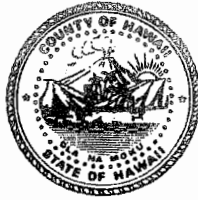


Harry Kim
2006



Christopher J. Yuen
Director

Brad Kurokawa, ASLA
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Deputy Director

County of Hawaii
PLANNING DEPARTMENT

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March 30, 2006

Mr. C. Kimo Alameda, Chairman
And Members of the Planning Commission
101 Pauahi Street, Suite 3
Hilo, HI 96720-3043

Dear Mr. Alameda and Members of the Planning Commission:

Proposed General Plan Amendments

One of the proposed amendments to the General Plan has aroused a great deal of public interest: the deletion of a "Course of Action" for Transportation in South Kohala, sec. 13.2.5.6.2(g): "To relieve traffic congestion through Waimea town, implement construction of (a) Parker Ranch's connector road from Kamamalu Street to Mamalahoa Highway; and (b) the County's extension of this road, between Mamalahoa Highway and Kawaihae Road in the vicinity of the Waimea solid waste transfer station."

This "course of action" was new in the 2005 General Plan and grew out of the ordinances rezoning Parker Ranch land on the south side of the Mamalahoa Highway: Ords. 92-65, 96-117, and 02-25. These allowed commercial and residential development on Parker's properties (the "Parker Ranch 2020" plan), and required Parker Ranch to build this lateral connector road, triggered by phases of their development. The Parker Ranch section of the connector road would allow traffic to bypass the Lindsey Road/Mamalahoa Highway intersection bottleneck, as well as allow residents living in Waimea south of Mamalahoa Highway to get to shopping areas and the public school without using Mamalahoa Highway. The Planning Department decided that this requirement should be formalized in the General Plan as well.

Representatives of Parker Ranch met with me and asked that the County consider alternatives that would still provide a parallel route south of Mamalahoa Highway but would not necessarily be the "connector road" called for in the ordinances. They pointed out that the General Plan locked in a specific solution, and that if the County in the end decided that it wanted the connector road called for in the rezoning ordinances, it could

Mr. C. Kimo Alameda, Chairman
And Members of the Planning Commission
Page 2
March 30, 2006

still enforce these even if the requirement was not in the General Plan, but that the General Plan would be another obstacle if a better solution was found. This made sense to me and I agreed to introduce an amendment deleting this course of action. At the same time, the written rationale for the amendment does say that the conditions of the rezoning ordinances remain in place.

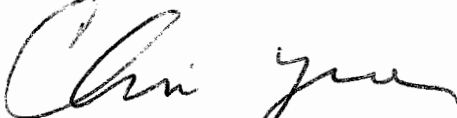
Unfortunately, but understandably, some members of the public have taken the proposed General Plan amendment as a retreat from the concept of a parallel route for traffic in Waimea. In addition, to date, I have not been shown any plans by Parker Ranch for a way to have this alternate route without implementing something like the road called for in the rezoning ordinances, and it seems that it would be very difficult to do so.

The County has a contract with Parsons Brinkerhoff, an engineering firm, to specifically look at traffic circulation within Waimea, including the connector road concept. They expect to have preliminary findings by mid-summer.

Because of this pending study, and because of the public concern about the amendment, I ask the Planning Commission to defer action on this proposed General Plan amendment at least until the Parsons Brinkerhoff study has given its preliminary findings. If the study reaffirms the basic concept of the type of connector road called for in the rezoning ordinances, I will withdraw the proposed General Plan amendment.

Should you have any questions, please feel free to contact me.

Sincerely,



CHRISTOPHER J. YUEN
Planning Director

CJY:syw

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cc: Parker Ranch Trust

Waimea Community Association
Department of Public Works
Parsons Brinkerhoff
Mr. Wayne K. Awai (via e-mail)
Ms. Margaret L. Becka
Ms. Victoria L. Dunn
Ms. Margaret Wille