

South Kona Notes – 6/9/04 Field Outing with Roger Harris, Mr. Sherman and Mr. Engelhard of Ono Hui, John Tolmie of Kaholo Pali, LLC, MaryAnne Maigret (SHPD), Clement Chang & Bill Downes (Na Ala Hele), Mike Donoho & Aric Arakaki (Ala Kahakai NHT), and Debbie Chang (County Planning)

- **Roads and Access** – The unpaved road that we took to wind our way down to the shore (highlighted in pink) crosses several ahupua'a and crosses the state-owned Haukalua 2 Homesteads. The landowners are talking about creating an alternative access road to come off Mamalahoa Hwy. somewhere in Alae 1 – 2. This new road would join with the existing unpaved road which would have to be upgraded. This new road would benefit all the landowners who are south of the state-owned Haukalua 2.
- **Road and Trail Ownership Issues** – The state very likely has ownership interests in one historic trail that shows up on the TMKs (see 8-7-7 & 8-7-5). An old government road is shown on a map dated 1855 to be in 8-7-3:12. There is also an old government road in 8-7-5:2 and 8-7-7:8. In all cases the old government road appears to be at the approx. 500-foot elevation (above the steep Pali Kaholo). A remnant of the old government road was identified in the archaeological study for 8-7-7:8. Resolution of where these trails/roads are located and their treatment should occur prior to subdivision and land alteration.
- **Development Plans**
 - 8-7-3:2 - No one present knew what the Native Hawaiian Legal Corp. plans for this parcel.
 - 8-7-3:12 – John Tolmie did not indicate any specific plans for this parcel other than the intent to establish a no-build conservation area that includes the shoreline and steep pali. (It would be impossible to build in that area anyway.)
 - 8-7-3:1 – Like parcel 12, there would be an oceanfront conservation area. The pali continues to be very steep here. Further mauka in parcel 1 the tentative plan is to create 20 – 25, 5-acre lots.
 - 8-7-5:4 – This is where the 4-wheel drive road dead ends (see yellow highlight). No one knows what owner, Phil Moseman, plans for the parcel. Areas adjacent to the road are clearly concentrated with historic sites. Steep topography on both sides of road.
 - 8-7-5:3 through 9 – Owned by the state, the most convenient means of access to the lands north of Haukalua 2 would appear to be through these state-owned lands. The road highlighted in pink goes through state-owned 8-7-5:5.
 - 8-7-5:2 – John Tolmie indicated plans to consolidate & re-subdivide the 12 existing lots. Heavy concentrations of historic sites appear to be on this parcel also.
 - 8-7-7:8 – Peter Dungate plans a 45-acre coastal piece for himself and 8 – 9, 5-acre parcels further mauka. He's in the process of working with Historic Preservation (SHPD) but will probably need to do more archaeological and ethnographic research. Land is less steep here. Several good access points into the ocean on his parcel.
 - 8-7-7:7 – Peter Locatelli wants to build a house for his family in the coastal area. No mention of further subdivision. Needs to resolve state ownership of the trail shown as going through his property. Trail was covered by the 1950 flow but is still owned by state. Lots of buildable area as the land is less steep here.

8-7-7:1 – Roger Harris and the Ono Hui own the parcel with the only beach in this area (other than 'Ili'ili Beach at Kona Paradise Subdivision). It is a very small black sand beach. It is here where the present access road ends and the public access to the beach is likely to be on this parcel. The historic trail shown on the TMK is physically evident on this parcel outside of the 1950 flow. Interesting how there is no state Conservation District on this parcel! Ono Hui plans about 6 lots by the beach and about 11 – 13 lots extending mauka. Roger Harris is highly motivated to get the access issues (private and public) resolved. There are also concentrations of historic sites on this parcel once you get out of the 1950 flow.

8-7-7:4 – 3-lot subdivision application received and pending.

8-7-9:5 – Unknown what Daniel McKinley plans

- **Historic Preservation** – A reconnaissance survey was done by Paul Rosendahl on 8-7-5:4 but much more study is needed. Peter Dungate appears to be the furthest along with his historic preservation. SHPD has indicated to him what further research is needed. Paul Rosendahl did an archaeological survey on 8-7-7:1. However, he did not identify the historic trail in his report! Roger Harris has given his OK to Na Ala Hele clearing the historic trail on his property. It is evident that with the exception of the 1950 lava flow, the lands on 8-7-7:1 are rich with historic sites. This field trip did not involve 8-7-7:4 or 8-7-9:5. However it is likely that the historic trail on 8-7-7:1 extended all the way to Kona Paradise Subdivision where a portion of it has been identified and claimed by the state on 8-7-19:40..
- **Public Access** – Roger Harris will discuss the various issues with the other landowners and get back to County Planning and Na Ala Hele with their proposals for public access. We talked about vehicular access for the public from Mamalahoa Hwy. to a parking lot on 8-7-7:1 that would be set away from the beach. From there the public would have to walk. The parking lot would be positioned enough away from the beach so that the property owners will still have privacy, and hopefully the pedestrian access will reduce the amount of trash that typically accompanies vehicles. We also talked about some kind of system of gate control whereby people coming in would identify themselves. This tends to reduce problems when people know that they can be identified. Peter Dungate has already experienced artifact looting. Restroom facilities (i.e., composting toilets) were mentioned as necessary. Need to remember that the parking lot needs to be large enough to accommodate the residents of the adjacent ahupua`a who would also be going to the only beach in their area. That little beach will be a main focal point. We also talked about the desirability of a lateral shoreline access. The landowners would prefer that the historic trail that is further inland and covered by the 1950 flow in places not be open to public access. They would prefer the access be limited to the vehicular access to the parking lot and pedestrian lateral shoreline access from there. They need to reach a resolution on that historic trail (and the old government road) with the state Na Ala Hele and Board of Land and Natural Resources.

(dlc, 6/10/04)