

AIRPORT ZONING BOARD  
PUBLIC HEARING - KAHULUI, MAUI  
June 19, 1953

A Public Hearing for the Airport Zoning Board was held in the Conference Room of the Maui County Waterworks Board, Kahului, Maui, on Friday, June 19, 1953.

Present: Mr. George Houghtailing, Chairman  
Mr. Charles J. Pietsch, Jr., Member

Absent: Mr. Olen V. Andrew, Member

Attending: Mr. Mark E. Martin, Manager, Honolulu Airport  
Mr. William Neilson, Manager, Maui County Airports  
Mr. Harold W. Rice, Member, Hawaii Aeronautics Commission  
Mr. Guy A. Murray, Civil Aeronautics Administration  
Mr. Arnold Kruse, Hawaiian Commercial & Sugar Company  
Mr. R. K. Rogers, Hawaiian Commercial & Sugar Company  
Mr. Herbert Jackson, Kahului Development Company  
Hawaiian Commercial & Sugar Company  
Spreckelsville Beach Association  
Mr. C. A. Cameron, Spreckelsville Beach resident  
Mr. R. M. Gammie, Kahului Railroad Company  
Mr. Richard E. Mawson, Maui Publishing Company  
Mr. R. Lyons, Maui Electric Company  
Mr. T. E. Benson, Maui Electric Company  
Mr. E. B. Wicke, Kahului Railroad Company

Mr. George Houghtailing, Chairman, called the meeting to order by announcing that this meeting was a continuation of the informal meeting held on May 29, 1953; that there now being a quorum present, maps and regulations duly distributed to all interested parties, it would be called a formal meeting and open for discussion by interested parties.

Mr. Arnold Kruse, representing Hawaiian Commercial & Sugar Company, stated that they had received correspondence in answer to their questions raised at the meeting held on May 29th, received the map as well as the rules and regulations and that those questions were satisfactorily answered. He proceeded with his next question - as to why there is such an abrupt change in permissible heights just outside the horizontal surface on an instrument runway (indicating same on map) pointing out that just by crossing an imaginary line it would be permissible to build a structure approximately 40 feet higher. Mr. Martin explained that on an instrument runway, an additional amount of clearance is required - 10,000 feet in area being a blanket requirement; then it is taken up just as though the slope had continued. Consequently, more restrictions are required for protection in turning. Mr. Kruse further stated that should the need arise to remove a structure, it would amount to quite a lot of money; whereas, if it would be permissible to stop at the imaginary line the stacks would be within the 250-foot zone. Mr. Martin informed Mr. Kruse that this Board was going along on the present two stacks which are higher than the contemplated one and that it was very remote that the stacks would have to be cut down, but if so, it would be done at the expense of the Hawaii Aeronautics Commission. Mr. Houghtailing assured that every consideration would be given should any problem arise.

Mr. Herbert Jackson, speaking first for Kahului Development Company, stated that after studying the rules and regulations, along with the map, he felt the situation was not complicated at all and said he would consult the local airport manager for any question arising. Speaking also for the Spreckelsville Beach Association, he requested that, should the Board find it necessary to lower any of the trees in the area, the trees be topped instead of chopped, as the wind is the residents' main problem and the trees serve as the home owner's protection from the wind. Mr. Houghtailing assured Mr. Kruse that every effort would be made to top and not chop them. Mr. Jackson informed the Board that he was speaking for Mr. Bill Davis, president of this association, who was unable to attend this hearing. Speaking also for Hawaiian Commercial & Sugar Company, as Property Manager, Mr. Jackson stated that the Hawaiian Commercial & Sugar Company owned some residential lands on the end of the runway, that this Company did not contemplate building in that area, but that should any question arise later, the Company

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would first take it to the local airport manager. Mr. Houghtailing reminded Mr. Jackson that in the event of future construction in this area, a building permit must be acquired and that eventually the matter would be put before this Board, to conform to its regulations. Mr. Jackson assured the Board that the Hawaiian Commercial & Sugar Company would cooperate fully in every respect. Mr. Jackson further stated that he found the rules and regulations, as well as the map satisfactory.

Mr. T. E. Benson, representing Maui Electric Company, raised the question of regulations promulgated by the Public Utilities Commission being in contradiction with those of the Airport Zoning Board; i.e., the minimum permissible height of conductors (wires) is set by the Public Utilities Commission at 25 feet. Maui Electric has a pole line off the end of Runway 20. Pole heights are in conformance with the regulations of the Public Utilities Commission and do not show on the map. Mr. Neilson informed Mr. Benson that he had a survey of the area off the end of the runway in question - Runway 20 - and that it was his guess these poles were low enough, but that others were too high (referring to Ezra Crane's residential area). Mr. Benson explained the different heights allowable by the Public Utilities Commission and that the poles along that highway were from 26 to 27 feet in height. Mr. Martin explained the different heights allowable in different altitudes. Mr. Houghtailing reminded Mr. Benson that should any pole be hazardous or in violation with the requirements of the Airport Zoning Board, the Board would cooperate in every way possible with the Maui Electric Company and the Public Utilities Commission. Mr. Houghtailing stated that there were different means of correction to be taken into consideration should a pole be in violation with the heights required by the Zoning Board, one being by lighting, and that in any instance this Board would cooperate with the home owner, the Maui Electric Company and the Public Utilities Commission. Mr. Pietsch mentioned that in the case of lines in violation, there were different means of correction for consideration, one being to have them laid underground, should the need arise.

Mr. Rice reminded Mr. Benson that the basic thing to remember is that no future developments should be undertaken without first consulting the situation with the Zoning Board. Mr. Houghtailing stated that the Board would not go into it unless a hazardous condition existed and that should there be any violation of conflict, this Board would cooperate with all concerned. Mr. Benson asked whether a person desiring to move a pole from one spot to another in his yard is required to bring the matter to this Board. Mr. Pietsch replied that should the Maui Electric desire to replace a system of poles, it would have to be brought to this Board. Mr. Benson also asked who was to assume the expense incurred in removing poles. Mr. Neilson replied that the law states if a hazardous condition now exists, the Hawaii Aeronautics Commission would be responsible for expense; should a person or a company create a hazardous condition later, the person or the company would be responsible.

Mr. Lyons, also representing Maui Electric Company, asked how he might be able to find out if any pole might be in violation with the requirements set by the Zoning Board and was told by Mr. Pietsch that he should consult the representative on Maui, Mr. Neilson. Mr. Lyons inquired about the airport street lights and was told that they were within the requirements both in height and color. He further asked about the poles at Puunene Airport and was informed by Mr. Martin that there was no aerial map of Puunene but that there is available a contour map and that the present poles seem to be within the permissible height. Mr. Lyons and Mr. Benson compared requirements and regulations set up by the Public Utilities Commission and the Airport Zoning Board, studying same over the map.

Mr. C. A. Cameron, Spreckelsville Beach resident, asked about the heights of coconut trees on private property and the procedure to follow should they become questionable as to height. Mr. Pietsch informed him that he should take the matter to the local airport manager, who would study their height and location and make recommendations to the Board, and said that this Board would take action only if they create a definite hazard. Mr. Houghtailing informed Mr. Cameron that since the trees have been there for such a long period, this case would take first priority and the owner of the private property has the privilege of having a hearing before steps are taken to correct the situation. However, Mr. Houghtailing further explained to Mr. Cameron, that should the owner take an indifferent attitude, this Board has the right to condemn the particular area.

Mr. Richard Mawson, representing Maui Publishing Company, discussed the tree situation further.

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A discussion of land uses followed. Mr. Pietsch explained that this Board did not have control of land uses, elaborating on playgrounds, schools near or around the airports and hazards which might arise from time to time; unfortunately, however, since the Board did not have control of land areas should any accidents arise, it would not be responsible.

To this effect Mr. Mawson mentioned Kaunoa School being in the flight pattern. Mr. Cameron mentioned that the Kaunoa School, situated in Spreckelsville and close to the airport, is planning a building program, bids have been let out for a new cafeteria in the amount of approximately \$45,000 and another appropriated amount of approximately \$150,000 to continue the building program. Mr. Pietsch went on record to say that the school should be informed that this Board does not have control of land uses and that in this contemplated building program, it (Kaunoa School) would be doing so at its own risk. Mr. Neilson reminded the Board that Mr. Franklyn Skinner, Supervising Principal, was present at the hearing of May 29, 1953. A motion was made and duly seconded, that a letter be written to Mr. Skinner, Supervising Principal, School Department, reminding him that there exists a hazardous condition in this area and that proper precautions should be taken.

A representative of the Kahului Railroad Company, raised the question of the Company's railroad track running within the boundary of the airport. Mr. Neilson answered by saying that he had spoken to Mr. Burnett, Manager of the Company, and that he would confirm it with a letter, informing him that a hazardous condition exists in the Railroad's main line passing close to Runway 17 and Runway 20. Mr. Neilson stated that he would recommend that Mr. Burnett have his company telephone the airport control tower for notification as to when the train would be passing through and the direction from which to expect it. When asked about how often the train passes through, the Railroad representative replied, "approximately 4 times during a week."

Mr. Guy Murray, representing Civil Aeronautics Administration, had no question other than to request a copy of these minutes be forwarded to him.

Mr. Houghtailing announced that after hearing questions and answering them, it was the opinion of the Board that since the rules and regulations met with all concerned, they would be put into enforcement.

There being no further questions or discussion, it was moved and duly seconded that the meeting be adjourned.

Respectfully submitted,

  
George K. Houghtailing, Chairman