

LALAMILO FARM LOTS ASSOCIATION

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Mr. Harry Kim
Mayor, County of Hawaii
25 Aupuni St., Rm. #215
Hilo, Hawaii 96720-4252

August 9, 2006

Dear Mayor Kim:

On February 16, 2006, you were kind enough to sit and meet with the Lalamilo Farm Lots Association at the Kamuela Vacuum Cooling Cooperative, at the request of the Association. We wish to reiterate our appreciation for your time and candor in that meeting and, with your May 18th follow-up letter of this meeting reconfirming your commitment to the long-range preservation of a viable and robust agricultural community here in Waimea.

Of particular issue, our Association was able to voice our deep concerns and reservations as they pertain to the County of Hawaii's plans for a Lalamilo Connector Road that would link Mamalahoa Highway and Kawaihae Road. At that time, the County was considering several potential corridors that would pass through the Lalamilo Farm Lots. Within this meeting we were able to clarify our direct concerns as pertains to the adverse ramifications a public road corridor within such close proximity to the farm activities of Lalamilo would present.

Most specifically, these concerns were directed at several areas of very obvious negative impact to Lalamilo Farm Lots however, of most particular issue, are food safety and an adequate buffer around agricultural lands to meet state and federal regulations so as to assure proper compliance. Existing State of Hawaii procedures for certified agricultural applicators clearly state minimum restricted buffer distances of 1,000 feet if up-wind, and 500 feet if down-wind of any public or private development or infrastructure. This was a "primary consideration" in the remote location of the Lalamilo Farm Lots during the state's strategic planning and development of Lalamilo, back in the late 1950's and early 1960's. Further complicating this issue are Federal guidelines under the Food Safety Act, administered by the Environmental Protection Agency, intended to curtail the potential of invasive bacteria and inorganic airborne pollutants to the food supply chain.

Although your letter of May 18 does briefly touch on your commitment to "support the protection of farm lots such as Lalamilo" you do not reiterate the necessity to maintain the remoteness, or isolation, which you so strongly emphasized in person in our February 16 meeting; thus the purpose of our letter today.

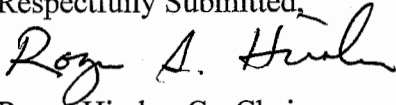
Within the July 16 meeting of the South Kohala Traffic Safety Committee, Mr. Bruce McClure, Director, Hawaii County Public Works, reported that he and his staff are coordinating/negotiating with Parker Ranch to develop an additional alignment corridor of the Lalamilo Connector Road that would be located on Parker Ranch property and directly adjacent to the north boundaries of the Lalamilo Farm Lots. Quite obviously this alignment corridor will not take any adequate buffer for the Lalamilo agricultural lands into consideration what so ever and thus, the Lalamilo Farm Lots Association is steadfastly opposed to this proposition.

Mayor Kim, during our February 16 meeting we did cover the extensive material assembled by our Association of which was submitted in person, by a contingency of same, to your office on January 5. We are re-submitting this material, as attached, in the event your office may have inadvertently overlooked it. It is important that this material be revisited as it does clearly identify the concerns of the Lalamilo Farm Lots Association as well as outlines our six (6) proposed "intermediate" solutions to the Waimea community traffic crisis that could be implemented by the County in an economically and timely fashion with the existing financial and infrastructural resources at hand. We urge you to consider these alternatives now.

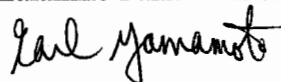
In conclusion, as residents, taxpayers and farmers, our Association is now quite disappointed and frustrated with our County Administration. We are watching as the shortsighted, careless, and economically wasteful Lalamilo Connector Road proposition is being aggressively developed and pursued by your administration. As on-going County approval for accelerated urban/resort development seems uncontrolled, foresight, planning and execution for improved and adequate infrastructure by the County to accommodate this growth, is non-existent here in South Kohala.

Pursuing the Lalamilo Connector Road is irresponsible on the part of our elected County Administration. Our recommendation for the ultimate long-range solution to the ever-increasing traffic crisis of Waimea would be to align the County's efforts and resources with those of the State's to bring the long overdue "Mud Lane to Waimea/ Waimea to Kawaihae Bypass Road" closer to reality. By doing so, Mayor Kim, you would cement your administration's legacy of effective and creative management of Hawaii County while moving this vital linkage for efficient island wide interconnectivity closer to reality for many generations. Please act with vision and responsibility.

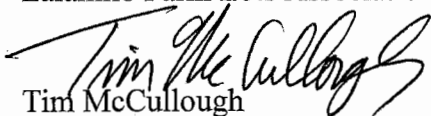
Respectfully Submitted,



Roger Hirako, Co-Chairman
Lalamilo Farm Lots Association



Earl Yamamoto, Co-Chairman
Lalamilo Farm Lots Association



Tim McCullough
Lalamilo Farm Lots Association

enclosure

cc: Royce Hirayama, President
Kamuela Vacuum Cooling Cooperative

Stacy Higa
Chairman, Hawaii County Council

Pete Hoffman
Councilman, District 9

Fred C. Holschuh, M.D.
Councilman, District 1

Cindy Evans
State Representative, District 7

Dwight Takamine
State Representative, District 1

Lorraine Inouye
State Senator, District 1

Russell Kokubun
State Senator, District 2

Mike Price
Chairman, South Kohala
Traffic Safety Council

Riley Smith
President, Waimea Community Assoc.

Bob Hunter
Waimea Community Plan Committee

Chris Kanazawa
President & CEO
Parker Ranch

Dean Okimoto
President, Hawaii Farm Bureau Federation

Lorrie Farrel
Hawaii Island Administrator
Hawaii Farm Bureau Federation

Bruce McClure
County of Hawaii
Director, Dept. of Public Works

Chris Yuen
County of Hawaii
Director, Dept. of Planning

Rodney K. Haraga
State of Hawaii
Director, Dept. of Transportation

Brennon T. Morioka
State of Hawaii
Deputy Director, Dept. of Transportation

Ronald Tsuzuki
State of Hawaii
Dept. of Transportation

Wayne Yoshioka, Manager
Transportation/Planning
/Traffic Engineering
Parsons Brinkerhoff Quade
& Douglas

Jane Dewell
Belt Collins Hawaii, Ltd.

Ms Millie Kim

Lalamilo Farmers Meeting with Mayor Kim
Concerning the Proposed Kawaihae Road – Mamalahoa Highway Connector Road
January 5, 2006
Hilo, Hawaii County Building

A. From inception in the late 1950's and through it's development in the 1960's through 1980's, Lalamilo Farm Lots was intended as an acceptable area for expansion of independent, viable, intensive agricultural entities that would relieve the limited Puu Kapu farm district of Waimea. Early concerns revolved around an overly crowded/limited land availability condition, which is replaced today by an expanding urban encroachment/ commercial development condition. It is fair to say that today's concerns carry far more severity in comparison.

The existing twenty-seven (27) farm lots comprise phase one of the originally envisioned three phases for the Lalamilo Farm Lots. As is the case, phase one was earmarked for intensive cultivation as vegetable crops, while phases two and three were never developed. Phase two was to become nursery and ornamental crops, while phase three was envisioned as small intensive livestock farms for piggeries and poultry. Thus, the original position by the State Department of Agriculture and Land and Natural Resources was significant in it's overall vision and scope of commitment for the Lalamilo agricultural tract.

Intentionally positioned "down-wind" in a south-westerly direction of the Waimea town proper, Lalamilo would assure a safe margin of relative isolation that would promote the expanded "intensive" farming practices without any adverse impact to the overall community. Lalamilo was not the most ideal location for the farmers in the early 1960's however, the availability of these lands were better than the lack of any other option. Thus, due to the relative marginal terrain and soil conditions of the new Lalamilo Farm Lots from the onset, considerable efforts had to be invested in "claiming" these tracts as airable, cultivatable, viable farms. It is accurate to state that from ten (10) to one hundred (100) tons of rock had to be removed per acre to achieve these results. Methods of extraction ranged from crude, pre-hydraulic, cable drive crawler/tractors in the early years to current technology equipment, dynamite, hand tools and of course, the backs and hands of the farmers themselves.

Significant efforts and costs were incurred in developing the water resources and transmission system necessary for the Lalamilo Farm Lots to become an agricultural reality. These systems are still in place, are actively used daily, and will always be the "life-line" of economic viability for the Lalamilo Farmers. Ongoing maintenance and protection of the Hamakua/South Kohala watershed and the Lalamilo transmission system is critical.

Needless to say, there are many stories that several of the remaining second generation farmers could recount of the development of their respective farms in Lalamilo back in the early days. There are many third generation farmers still pursuing their family farming heritage's in Lalamilo and who are seriously planning for the next succession of their operations.

Development of a connector road through, or adjacent to, the Lalamilo Farm Lots will most certainly have an irreversibly adverse impact on all of the attributes intentionally established at the onset to assure a long-range permanent home for truck farming, with as little impact to the community of Waimea. Careless, uninformed planning and construction of this connector road will create and promote future new encroachment of the Lalamilo Farm Lots that will eventually choke-out viable farming as we know it today. An irresponsible and tragic consequence.

B. Contrary to the County's impression; a connector road between Mamalahoa Highway, adjacent to the Kamuela Vacuum Cooling Cooperative plant or State Tree Nursery at Lalamilo Farm Road, and Kawaihae Road, adjacent to the Hilo Electric, State and County Base Yards, will not noticeably alleviate the ever-increasing east-west cross-island traffic flow through the Waimea Community. The morning and afternoon congestion is directly attributed to the commuter-migration from the Hamakua-Hilo coast to West Hawaii-Kona destinations and back. To make a \$10 million investment in a connector road that will not have any positive impact in solving this adverse condition would be a gross miss-appropriation of financial resources and social folly at the account of all Hawaii County taxpayers and most especially, the Lalamilo farmers who have made countless contributions to the Waimea community and Hawaii County, for generations.

The farmers of Lalamilo have submitted their considerable comments, concerns and position for the long-range traffic congestion resolution as associated with the Mud Land to Waimea/ Waimea to Kawaihae Bypass Highway in a letter dated July 7, 2005, to Mr. Ronald Tsuzuki, State Department of Transportation, which was copied to Mr. Bruce McClure, Director, Hawaii County Department of Public Works. Neither the State of Hawaii nor the Hawaii County recipients have acknowledged or responded to this submittal.

C. Proposed "Partial" Solutions to the Waimea community traffic crisis are suggested as follows:

Kawaihae Road

- 1) Create a left-turn lane into the HPA Middle School campus that could accommodate at least four (4) to six (6) automobiles so as to not impede the east-bound traffic flow.

Mamalahoa Highway

- 1) Create a right-turn lane on to Lindsey Road to promote unimpeded access to the Post Office and Parker Ranch Center.
- 2) Create a new lane, between the Lindsey Road/Kawaihae Road intersection to the Kamamalu Road intersection, to duplicate the very successful "Contra" lane utilized in Keaau and throughout Honolulu. Unfortunately this would require the culmination of the divider island through the middle of Waimea town however, this additional lane could have significant impact on the morning west-bound and afternoon east-bound traffic by unimpeding it's flow. There is considerable paved and unused margin fronting the Church Row park directly across from the Civic Center to draw from.
- 3) Create a designated left-turn lane into the Parker Ranch Center for west-bound traffic.
- 4) Extend the east-bound right lane fronting the North Hawaii Community Hospital past the Kamamalu intersection to the area fronting Don's Pake Kitchen in Puu Kapu.
- 5) Extend the designated left-turn lane to accommodate more automobiles at the Kamamalu intersection.

The above suggestions are based on the current traffic problem at-hand and take into consideration potential or underutilized resources that appear to be available within the Waimea community. They are most certainly not intended as the long-term solution, which can only be resolved by the ultimate relief that the long-proposed Mud Lane to Waimea/Waimea to Kawaihae Bypass Highway is intended to bring.

We would like to request that the County of Hawaii invest itself within the Waimea community traffic problem to obtain a keen "on-site" evaluation of this condition in order to develop a plan of action that will truly contribute to some relief for the immediate future. Both the Waimea Community Association and the Lalamilo Farmers have verbally submitted to the Hawaii County Director of Public Works their reservation toward the very questionable relief the connector road would provide, and their desire to see the available monies earmarked for the Waimea area, be invested toward more realistic solutions at the "site of the problem".

In closing, the on-going island wide growth of the County of Hawaii will continue to present an every escalating challenge to the Waimea community as the serviceability of Mamalahoa Highway for cross-island traffic will only continue to erode.

Respectfully Submitted

MEETINGS JAN 3 '06

Kamuela Vacuum Cooling Coop.

1	David R Greenwell	KAWAMATA FARMS	885 4701
2	Billy Bergin	Quia Holi	881-6059
3	Pat Bergin	Aunoholi	885-4466
4	Jan Marshall	Jan Marshall resident	885-5842
5	Nathan Hirayama	N. Hirayama Farm	885-7836
6	Ken KANEHAIRO	HAWAIIAN FARM BUREAU	975-0310
7	Luis + Sharon Rincon	Rincon Farm	885-0389
8	Chris Robb	Robb's farm	885-8663
9	Robert Nakamoto	R. Nakamoto Farm	885-6430
10	Earl Yamamoto	B.E.S.T. Farms Inc	885-7573
11	Wendell Kawano		885-7624
12	FLAVIO MICHE	J. A. FARMS	989-3876
13	Shula Goo	Goo Farm	885-4385
14	Larry Nakamoto	Nakamoto Farm	885-2080
15	Lorie Farrell	Big Island Farm Bureau	895-7276
16	Alex + Karil Penvenst	Rancher	885-6664
17	Ernest Alfonso	Rancher	8876057
18	Tim McCullough	T.B. McCullough Farm	885-4597
19	ROGER HIROKO	HIROKO FARMS	885-7573
20	Donna Mah	J & D Farm	885-6841