

HA-537



JOHN A. BURNS
GOVERNOR OF HAWAII

DIVISIONS:
CONVEYANCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

June 27, 1974

MEMORANDUM

TO: Mr. James J. Detor, Program Administrator
Division of Land Management

FROM: Sunao Kido, Chairman
Board of Land and Natural Resources

SUBJECT: Board Action on Conservation District Use Applications

OA-1/25/74-523, Application at the request of Dr. and Mrs. William J. Blevins, for Construction of Revetment at Punaluu, Oahu.

The Board, at its meeting of June 14, 1974, approved the application, subject to the amended conditions listed in Item H-4, attached hereto.

HA-2/28/74-537, Application at the request of DOT, Highways Division, for Road Use at Hale Pohaku to Mauna Kea Summit, Hawaii.

The Board, at its meeting of June 14, 1974, approved the application, subject to the amended conditions listed in Added Item H-7, attached hereto.

Your follow-up action on these applications will be appreciated.

BOARD OF LAND AND NATURAL RESOURCES

SUNAO KIDO
Chairman and Member

cc: C&C Land Utilization
C&C Bd. of Water Supply
Hawaii Planning Dept.
Hawaii Dept. of Water Supply
DOH, OEQC, LUC, DOT
U.S. Corps of Engrs.
Oahu Land Board Members
Hawaii Land Board Member

Dr. and Mrs. Blevins
Neighbor Isle Consultants
Hawaii Land Agent

State of Hawaii
DEPARTMENT OF LAND AND NATURAL RESOURCES
Honolulu, Hawaii

June 14, 1974

HA 2/28/74-537

Board of Land and
Natural Resources
State of Hawaii
Honolulu, Hawaii

Gentlemen:

Conservation District Use Application for
Road Use at Hale Pohaku to Mauna Kea Summit

APPLICANT:

DLNR Division of Land Management at the request of
DOT, Highways Division

USE REQUESTED:

Road to Mauna Kea Summit from Hale Pohaku

LOCATION:

Mauna Kea, Hawaii; TMK: 4-4-15:1 and 9

AREA OF PARCEL/AREA OF USE:

63,922 acs./ 110 acs.

DESCRIPTION OF AREA:

The project area is the southern slope of Mauna Kea from Hale Pohaku (elevation 9,240 feet) to a site near the summit (elev. 13,780 feet). It also includes a proposed quarry along the Saddle Road.

The slope area is remote and generally uninhabited. Near Hale Pohaku, there are moderate amounts of vegetation where hunting is good.

Above Hale Pohaku, the slopes are steeper. Vegetation above 10,500 feet is practically non-existent.

The air is cool and dry. The applicant represents precipitation at Hale Pohaku is about 20 inches a year and that precipitation decreases with altitude. Snow blankets the summit in winter.

The area is of volcanic action. Glaciers are believed to have existed above elevation 11,500 feet. It is also believed that natural drainageways in the lower areas of the slope were cut by glacial melt.

ADDED ITEM H-7
APPROVED AS AMENDED

The Keanakakoi Quarry, at the 12,400 feet elevation, is a National Historic Landmark. Lake Waiau at 13,200 feet is reportedly the highest lake in the United States.

Access to Hale Pohaku is by a two-lane road from the Saddle Road.

DESCRIPTION OF USE:

The applicant proposes to construct four segments of one-lane, generally unpaved road totalling 4.6 miles. An additional 1.9 miles of existing road filled and graded. Furthermore, there will be two short sections of existing road which will not be worked upon.

Maximum grades of the new road will be 15%. There will be three turnouts for passing (also one special turnout). The project also includes drainage structures including diversion channels at Hale Pohaku and about 21 culverts located along the way to the summit.

Cuts will be as high as 30 feet in one spot. Fills will be as high as 25 feet. Quarry material will come from an area near Pohakuloa adjoining the Saddle Road about 5 miles northwest of the Summit Road junction (Puu Huluhulu). The 7-acre quarry will lie in the area of the 1843 Lava Flow. Quarry cuts will be about 16 feet high.

Road signs are anticipated. Signs near historic sites warning people of prosecution are proposed. The road at the adz quarry and Lake Waiau follows the alignment of the present road (1,000 feet from the nearest quarry site, 2,500 feet from the Lake).

Two gates will be installed across the road. The one just above Hale Pohaku is to be controlled by the Dept. of Land and Natural Resources. Another gate at the 13,262 foot elevation will be controlled by the University.

One intersection will be provided at Hale Pohaku. All others on the way to the summit will be blocked off.

Construction is expected to take a year. The applicant has asked that the necessary right-of-way be submitted. He has also asked for extension of the use of the Pohakuloa quarry from June 30, 1974 to June 30, 1975 or until the road is completed. (By letter dated 10/12/74 the quarry was made available to DOT for the period 2/1/73 to 6/30/74).

COMMENTS RECEIVED:

The County Department of Water Supply advises it has no water system in the area and that hauling will be necessary. It has no objections to the proposal.

PUBLIC HEARING:

A public hearing on this application was held in Kamuela on April 11, 1974.

Testimony on this application was received at the same time as testimony on the proposed construction camp at Hale Pohaku (Application HA-1/29/74-538) inasmuch as the two applications are related.

Jim Peterson of Neighbor Island Consultants of Hilo represented the Canada-France-Hawaii Telescope Corporation. He spoke of a batch plant for mixing concrete at Hale Pohaku for work at the summit. Originally, it was thought a batch plant could be located at the summit. This would be possible if the new road to the summit had been completed. Because of the steep grade of the present road, materials cannot be hauled to the summit. While there is no problem for the concrete trucks to go up the mountain, "semi's" are unable to make the climb.

Mr. Mehau asked if Mr. Peterson was going to testify on this application (HA-2/28/74-537). Mr. Peterson said he would not. Mr. Mehau asked if the applicant's (telescope) project could proceed without the road. Mr. Peterson said it could, but a batch plant was needed.

Mr. Mehau pointed out that in connection with the road construction, two gates were to be put in. He asked if this was according to the applicant's wishes. Mr. Peterson replied it was not. Bob Page of Neighbor Island Consultants (NIC) pointed out NIC was not involved in the road project and that, for the base camp or for construction at the summit, gates would not be needed. Mr. Hans Boesgaard said the gates were a requirement of the Dept. of Land & Natural Resources. Mr. Boesgaard indicated to Mr. Mehau that if the gates were disallowed, the operations of astronomers at the summit would not be harmed.

Mr. Boesgaard and Mr. Peterson said they would pave the road between the observatory and the proposed road at the very summit. Mr. Mehau asked if the University would require the government to repair the road to the summit if needed. Mr. Boesgaard replied the University has not made such requests in the past and that repairs were made by the University.

Ms. Mae Mull of the Hawaii Audubon Society explained it was difficult for her to obtain information on this and other Mauna Kea projects and suggested improving access to information. She then read into the record a written statement of the Society (dated April 8, 1974). Ms. Mull pointed out that Mauna Kea is unique, that Hale Pohaku is a State Park and that the proposed roadway will result in scarring. She urged that a master plan for the mountain be prepared.

Ms. Mull also decried the powerline to the top of Mauna Kea and wondered why no hearing had been held on the power line. Mr. Boesgaard pointed out that no application had yet been submitted on the power line.

Mr. Kido asked if any use is possible for Mauna Kea. Ms. Mull said she thinks it can be used for wilderness, recreation, picnicking, camping and hunting. Ms. Mull expressed anger that the mamani forest was called old and dying. She felt the forest should be saved. Mr. Kido asked if astronomy should be permitted. Ms. Mull said she isn't saying to take away the observatory, but to limit growth. She said observatory use of the mountain would be compatible if controlled and if the mountain were not taken away from human use.

Mr. Kealoha asked Ms. Mull for her ideas as to how far astronomy use should be expanded. Ms. Mull suggested a master plan to take into account the needs of people and the beauty of Mauna Kea. Mr. Peterson pointed out that on April 10, 1974, a multi-agency meeting was held in which the Office of Environmental Quality Control asked the University for an account of prospects for growth in astronomy on Mauna Kea for State evaluation. Mr. Peterson also said master planning for astronomy on Mauna Kea is difficult because of many natural constraints, that it is therefore, necessary to have a clear idea of what to plan for and that in astronomy this is difficult.

ANALYSIS:

Improvement of the road will make the summit more accessible to construction equipment. Road improvement, however, is not vital to construction at the top. Development at the summit can occur with or without the new road. Development will generate additional traffic.

Improvement will shorten travel time. The ease with which the top can be reached will encourage travelers.

The road will, for the most part, be unpaved, require greater maintenance and be less able to withstand heavy, constant use.

At present, there is no plan for the top of Mauna Kea -- no limit defined for its eventual use. At present, no allowance is made for maintaining the road.

RECOMMENDATION:

It is recommended that the use requested be approved subject to the following conditions:

1. The applicant shall submit a minimum of three copies of plans for earthwork, construction, and landscaping to the Chairman for review and approval prior to the start of work activity *and prior to October 1977*
2. The applicant shall notify the department upon the commencement and at the completion of all work.
3. All clearing and grading work shall be subject to the approval of the department.
4. All debris and rubbish from the work activity shall be removed to approved sanitary disposal sites.

June 14, 1974

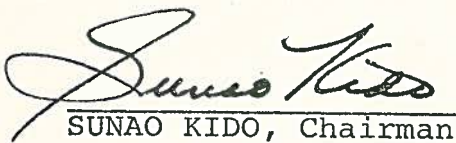
5. The applicant shall comply with all applicable statutes, ordinances, rules and regulations of the Federal, State and County governments.
6. Time Limit of Permit. Upon approval of this application, the applicant will have a period not to exceed one year from the date of approval in which to start the project.
7. One and only one gate shall be constructed by the applicant at the location specified by the Chairman *to be determined when grading plans by the applicant are being reviewed by the Chairman.*
8. Access through the gate shall be controlled by the Chairman.
9. The applicant shall work with the Division of Fish and Game to establish a new safety zone for the road.
10. The road shall be regularly maintained according to a plan by the applicant approved by the Chairman.

Respectfully submitted,



GORDON SOH, Program Planning
Coordinator

RECOMMENDED FOR APPROVAL:


SUNAO KIDO, Chairman

August 7, 1974

HA-2/28/74-537

MEMORANDUM

TO: Mr. James J. Detor, Program Administrator
Division of Land Management

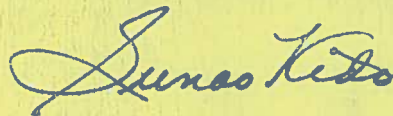
FROM: Sunao Kido, Chairman
Board of Land and Natural Resources

SUBJECT: Conservation District Use Application for
Road Use at Hale Pohaku to Mauna Kea Summit

Enclosed is a copy of the Board of Land and Natural Resources' Findings of Fact and Decision and Order on the subject application.

Should you have any questions regarding this document, please contact our Planning Office at 548-7417.

BOARD OF LAND AND NATURAL RESOURCES



SUNAO KIDO
Chairman and Member

encl.

cc: Board Members
Legal
DOT

bcc: Divisions
EU:ts

JOHN A. BURNS
GOVERNOR OF HAWAII



DIVISIONS:
CONVEYANCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 621
HONOLULU, HAWAII 96809

HA-2/28/74 - 537

FINDINGS OF FACT AND DECISION AND ORDER
Conservation District Use Application for
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STAFF ANALYSIS:

Staff finds that improvement of the road will make the summit more accessible to construction equipment. Road improvement, however, is not vital to construction at the top. Development at the summit can occur with or without the new road. Development will generate additional traffic.

Improvement will shorten travel time. The ease with which the top can be reached will encourage travelers.

The road will, for the most part, be unpaved, require greater maintenance and be less able to withstand heavy, constant use.

At present, there is no plan for the top of Mauna Kea -- no limit defined for its eventual use. At present, no allowance is made for maintaining the road.

Staff recommends approval of the use requested, subject to conditions.

II. DECISION AND ORDER

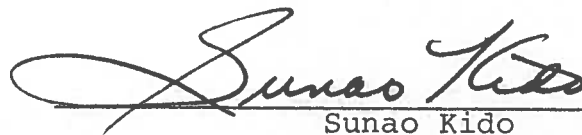
Based on the above Findings of Fact, it is the decision of the Board of Land and Natural Resources that the application for Road Use be approved subject to the following conditions:

1. The applicant shall submit a minimum of three copies of plans for earthwork, construction, and landscaping to the Chairman for review and approval prior to the start of work activity and prior to October 1974.
2. The applicant shall notify the department upon the commencement and at the completion of all work.
3. All clearing and grading work shall be subject to the approval of the department.
4. All debris and rubbish from the work activity shall be removed to approved sanitary disposal sites.
5. The applicant shall comply with all applicable statutes, ordinances, rules and regulations of the Federal, State and County governments.
6. Time Limit of Permit. Upon approval of this application, the applicant will have a period not to exceed one year from the date of approval in which to start the project.

7. One and only one gate shall be constructed by the applicant at the location specified by the Chairman to be determined when grading plans by the applicant are being reviewed by the Chairman.
8. Access through the gate shall be controlled by the Chairman.
9. The applicant shall work with the Division of Fish and Game to establish a new safety zone for the road.
10. The road shall be regularly maintained according to a plan by the applicant approved by the Chairman.

I hereby certify that the foregoing matter is the Findings of Fact, and Decision and Order rendered by the Board of Land and Natural Resources on June 14, 1974.

Dated at Honolulu, Hawaii, this 12th day of August
1974.



Sunao Kido
Chairman and Member
BOARD OF LAND AND NATURAL RESOURCES