takeoff. These compare with noise levels in dB(A) of 120 for rock music, and 70-75 for dog barking. The petitioner offered to run simulated tests at the strip with a Cessna for the Planning Commission's evaluation.

Records transmitted by the Kauai County Planning Department indicate the following:

A public hearing was held by the Planning Commission on this matter on December 10, 1975. However, on the advice of their counsel, the Kauai Planning staff recommended a re-hearing on the petition, and this was subsequently conducted on February 25, 1976. The substance of the discussion at the February 25, 1976 re-hearing is summarized below:

1. The nearest residence from the subject site is approximately 3,600 feet.
2. Approximately 10% of the 450,000 people visiting Kaanapali on the island of Maui flew in on the Kaanapali airstrip.
3. It is anticipated that the Princeville airstrip will accommodate 1 or 2 flights a day initially; but it is envisioned that this will be increased to an average of 4 flights a day--2 scheduled and 2 chartered. Aircraft will be the twin engine Cessna 402 or Queenair Beechcraft, holding 8 to 9 persons. Due to topography, there will be no further expansion of the airstrip. Princeville will either operate the strip itself or lease it to an operator.
4. With regard to the noise factor, petitioner indicated that the duration of the noise is very brief and that no adverse community reaction is anticipated. He agreed that there will be distraction to the motorist. However, this will be a total of 24 out of a 1,440 minute day. An identification sign on the approach to the airstrip will alert motorists and there is sufficient clearance from the highway. The minimum vertical flight clearance from residences in the area will be 1,000 feet. Use of the airstrip will be controlled, no night operations will be permitted unless during emergencies. Petitioner noted that there were no recorded complaints in the prior use of the Hanalei Plantation airstrip nor any problems related to the Ranch's crop dusting operations.
5. Mr. Red Johnson, Kenai Helicopters pilot, supported the proposed facility and indicated that perhaps as many as 100 flights a day were conducted on this same airstrip to fertilize the ranch. He estimated that the crop duster aircraft would generate 3 times more noise than a modern, light twin engine craft, whose engine generates between 210 to 270 HP and has mufflers on. The crop duster generates 350 HP and is operated without mufflers.
6. Mr. Dave Anderson, pilot involved in construction at Princeville, indicated that the normal take off direction is northeast; the approach would be over Hanalei Bay or the mountains mauka.

7. In reply to several concerns raised by Miss Jo Ann Yukimura, the petitioner indicated that the use of the airstrip will be monitored and controlled and if any activity becomes a nuisance and gets out of control, they can deny an aircraft the use of the strip because it is a private facility.
8. A fire hydrant will be installed, and ultimately, restroom facilities will be added.
9. Letters in support of the proposal were received from the following:

Letter dated February 10, 1976 from Jack Perry, airline captain and Princeville resident, anticipates no noise or pollution problems.

Letter dated February 23, 1976 from Mrs. Maile Asing Semitekoi, "long time resident of Hanalei", anticipates increased job opportunities and security.

Letter dated February 24, 1976 from Roy B. Powell, President, Princeville at Hanalei Community Association would provide a needed transportation link to the North Shore.

Letter dated February 25, 1976 from Burt Tsuchiya, Louie Gonsalves, Jr., Jerome Hew and Abel Medeiros-- would benefit economy, lessen congestion at Lihue airport and highway, and the travel time to North Shore.

10. Pertinent comments received from various agencies are as follows:

WATER DEPARTMENT - no objections since they have no water system in the vicinity nor would domestic water sources be affected.

FIRE DEPARTMENT - strongly recommends the provisions of a fire hydrant and access for fire trucks.

STATE AIRPORTS DIVISION - concurs with the reactivation of Hanalei Airport and urges approval of the Special Permit.

FEDERAL AVIATION ADMINISTRATION - based on a previous aeronautical study and the revised construction plans, the FAA has no objections to the proposed

facility and is issuing a FAA determination of "No Objection to the Proposal".

STATE HIGHWAYS DIVISION - no objections; however, the agency requested that construction plans be forwarded for review and approval and further recommended that grading and drainage plans be prepared and that construction comply with State Highway Division requirements.

NORTH SHORE IMPROVEMENT COMMITTEE - recommends approval of the Special Permit.

On February 25, 1976, the Kauai County Planning Commission approved the Special Permit subject to the following conditions:

1. Airstrip use and control shall be limited to air taxi, private, and crop dusting aircraft, as represented by the applicant and permitted by FAA relative to the standards for this size airstrip.
2. As recommended by the Fire Department, a fire hydrant be located within the site and access be provided for fire trucks to enter the field area.
3. Access to and development of the subject site shall be subject to the approval of the Highways Division, State Department of Transportation, and include grading and drainage plans. The applicant shall include "Notes for Construction within the State Right-of-Way" on the construction plans.
4. Prior to actual development, the applicant comply with the requirements of the Federal Aviation Administration. Princeville Corporation shall comply with FAA requirements regarding notification of airstrip development by filing Form 5010 with the FAA.
5. All aircraft utilizing the strip shall avoid overflying populated areas, shall take off and land only during daylight hours, and shall utilize the flight paths as represented by the applicant. Emergencies are specifically exempted. Failure to comply with any of the foregoing conditions shall be sufficient grounds to revoke this approval.
6. In compliance with adopted Land Use Commission Regulations, the applicant shall establish the use within 1 year of Special Permit approval by the Land Use Commission.

7. Prior to and during any development, construction and use, all applicable Federal, State and County laws, codes, ordinances, rules and regulations be complied with.

It is noted that the Kauai County Planning Commission acted on this petition on February 25, 1976, the same day that the re-hearing was concluded. However, Section 205, HRS, requires that "the planning commission shall act on the petition not earlier than fifteen days after the public hearing". At the writing of this report, we have been advised that the Kauai Planning Commission will act to reaffirm its February 25, 1976 action at its meeting on March 24, 1976.