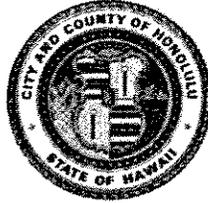


DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813 • (808) 523-4432

FRANK F. FASI
MAYOR



JOHN P. WHALEN
DIRECTOR
BENJAMIN B. LEE, AIA
DEPUTY DIRECTOR
(RF)

January 14, 1985

Dr. Virginia B. Briggs
1676 Ala Moana Boulevard, Apt. 1305
Honolulu, Hawaii 96815

Dear Dr. Briggs:

Yacht Harbour Plaza Hotel/Condominium

Thank you for your letter of December 27, 1984, in which you address the acceptability of the Environmental Impact Statement (EIS) for the proposed Yacht Harbour Plaza hotel/condominium. The EIS was accepted on December 31, 1984, after the applicant submitted an "Addendum to the Final EIS." Copies of the Addendum have been distributed to libraries. A copy of the department's Acceptance Report is attached.

The issues you raised in your letter regarding the various State and County laws on land use policy are not irrelevant. Nevertheless, as stated in the Acceptance Report, Waikiki Special Design District (WSDD) Ordinance No. 4573 embodies the specific zoning regulations related to the legislated land use policies; and the project will be specifically evaluated against the WSDD ordinance as well as the Special Management Area ordinance (Ordinance No. 84-4). Please note that the EIS now states under "Necessary Government Approvals" (Section IV of the Addendum) that (1) approval must be obtained for use of the Public Precinct; and (2) a zoning variance for building setback is required. Also, please note that new material has been added to the analysis of wind impacts (Section IV of the Addendum).

If you have any questions on this matter, please contact Mr. Robin Foster of our staff at 527-5027.

Very truly yours,

A handwritten signature in black ink that reads "John P. Whalen".

JOHN P. WHALEN
Director of Land Utilization

JPW:s1
attach.

EXHIBIT D.

Final
Environmental Impact Statement

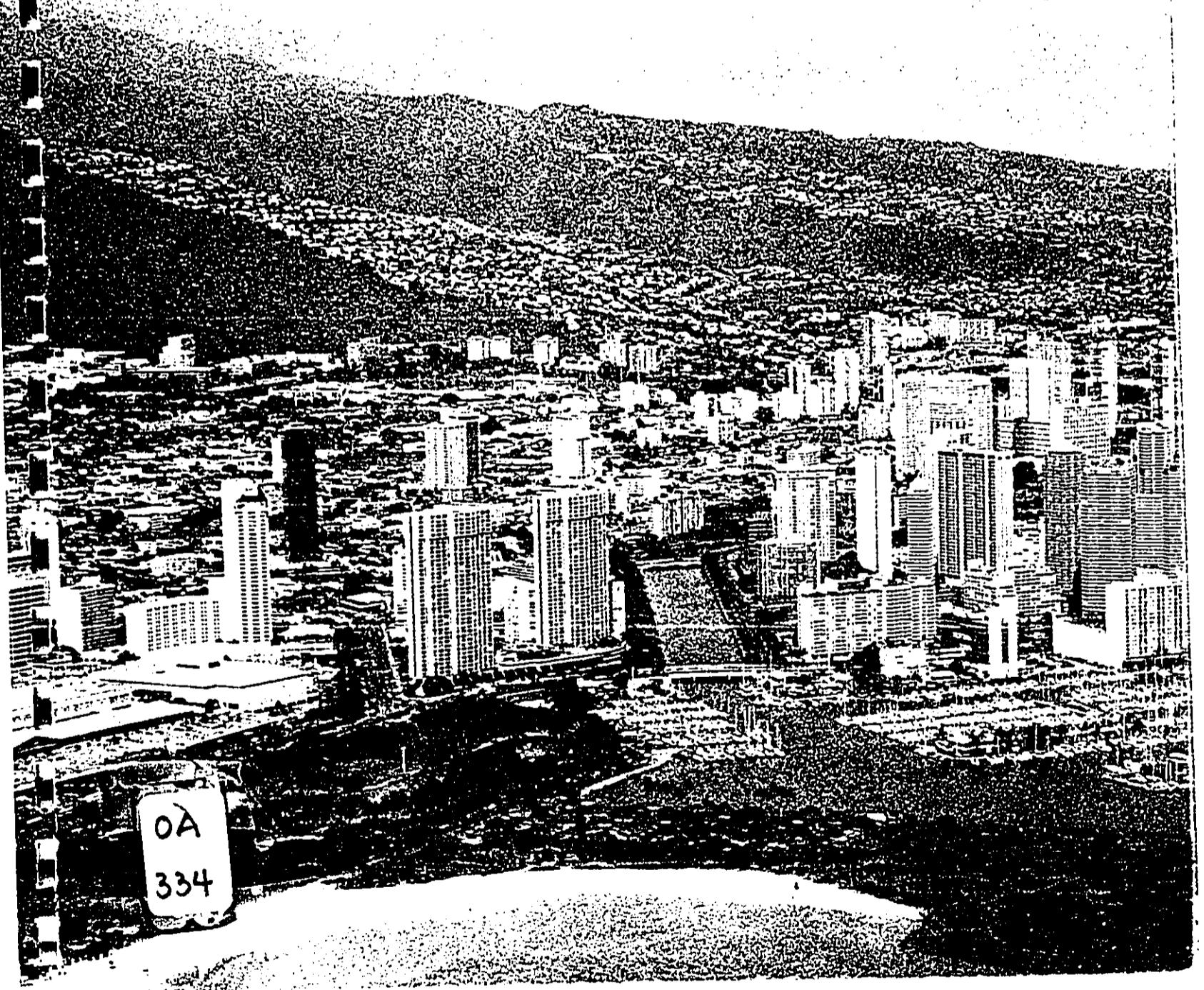
OEQC LIBRARY

for the proposed

Yacht Harbour Plaza Hotel/Condominium

Waikiki, City & County of Honolulu

Jack E. Myers, Developer



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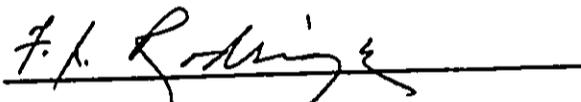


0200 1030 107

FINAL ENVIRONMENTAL IMPACT STATEMENT

for the proposed
YACHT HARBOUR PLAZA
Waikiki, Oahu, Hawaii
December 1984

SUBMITTED PURSUANT TO CHAPTER 343, HAWAII REVISED STATUTES,
ENVIRONMENTAL IMPACT STATEMENT REGULATIONS



F.J. RODRIGUEZ
AUTHORIZED AGENT FOR JACK E. MYERS

Developer: Jack E. Myers
Architect: Welton Becket Associates
Environmental Consultants:
Environmental Communications, Inc.

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I. SUMMARY

I. SUMMARY

Developer/Applicant: Jack E. Myers

Approving Agency: Department of Land Utilization

Agent for the EIS: Environmental Communications, Inc.

Architect: Welton Becket Associates

Project Location: 1697 Ala Moana Boulevard
Waikiki, Honolulu, Hawaii

Tax Map Key: 2-6-10: 10, 6

Project Name: Yacht Harbour Plaza

A. Proposed Action

The developer and applicant, Jack E. Myers, proposes to construct a mixed-use hotel and residential condominium comprised of 408 hotel guest rooms and 174 condominium apartments respectively. The 350 foot curvilinear structure will be located on a 2 1/2 acre site at the Makai Ewa corner of the Waikiki Special Design District. Specifically, the rectangular project site is bounded by Ala Moana Boulevard, the Ilikai Marina hotel condominium and a State of Hawaii owned service road on the south and west bounds along the Ala Wai Boat Harbor.

The hotel portion of the tower will consist of 29 single-loaded floors atop a five-story base of lobbies, parking garage and common areas provided for the entire project.

The hotel floors are separated linearly from the condominium portion of the project by a solid concrete partition wall. The exterior of the structure will be encased with low reflectivity glass, colored in a mauve tone within code requirements.

A typical hotel floor would contain approximately 12 guest rooms, ranging in size from 435 to 450 square feet. Suites will range from 600 to 900 square feet.

The condominium, as contemplated, will contain one-bedroom and two-bedroom units ranging from approximately 840 to 975 square feet and 930 to 1450 square feet respectively. All condominium amenities including an extensive recreation deck, pool, jacuzzi and cabana are currently planned to be on the same level as the hotel amenities.

All public access is designed to be on the makai side of the structure facing the Ala Wai Boat Harbor. An expansive porte cochere for both the hotel and condominium entrances will be open towards the yacht harbor directing traffic away from Ala Moana Boulevard. A State-owned roadway, which was originally designed as an internal harbor road for harbor users, will be utilized under preliminary design plans as the major access and egress road for the proposed project.

The hotel, in addition to some 408 guest rooms, will provide meeting and ballroom facilities along with a fine gourmet restaurant. There will also be a lounge, discotheque, lobby bar, and poolside bar and grill with outdoor cafe services.

The design concept and planning theme which has been developed by the project architect utilizes portions of State-owned lands for certain architectural design features and

open space requirements. These State-owned lands are currently under negotiation therefore, two design alternatives were developed. The focus of this document is on a preliminary design which utilizes the aforementioned lands. An alternative design, which is completely within the developer's properties bounds, is also included in this document as an alternative design.

The site is in urban use and is presently designated as public facility. Since 1958 the site has housed the Kaiser Foundation Hospital and outpatient clinic. The hospital, which is scheduled to move to the newly built Moanalua facility and proposed out-patient clinic on Pensacola and King streets, will vacate in early 1986 allowing the site to revert back to its underlying resort zoning.

The demolition of the existing structure and construction of the proposed hotel condominium will take place in one phase with no additional phases. Total development and construction cost is approximately 124 million dollars.

B. Evaluation of Major Impacts

1. Physical Impacts. The impact of construction is normally adverse; however, it is not a long-term impact and is subject to many standards, codes, and regulations. A review of noise and air quality impacts indicate that no significant effects related to these concerns will likely occur.

Vehicular traffic will be accommodated as indicated in the traffic impact study. The site is bounded by major thoroughfares which can adequately serve the expected number of vehicles generated by the proposed uses on the project site. The preliminary project plan proposes the use of

an internal harbor road as the principal access road for the project.

Air Quality will be improved due to the decrease in traffic volume generated by the proposed facility.

Noise. The building, once constructed, will not generate excessive noise. The commercial use of the building and its fully enclosed business spaces will not add to the ambient noise environment. Noise from the parking garage in form will be mitigated through careful design with the an emphasis on sound attenuation.

The visual environment will be affected. The building will be noticeable from various streets and other structures. However, the height will be within the zoning regulations and the WSDD review will include height considerations. In the surrounding area, there are a significant number of buildings with heights of 300'+, the

proposed building will not be inconsistent with these high-rise developments.

2. Economic Impacts. A wide range of economic impacts will occur. These include direct and indirect income generated by the project, employment, property taxes, and increased governmental expenditures for services and facilities on and for the project. For the most part, long-term economic impacts are expected to be very beneficial to the State economy.
3. Social Impacts. There will be no dislocations or job losses due to the development of the proposed project. The project will be a significant employment generator and is consistent and compatible with surrounding uses.

Public services and facilities are essentially adequate as indicated by the letters received from various City agencies. Where appropriate, the consultant engineer and architect will work with the City agencies to insure the adequacy of facilities, connection procedures, easements and maintenance rights, and agreement to pay a fair share cost of the proposed improvements.

C. Alternatives

An alternative plan for the proposed development has been considered and is presented in this document. While the preliminary design of the project utilizes State-owned lands, currently under negotiation, the alternative plan will contain the project entirely within the project site bounds.

D. Land Use Considerations

The extension of the hotel/condominium into the Public Precinct is considered a non-conforming use by the City and County of Honolulu Department of Land Utilization. However, the major portion of the project is located on the designated project site and is consistent with the State and County land use designations.

E. Other Considerations

No commitment of natural resources will occur if the project is implemented. Building material, labor, and land will be committed to the project.

A remaining unresolved issue exists in the land negotiations ongoing between the developer and the State DOT Harbors Division. This consideration is detailed in the document; however, final resolution of this issue cannot be addressed presently.

II. PROJECT DESCRIPTION

II. PROJECT DESCRIPTION

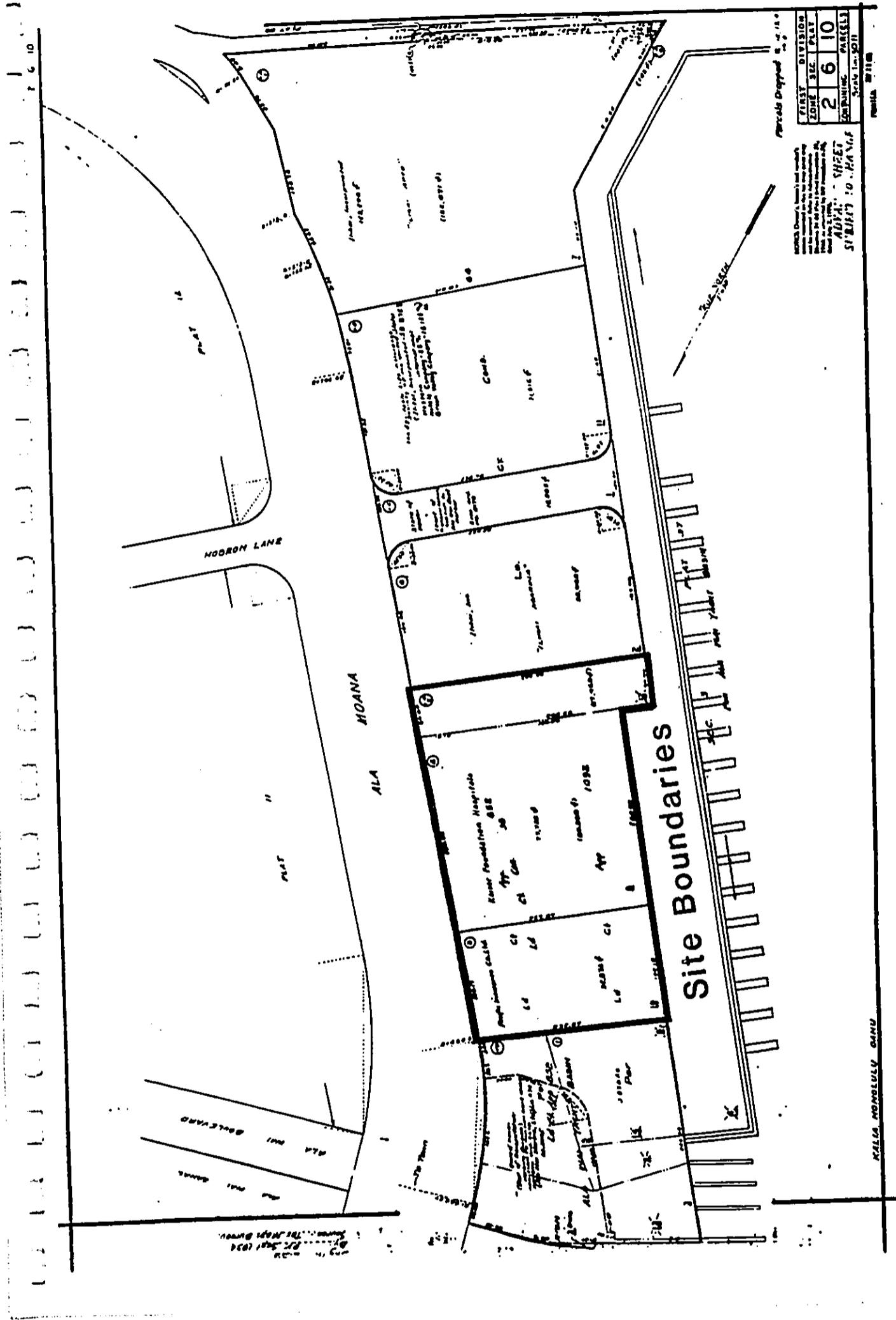
A. Project Location

The project site is located at the entrance to Waikiki on Ala Moana Boulevard fronting the Ala Wai Boat Harbor (Figure 1). The lot area consists of 110,607 square feet bounded by Ala Moana Boulevard, the Ilikai Marina and a State owned service road. A portion of the Ala Wai Boat Harbor lies along the southwest end of the site. The site is defined by Tax Map Key 2-6-10: 10, 6 (Figure 2).

The site is presently in urban use and is designated as a resort and public facility on the Development Plan Land Use Maps. The project site is the current location of the Kaiser Medical Center housed in two structures, the 216,953 square foot hospital and the 33,193 square foot Pacific Insurance Building containing some administrative and out patient clinic facilities. The Medical Center employs some 1,080 workers composed of 601 hospital employees and 479 clinic employees.

The present Kaiser Medical Center consists of a 174 bed hospital and a clinic providing both in-patient and out-patient health care services, respectively. Their operations are separate and distinct; however, they are integrated. Their proximity provides mutual benefits of convenience and shared facilities.

The project site is located along the Airport-to-Waikiki corridor at the entrance to Waikiki. The proposed hotel extends the chain of hotels along the Waikiki shoreline, of which the Ilikai Hotel is its immediate neighbor to the east (Diamond Head). Mauka of Ala Moana Boulevard lies a high-rise residential area, while to the west



TAX MAP KEY

FIGURE 2

(Ewa) and Makai of the proposed development lies recreational areas including the Ala Wai Yacht Harbor and Ala Moana Beach Park.

The preliminary proposed project site lies within the Resort Hotel and Public Precincts of the Waikiki Special Design District (WSDD) and is considered to be within a Waikiki gateway area. The alternative project design would be continued within the metes and bounds of the applicant's land.

B. Statement of Objectives

It is the developer's intent to create a project comprised of hotel guest rooms and condominium units that will provide a deluxe level of service to the visitors and residents of Oahu. The Waikiki gateway project is designed to create a desirable destination for visitors as well as provide additional housing opportunities to full time and part time residents.

The project site currently designated as a public facility, would utilize the site to its "highest and best use" and provide a visually attractive landmark at Waikiki's entrance in addition to increasing the value of the surrounding area.

C. General Description of the Action's Technical, Economic, Social and Environmental Characteristics

1. Design Characteristics

Presently, the developer proposes to construct a mixed-use hotel and residential condominium comprised of 408 hotel guest rooms and 174 condominium

apartments. The curvilinear structure will rise 350 feet over a 2 1/2 acre site which will incorporate extensive park-like landscaping (Figures 3 and 4).

The hotel and condominium are to be incorporated into a single structure (figures 5 and 6). Each will benefit from this approach in connection with the cost to develop and maintain the entire project. Both the hotel and condominium will operate completely separate systems (energy, mechanical, parking security, etc.) so that all aspects of operations will be clearly identifiable to the corresponding user.

The hotel portion of the tower will consist of 29 single-loaded floors atop a five-story base of lobbies, parking garage and common areas provided for the entire project. The hotel floors are separated linearly from the condominium portion of the project by a solid concrete partition wall. The exterior window wall system is laminated glass, colored in a mauve gold tone designed to comply with Ordinance No. 82-35 (Sunlight Reflection Regulation).

All public access is designed on the makai side of the structure facing the Ala Wai Boat Harbor (Figure 7 & 8) utilizing the Boat Harbor service road. This road is on land which is currently under negotiation, will be designed to conform to State Department of Transportation requirements for road width, curbs and sidewalks. The design work for improvements to the service road will be done when negotiations for use of these State Lands have been finalized. An expansive porte cochere for both

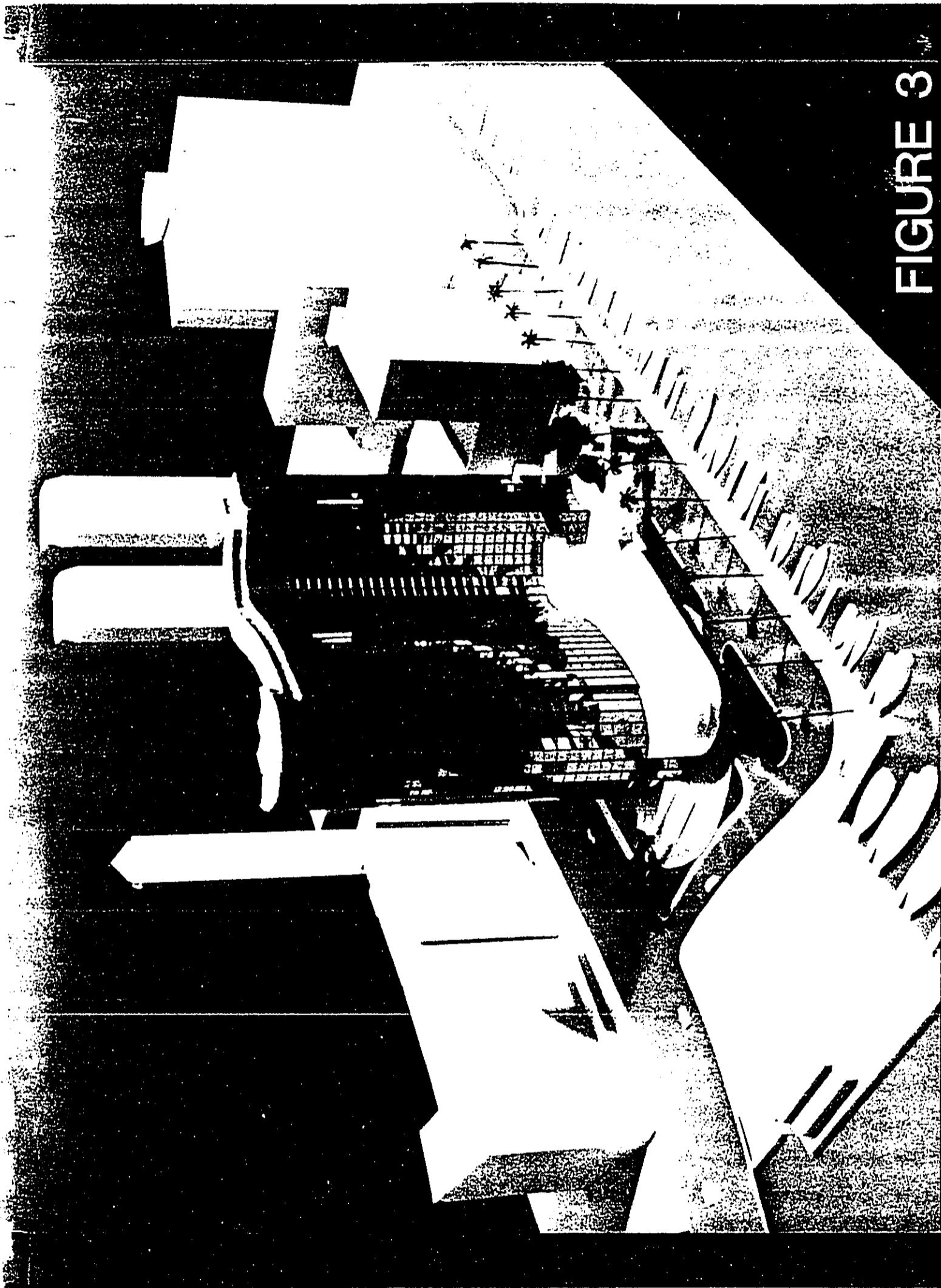


FIGURE 3

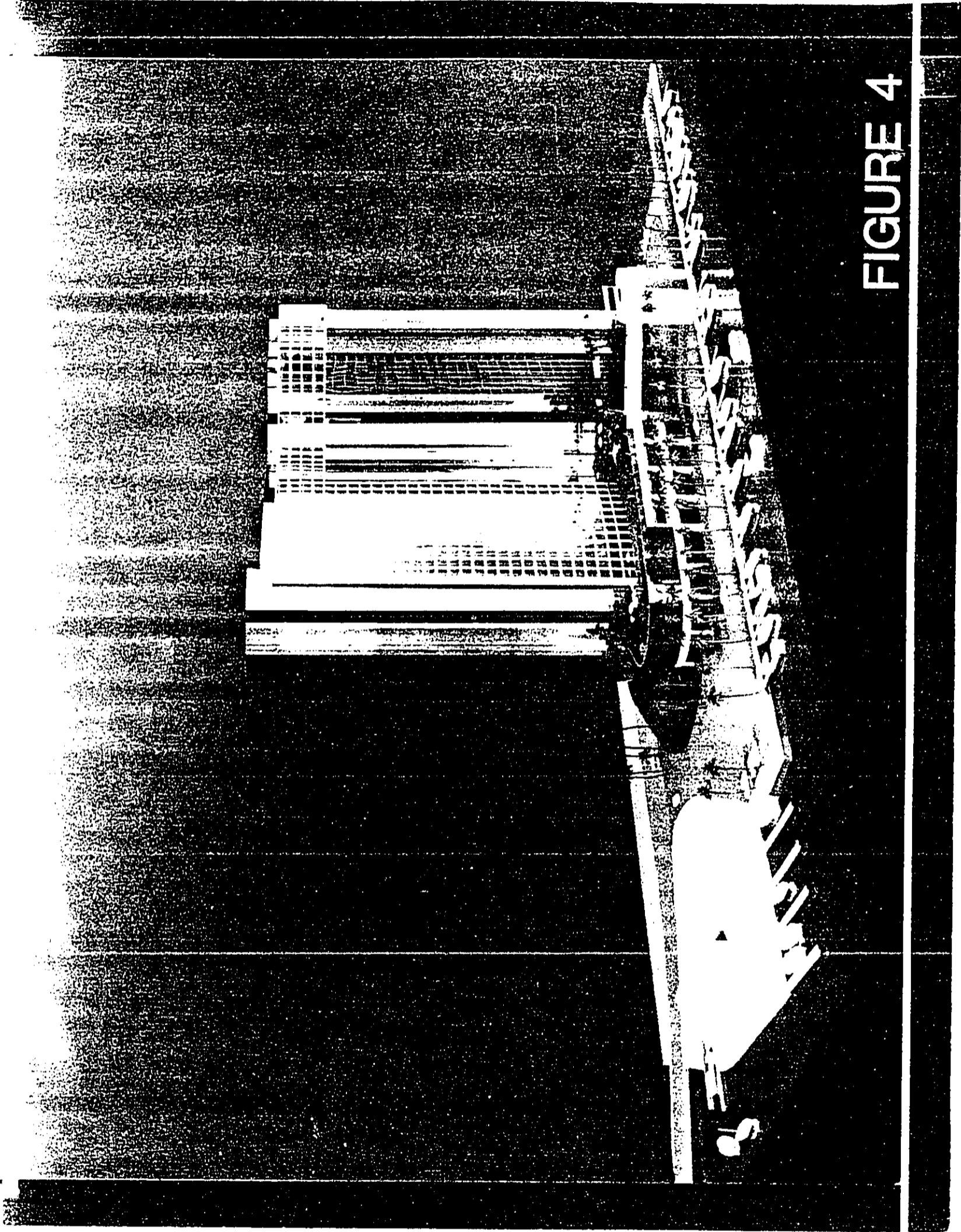
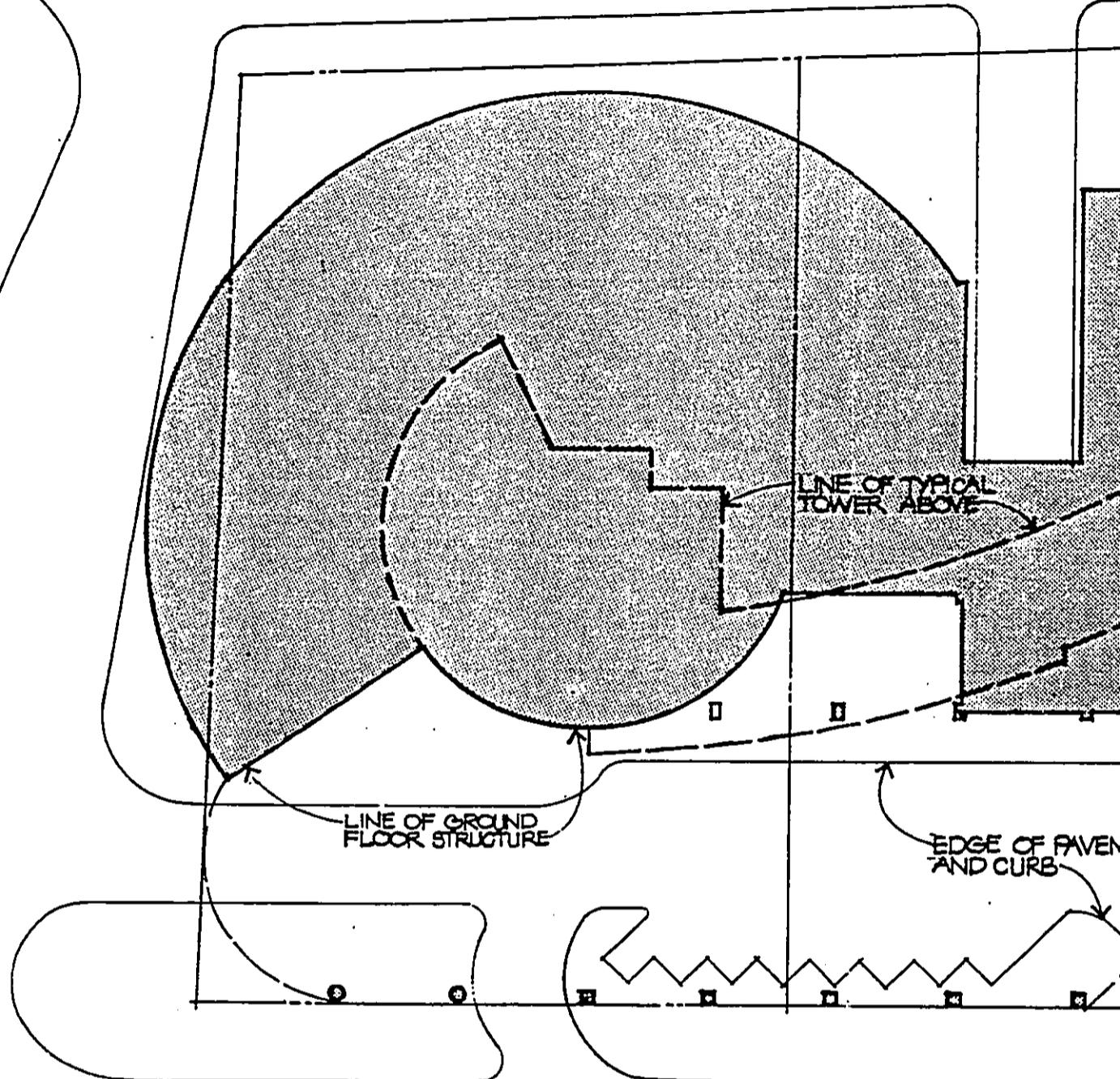


FIGURE 4

ALA MOANA BLVD.



MAXIMUM ALLOWABLE F.A.R. AREA : 506,061 SF (WITH STATE EASEMENT LANDS)

NUMBER OF PROPOSED UNITS: HOTEL : 408

CONDO : 174

TOTAL UNITS : 582

F.A.R. AREA TOWER :

441,289 SF

F.A.R. AREA BASE :

57,400 SF

TOTAL F.A.R. AREA :

489,689 SF

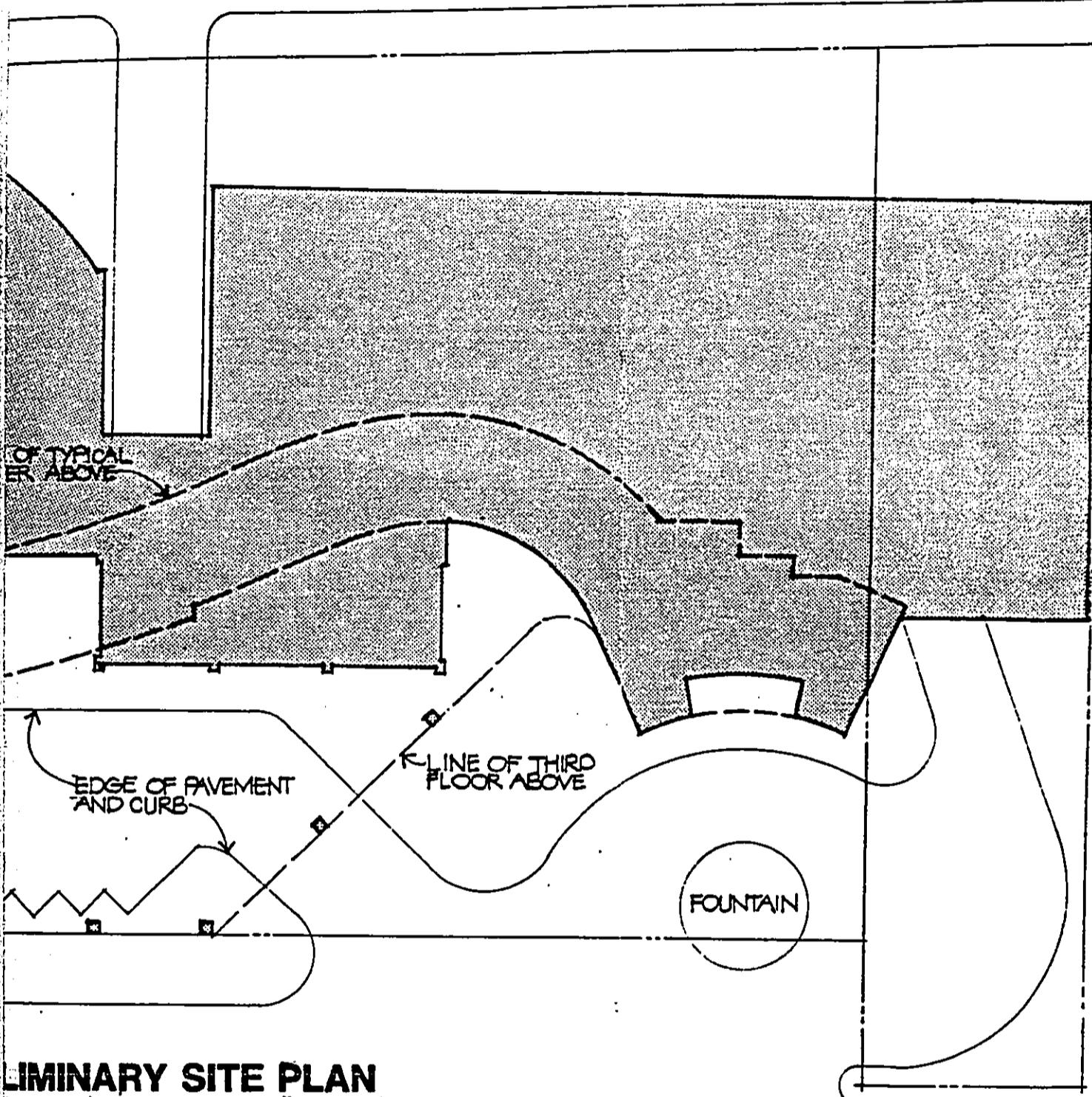
PRELIMINARY SITE

SCALE: 1" = 40'-0"

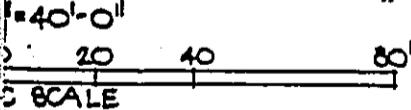
20 10 0 20 40

GRAPHIC SCALE

BLVD.



PRELIMINARY SITE PLAN

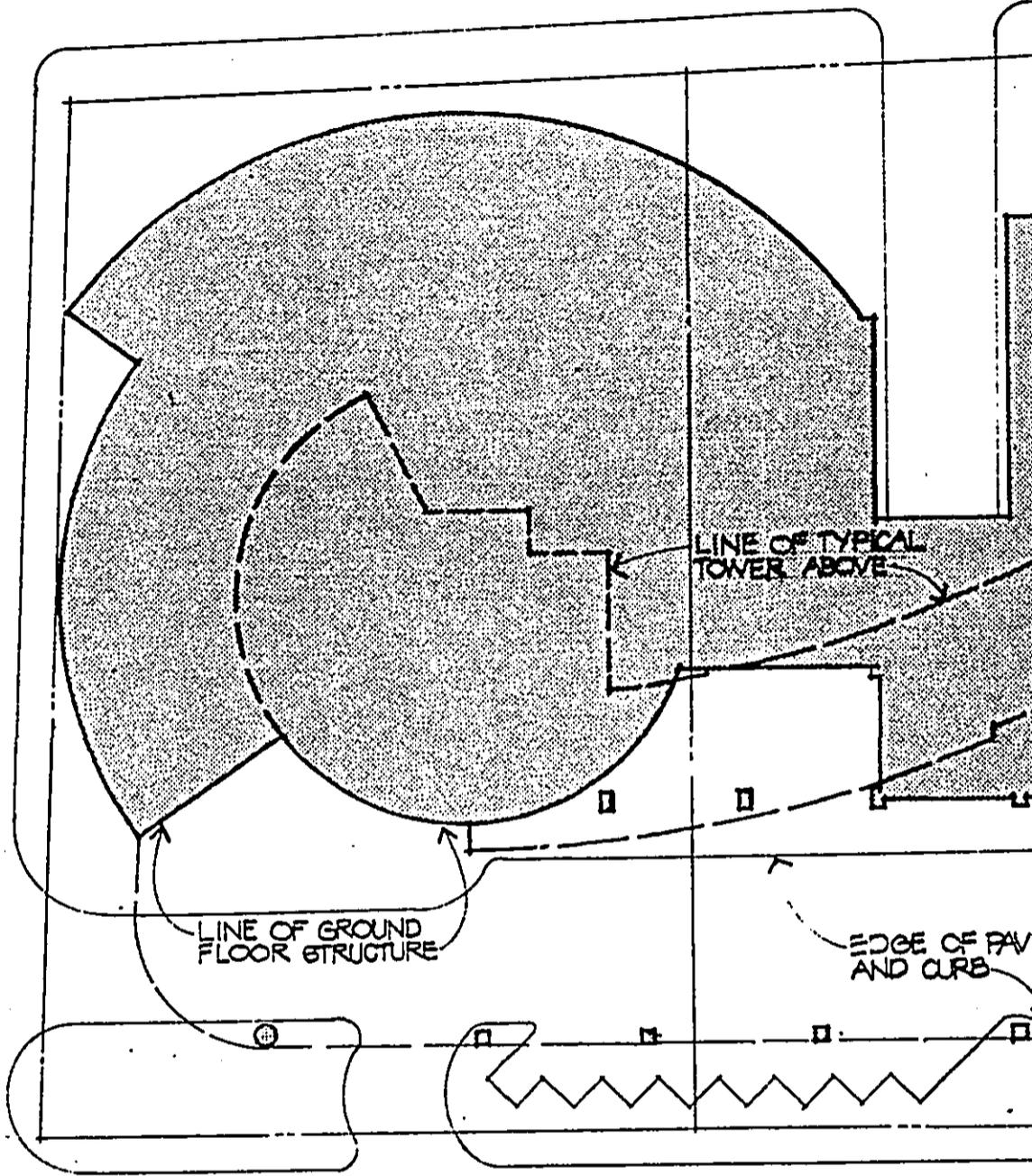


7 DECEMBER 1984

PRELIMINARY SITE PLAN

FIGURE 5

ALA MOANA BLV



MAXIMUM ALLOWABLE F.A.R. AREA: 424,144 SF

NUMBER OF PROPOSED UNITS: HOTEL: 348

CONDO: 145

TOTAL UNITS: 493

F.A.R. AREA TOWER: 12,771 SF/FLOOR X 29 FLOORS = 370,359 SF

F.A.R. AREA BASE: 53,500 SF

TOTAL F.A.R. AREA: 423,859 SF

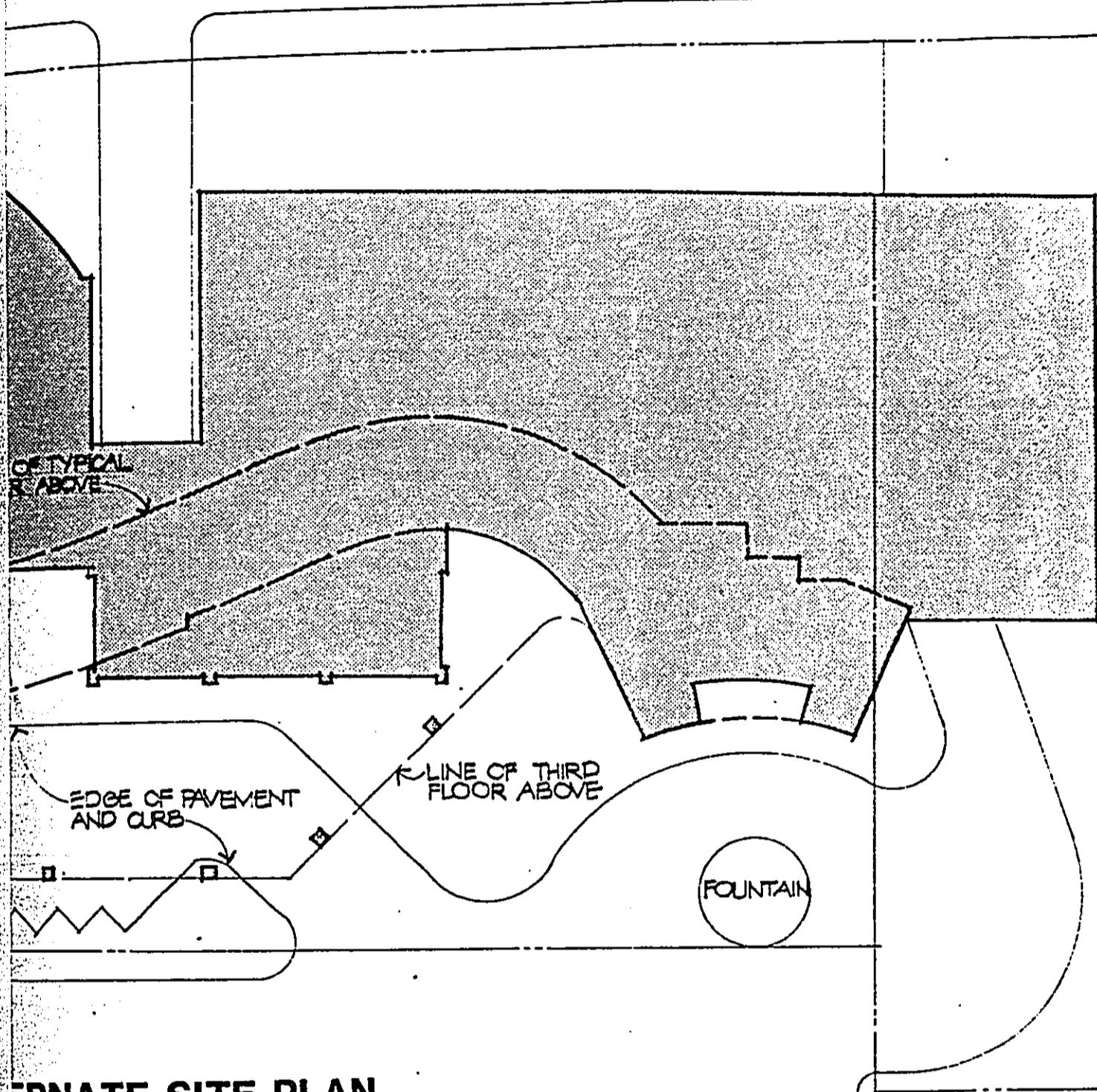
ALTERNATE SITE

SCALE: 1" = 40'-0"

20 10 0 20 40

GRAPHIC SCALE

A BLVD.

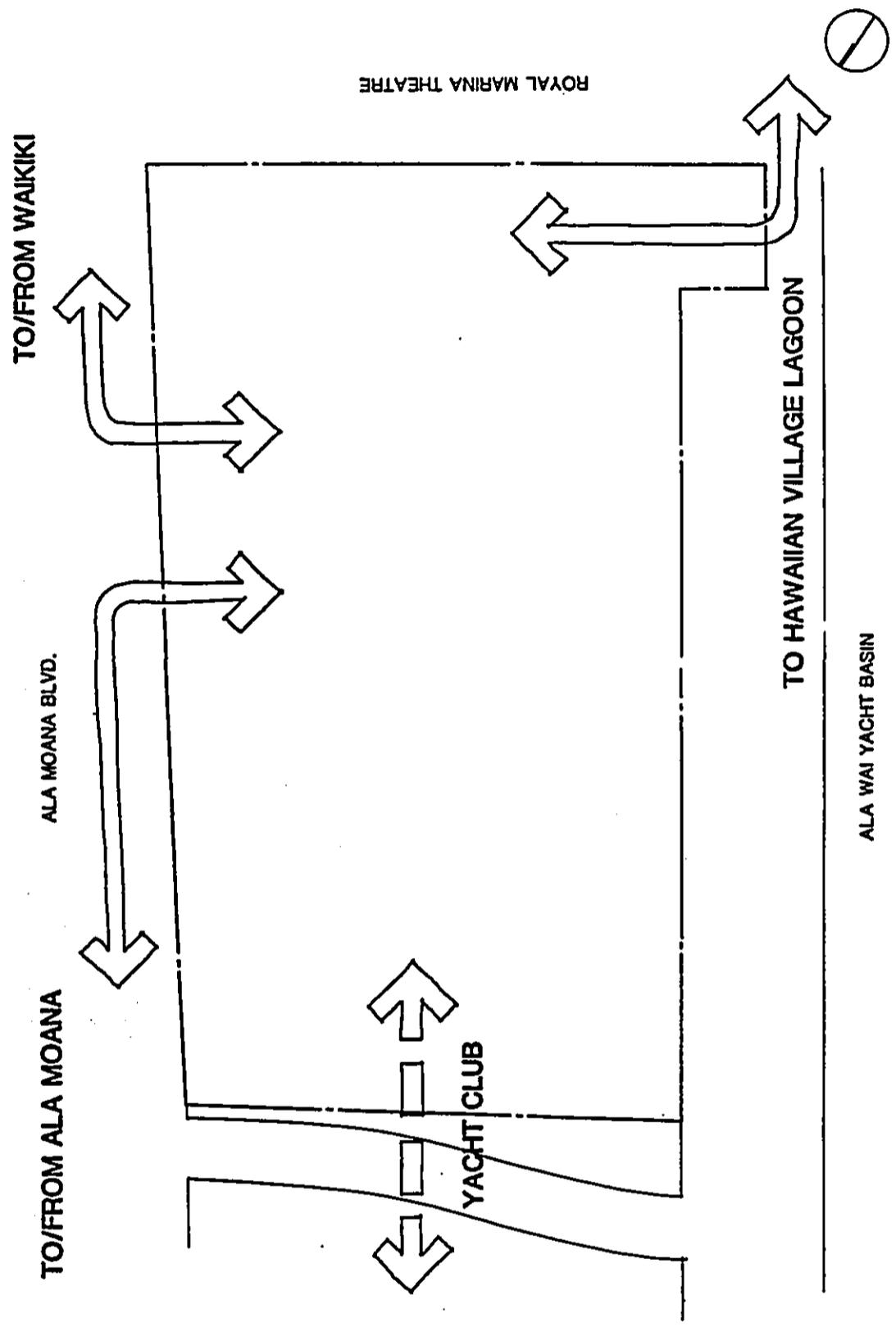
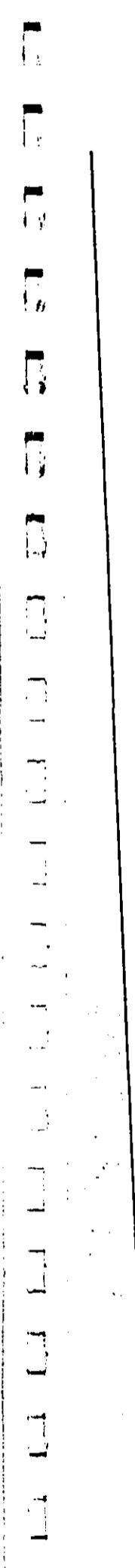


ALTERNATE SITE PLAN

1" = 40'-0"
 0 20 40 80'
 SCALE

7 DECEMBER 1984

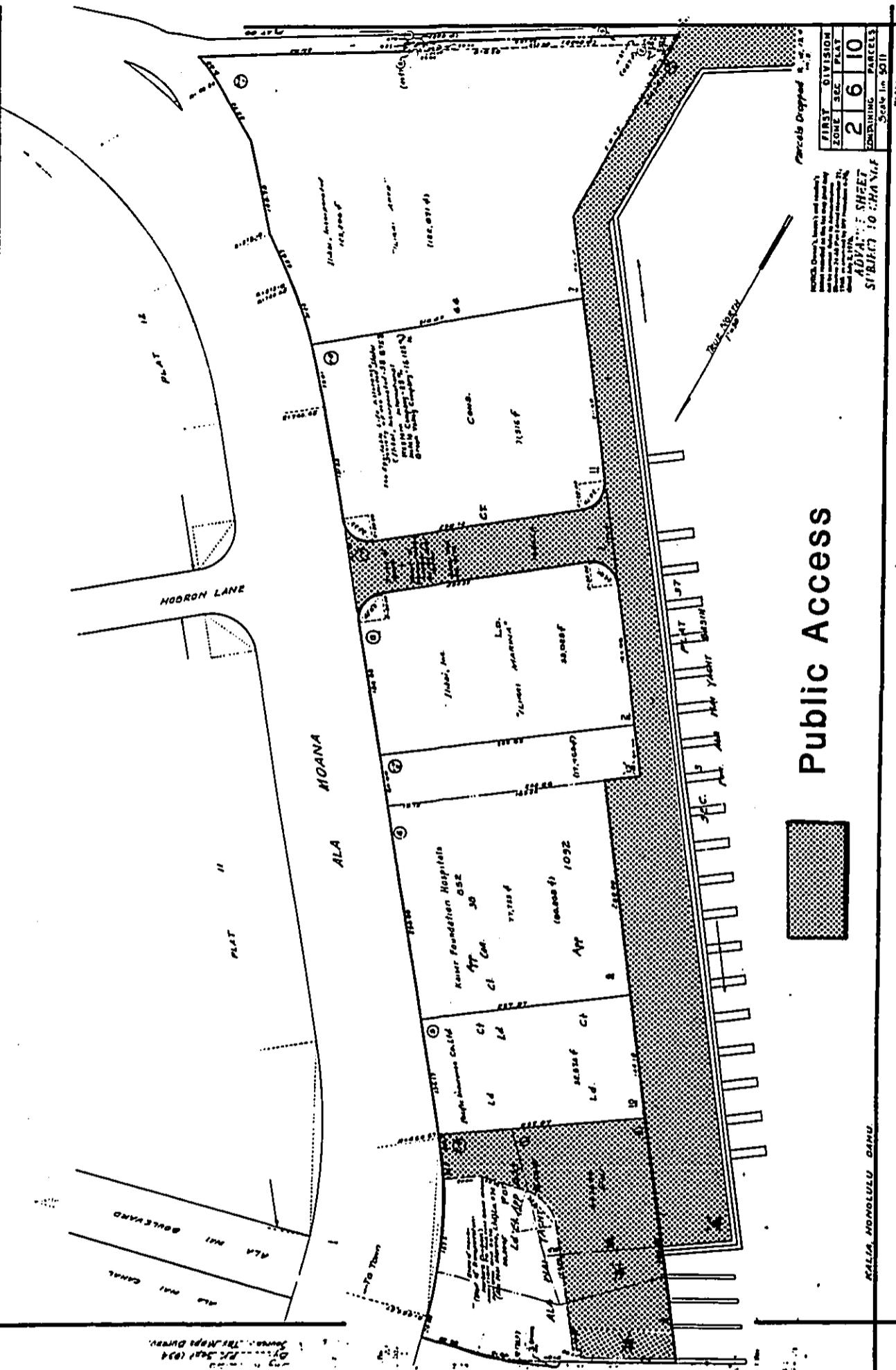
ALTERNATIVE SITE PLAN **FIGURE 6**



PEDESTRIAN ACCESS

FIGURE 7

2 6 10



PUBLIC ACCESS

FIGURE 8

the hotel and condominium entrances will be open towards the yacht harbor directing traffic away from Ala Moana Boulevard (Figure 9).

The hotel, in addition to some 408 guest rooms, will have meeting and ballroom facilities along with a fine gourmet restaurant. There will also be a lounge, discotheque, lobby bar, poolside bar and grill with outdoor cafe services.

A typical hotel floor would contain approximately 12 guest rooms, ranging in size from 435 to 450 square feet. Suites will range from 600 to 900 square feet.

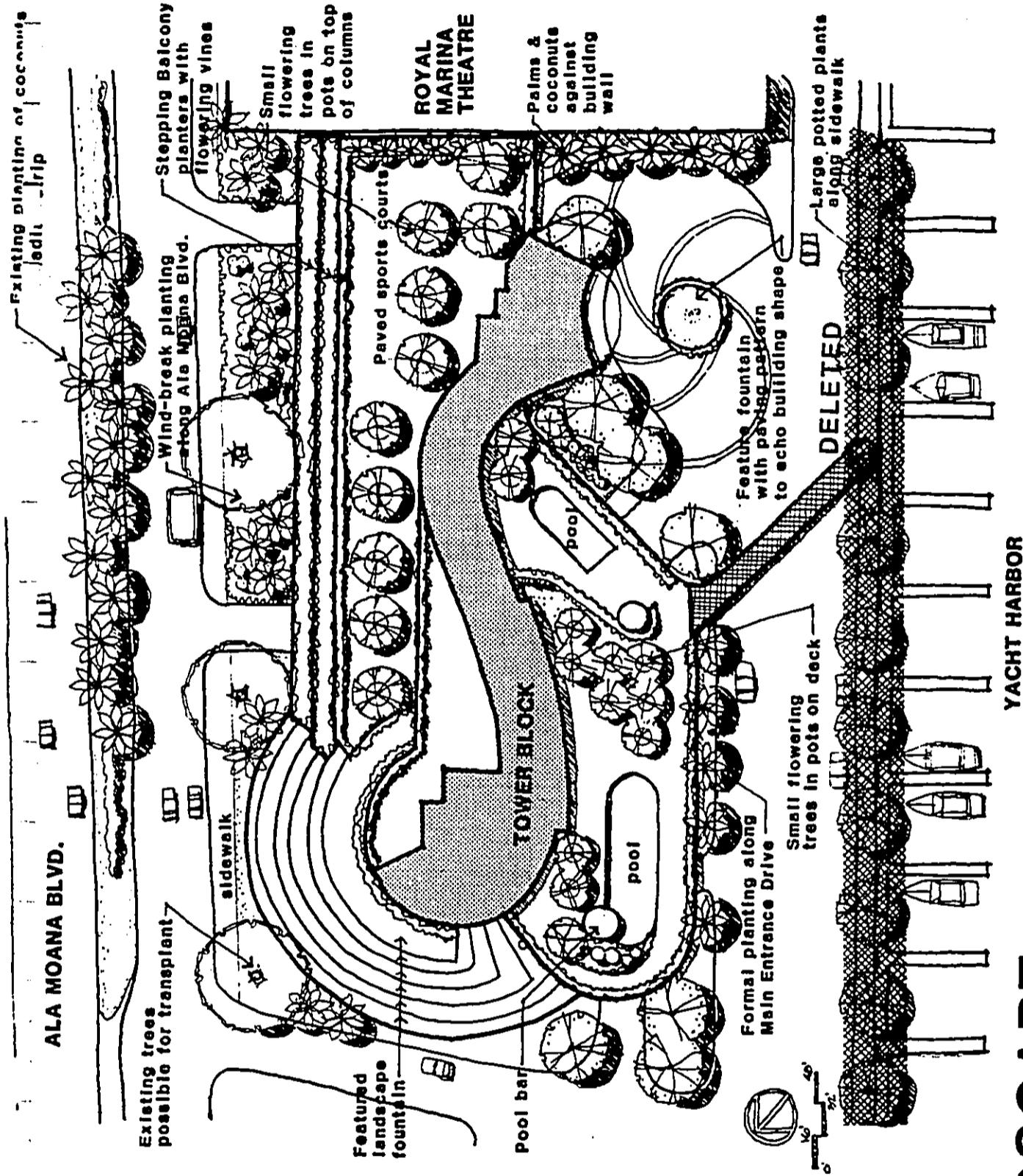
The condominium, as contemplated, will contain one-bedroom and two-bedroom units ranging from 840 to 975 square feet and 930 to 1450 square feet respectively. All condominium amenities including an extensive recreation deck, pool, jacuzzi and cabana will be on the same level as the hotel amenities.

2. Landscaping Plan

The conceptual landscape plan (Figures 10, 11 and 12) features extensive use of shade trees, palms, hardy windbreak plants and flowering plants. Revised flowering plants. Revised concept plans will delete the potted plants placed along the harbor sidewalk (Figures 3, 4 and 8).

3. Economic Characteristics

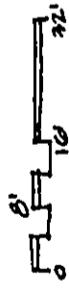
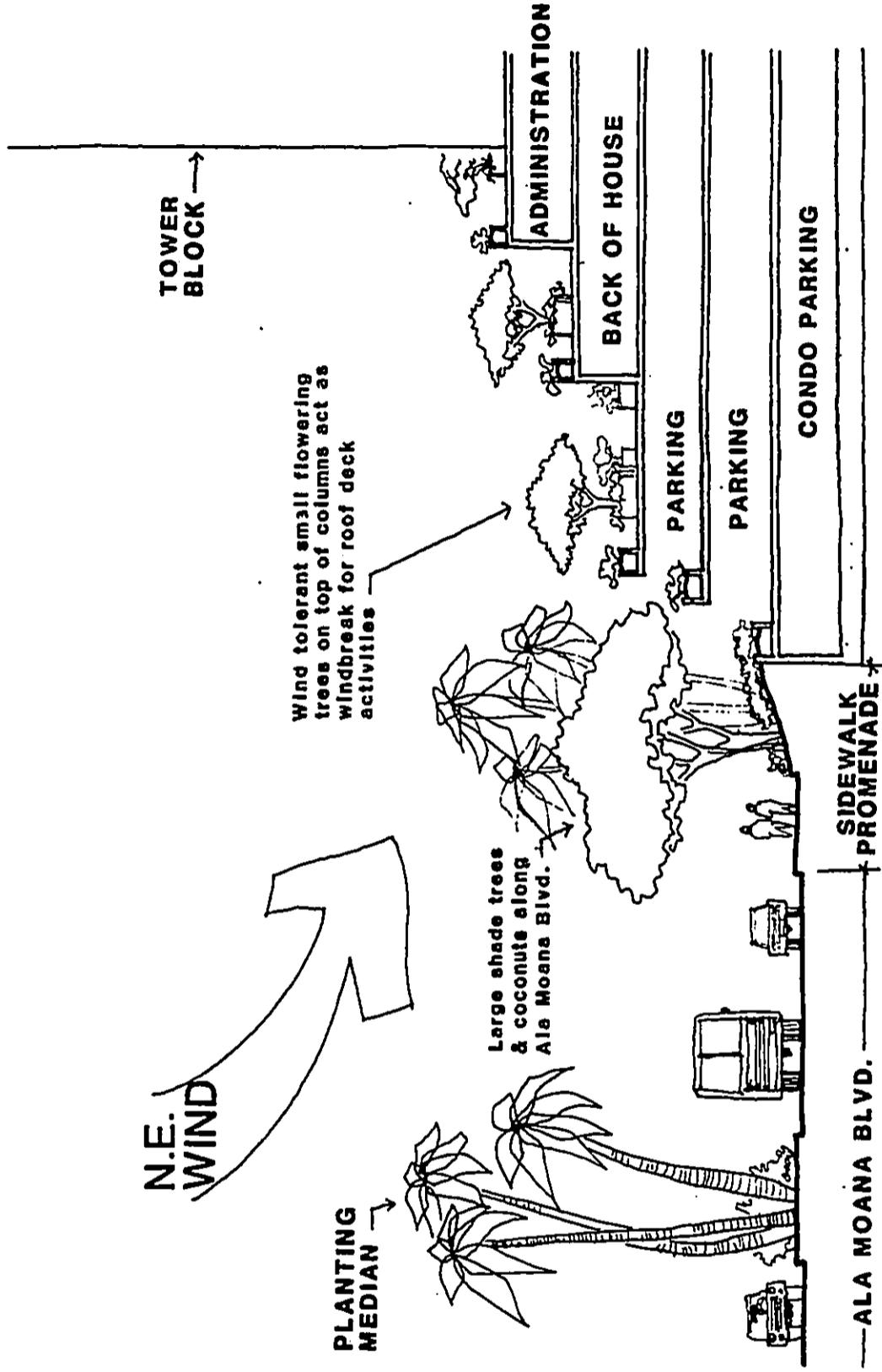
An economic analysis of the proposed development (Pannel Kerr Forster, May 1984) projects that approximately 500 jobs will be created and \$2.5 million in



LANDSCAPE CONCEPT PLAN

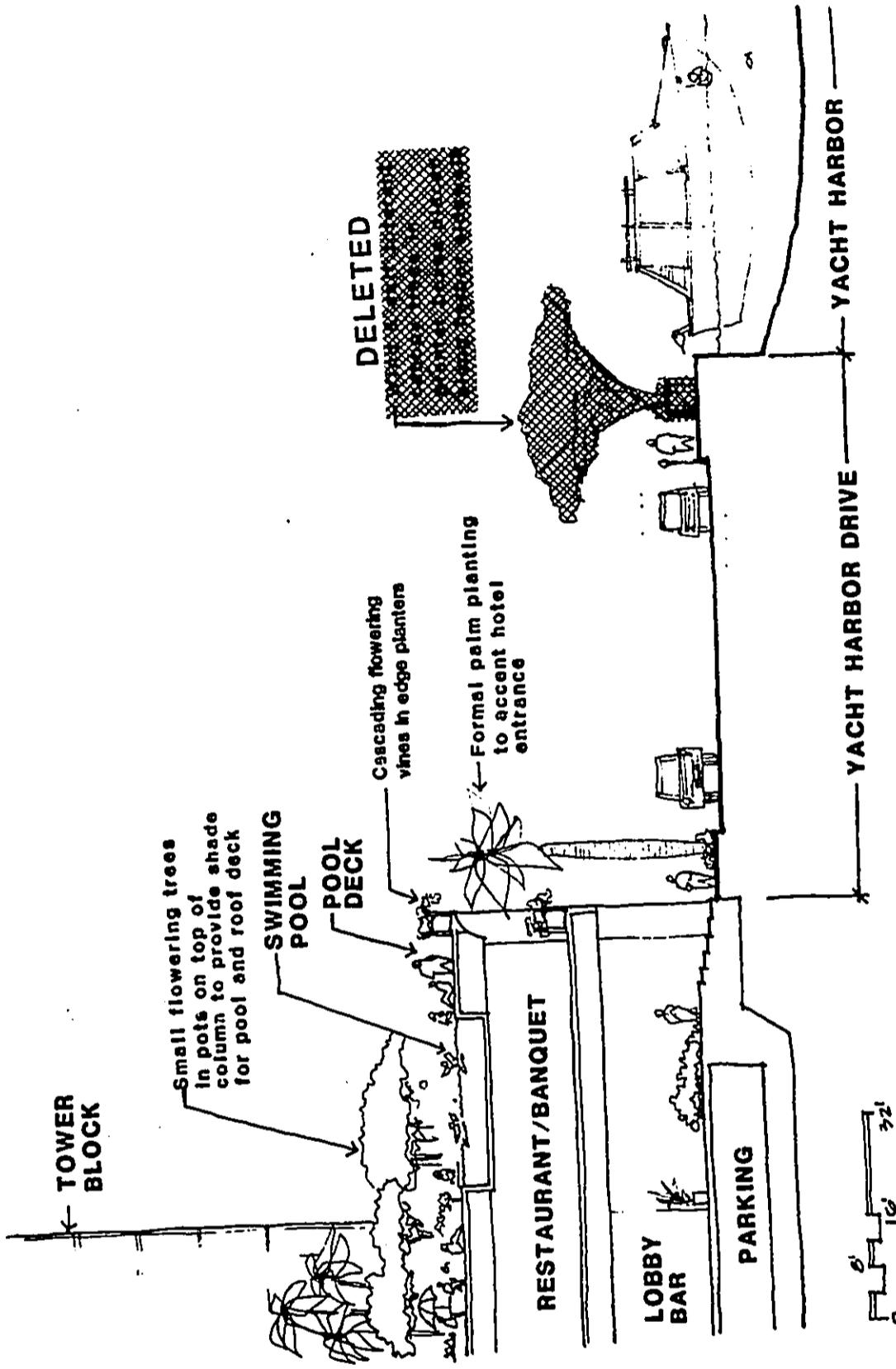
BELT, COLLINS & ASSOCIATES

FIGURE 10



BELT, COLLINS & ASSOCIATES

TYPICAL SECTION (MAUKA) FIGURE 11



TYPICAL SECTION (MAKAI)

FIGURE 12

State and County tax revenues will be generated annually.

Hotel Complex Impacts

It is estimated that the proposed project will generate total direct (405) and indirect (81) employment of 486 jobs. In addition to the creation of employment opportunities, the development will generate approximately \$2.0 million in State and County revenues expressed in current 1984 dollars as follows:

State Unemployment Tax	\$ 319,000
State Gross Income Tax	931,000
State Personal Income Tax	393,000
County Real Property Tax	<u>318,000</u>
	<u>\$1,961,000</u>

Employment

According to the Department of General Planning, City and County of Honolulu report "Employment and Population Impacts of Resort Development at Five Oahu Sites," March 1978, the average number of direct employees per hotel room is .7. According to PKF experience of deluxe hotel facilities, the ratio is 1.5 employees per room. Based on the quality orientation of the proposed hotel, a ratio of 1.0 employees per hotel room ($405 \times 1.0 = 405$) was applied to compute total direct employment. Secondary or indirect employment was computed using a factor of 20 percent of total direct jobs ($405 \times 20\% = 81$) in accordance with the above mentioned study.

State Unemployment Tax

These funds were estimated based on 4.5 percent of the first \$14,600 of salaries and wages of each of the 486 new employees. The 4.5 percent rate was derived from State of Hawaii Tax Department records as the average currently paid by hotel taxpayers (wage earners).

State Gross Income Tax

These funds were based on 4.0 percent of total estimated revenues generated from all sources at the proposed hotel. Revenue estimates are as follows:

Rooms	\$13,337,900
Food	6,401,261
Beverage	2,444,118
Telephone	302,605
Other Departments	232,773
Other Income	93,109
Rentals	<u>465,546</u>
Totals	<u>\$23,277,312</u>

State Personal Income Tax

These funds were estimated based on taxable income per employee of \$9,058 x an average tax rate of 6.7 percent x the 486 employees. State tax office records were the source of estimated data.

Real Property Tax

These funds were estimated based on currently applied tax rates per thousand dollars of assessed valuation. The 1986 land and construction costs were reduced to 1984 values using a deflator of 5.0 percent in 1986 and 4.6 percent in 1985.

	<u>1986</u>	<u>1984</u>
Construction Cost	\$26,500,000	\$24,017,000
Land Cost	<u>12,500,000</u>	<u>11,329,000</u>
	\$39,000,000	\$35,346,000
		<u>1,000</u>
		35,346
		X
		<u>\$9.00</u>
		\$318,114
	Say <u>\$318,000</u>	

Condominium Complex Impacts

The employment generated by this segment of the project will not be significant since, only approximately 10 jobs will be created. However, the project will generate approximately \$635,400 in 1988, in County real property taxes based upon the projected sales price of the units, \$70.6 million, at the 1983/84 tax rate of \$9.00 a thousand.

Converting this 1988 potential tax revenue to current 1984 dollars based upon the estimated deflators referred to previously will mean tax revenues of approximately \$513,000 in 1984, or a total of almost \$2.5 million for the entire project.

Full absorption of the units by the market place is expected to take between 1 1/2 to 2 years.

While the hotel is presently designed to accommodate approximately 408 guest rooms, the total potential for guest rooms at this quality level is nearly 800 rooms.

This would be achieved by reducing or eliminating the condominium portion of the project. The exact balance and mix of hotel and condominium use is sufficiently flexible at this stage pending the refinement of market strategies, concepts, financing techniques and timing for the development.

4. Social Characteristics

The mixed use concept for the proposed project makes total occupancy projections difficult, however, the hotel's target market of Free Independent Travelers (FIT's) are generally unaffected by adverse national economic trends. For this reason occupancy is expected to remain stable.

Residents of the condominium units of the project are expected to be primarily older, affluent, professionals. Many are also anticipated to be part time residents to Hawaii. The project's entertainment facilities should be utilized by both Waikiki residents and those residing outside of Waikiki; however, total use of the entire complex is not expected to be as intensive as the existing hospital facility.

D. Funding and Phasing

The developer will fund the proposed project through monies obtained from conventional loan sources or institutions. No State or County monies will be involved in the construction of the proposed building; however, portions of State-owned lands will be utilized under the preliminary design alternative. Total construction costs are estimated to be \$ 124,000,000 million.

The project will be constructed in one phase with no additional phases. The developer intends to initiate construction of the project upon filing and granting of all approvals and permits. Construction is estimated to take 21 months, with final outfitting of furniture, fixtures, and equipment (FFE) taking an additional 3 months.

III. ENVIRONMENTAL SETTING
AND PROBABLE IMPACTS

III. ENVIRONMENTAL SETTING AND PROBABLE IMPACTS

Impacts of the proposed project can be viewed in the short-and long term. Short-term impacts, beneficial and adverse, generally result from construction-related activities. Consequently, these impacts are of short term duration and should last no longer than the duration of the construction. Long-term impacts, beneficial and adverse, result from the implementation and operation of the proposed project.

A. Geographical Characteristics

1. Topography

The project is a level, graded parcel which currently contains the Kaiser Foundation Hospital. The hospital site contains two separate buildings connected by an overhead ramp. The makai boundary of the site is contiguous with the Ala Wai Boat Harbor and lies approximately 90 feet from the water's edge within the harbor. The site rises approximately 45 feet above mean sea level.

The entire site is at grade as are all adjacent and surrounding sites. The entire area is intensively developed, and there are no unique or unusual topographic features.

Topographic Impacts

Minimal impact is anticipated. Some excavation for the basement parking and utilities will be required;

however, the existing structure is currently sub-graded for the existing basement/garage.

2. Soils

The project site was once part of a swamp-type environment which existed in Waikiki until the early 1920's when the Ala Wai Canal was built and drainage was provided. This allowed lands adjacent to Ala Wai Canal to be filled in and urbanization to occur. Consequently, the soil is classified Fill land, mixed (FL) by the Soil Conservation Service (SCS). The SCS publication, Soil Survey Interpretation - Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, described this land type as follows:

"It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources....This land type is used for urban development including airports, housing areas, and industrial facilities."

The plans call for a pile-driven foundation to support the proposed building. The 150 ton precast concrete piles will be driven approximately 85 feet below grade.

A soils study will be undertaken, if required, for the foundation of the structure.

Impact on Soils

Minimal impact on the site's soil is anticipated. Presently the soil is covered with buildings and pavement. The proposed action will not significantly alter this condition.

3. Climate

The climate in the Waikiki area is dry, mild, and uniform. The annual average rainfall for Waikiki is approximately 20 inches. The temperature, much like the rest of the island, ranges from 60°F (January - mean low temperature) to 85°F (mean high temperature) in the summer months.

The observed surface winds (as recorded at the Honolulu International Airport) show that the predominant wind direction and higher wind speeds are from the north, north-east, and east direction (66.7 percent of the time), and averages 11.2 knots per hour.

Although 13 percent of the time winds blow from the north to west quadrant, these winds have lower wind speeds, 5.75 knots per hour. The yearly mean wind speed is 9.7 miles per hour.

Impacts on Climatic Conditions

Little or no impact on climatic conditions is expected. The factors controlling the climatic conditions should not be affected by the relatively miniscule land area utilized by this project; however, surface winds will be altered by the building mass

and the landscaping material. Wind related impacts upon the Ala Wai Yacht Harbor and surrounding sites are addressed in Section IV.

B. Biological Characteristics

1. Flora

The flora on the project site primarily consists of common and exotic plants and shrubs (Table 1). Because the project site is already highly developed, there are not many existing plants. These plants have been planted and maintained by man's efforts and there are no indigenous or rare plants on the project site.

Impact on Flora

The impact on existing vegetation will be significant since construction will require removal of most of the trees; however, many can be saved for relocation later. Present plans call for more extensive landscaping than now exists. These plans will augment the retained vegetation and provide a denser, more attractive variety of plants.

2. Fauna

The commercial uses of the project site limits fauna to pests such as rats and mice. Avifauna (birds) are more numerous on the project site. Because of the availability of discarded food, many sparrows were noted on the project site. Other birds in this area include the common mynah, cardinals, pigeons,

TABLE 1

PLANT MATERIAL INVENTORY LIST - 1697 ALA MOANA (KAISER SITE)

PLANT MATERIAL	QTY	SIZE/CONDITION
<u>SHRUB</u>		
Red Ginger (<i>Alpinia Purpurata</i>)	10	
Shell Ginger (<i>Alpinia speciosa</i>)	20	
Ti (<i>Cordyline</i> spp.)	15	
Croton (<i>Codiaeum hookerianum</i>)	40	hedge planting in front of Pacific Building
Golden Eranthemum (<i>Pseudoeranthemum reticulatum</i>)	25	hedge planting along Pacific Building
Bougainvillea (<i>Bougainvillea</i> spp.)	8	
Mock Orange (<i>Murraya paniculata</i>)		hedge planting along sidewalk & parking lot
Natal Plum (<i>Carissa grandiflora</i>)	5	
<u>GROUNDCOVER</u>		
Lauae fern (<i>Polypodium phymatodes</i>)		limited quantity
Syngonium (<i>Syngonium podophyllum</i>)		limited quantity
Pothos (<i>Scindapsus aureus</i>)		limited quantity
Lawn		limited area
<u>TREES</u>		
Monkeypod (<i>Samanea saman</i>)	3	30-40' - difficult to transplant, possible save 1.
Coconut (<i>Cocos nucifera</i>)	10	40-60' trunk; difficult to transplant
	11	12-15' trunk; on state land, possible to transplant
Brassaia (<i>Brassaia actinophylla</i>)	3	12-15'
Pandanus (<i>Pandanus</i> spp.)	1	12'
Vitex (<i>Vitex</i> spp.)	1	15'
Autograph Tree (<i>Clusia rosea</i>)	1	10'; in planter, possible to save
Plumeria (<i>Plumeria</i> spp.)	3	8-10'; in planter, possible to save
Banyon (<i>Ficus retusa</i>)	1	40'; difficult to transplant, possible to save.

Prepared by: Belt, Collins Assoc. September 25, 1984.

doves, white-eye, house finch, ricebird, and mockingbird. These are common, exotic birds found throughout the urban areas of Honolulu. There are no threatened or endangered species of fauna at the site.

Impact on Fauna

Site clearing and construction activities will displace birds which presently feed or nest on the project site. Upon completion, some birds may periodically visit the area, and possibly nest in the trees. The primary impact will be the displacement of the birds feeding on discarded foodstuff. This is not considered an adverse impact because of the common species and other available urban areas in which these birds can relocate.

C. Hydrological Characteristics

The project site is located makai and Diamond Head of the Ala Wai Canal and Mauka of the Ala Wai Boat Harbor.

During the EIS Consultation Period, the U.S. Army Corps of Engineers, Pacific Ocean Division stated that the project site is located in an "AO" Zone (Figure 13) where the average depth of flooding is 2 feet. "AO" zones are defined as areas of 100-year shallow flooding where depths are between one (1) and three (3) feet. Base flood elevations are shown, but not flood hazard factors are determined. The site is not in a designated tsunami zone.

The building will be elevated above the present ground level. Additionally, vehicular entrance/exits to the

basement area will include drainage features so that flooding in the basement will not occur. Additionally, the basement slab has been designed for hydrostatic uplift pressure due to the high water elevation of +3.0 feet.

D. Traffic

The information provided in this section is from Appendix I. Traffic report for the proposed Hotel/Condominium project on the existing Kaiser Medical Center site, Honolulu, Hawaii, prepared by Austin, Tsutsumi and Associates, Inc.

1. Traffic Count Data

Traffic counts were taken on Hobron Lane and Yacht Harbor Drive at Ala Moana Boulevard on July 5-6, 1984 (Thursday-Friday). Twenty-four hour count totals show 12,138 vehicles per day (vpd) on Hobron Lane with a 50/50 directional split and 2,656 vpd on Yacht Harbor Drive with an 80/20 directional split, makai bound. The afternoon peak hour occurs roughly between 3:00 PM and 4:00 PM with 871 vehicles per hour (vph) and 251 vph on Hobron Lane and Yacht Harbor Drive, respectively. There was no apparent morning peak period of traffic.

Additional traffic counts on Ala Moana Boulevard at the Ala Wai Canal Bridge were obtained from the State Department of Transportation. The January 11-12, 1983 (Tuesday-Wednesday) counts show 47,487 vph with a 55/45 split, westbound. The morning peak hour occurs between 7:30 AM to 8:30 AM with 3,222 vph, total for both directions. The afternoon peak

hour occurs between 4:00 PM and 5:00 PM with 3,824 vph, total for both directions.

2. Field Investigation

Field investigation during the morning and afternoon peak periods showed queueing in the right lane of Ala Moana Boulevard in the eastbound direction up to the Yacht Harbor Drive intersection. Because of the upstream signal control at Atkinson Drive/Ala Moana Park Drive, the vehicular platoons arrive in regular intervals and volumes. The traffic congestion during the morning peak period is not as heavy as in the afternoon peak period due primarily to the relatively light side street demands. The eastbound lanes clear on most signal cycles. However, while the through lanes clear, the left turn lane stores vehicles for the next signal cycle. During the afternoon peak period, the left turn lane is usually full and sometimes queues into the through lane.

During the afternoon peak period, Hobron Lane queues in the mauka bound direction back to Yacht Harbor Drive. Yacht Harbor Drive experiences occasional congestion when vehicles turning into the Kaiser Medical Center parking lot queue back onto the roadway, blocking both directions of traffic.

The existing traffic conditions are generally heavy during the peak periods and throughout most of the afternoon. Traffic is generally heavy on weekends during the afternoons and evenings.

3. Trip Generation

The proposed hotel/condominium project is a redevelopment of an existing hospital and clinic. In terms of traffic generation, a hospital and a clinic are considered higher land use intensities than a hotel and condominium development of the type proposed. Therefore, a net reduction in traffic demand can be expected with the redevelopment of the existing Kaiser Medical Center site into the proposed hotel/condominium development.

Comparative trip generation rates for both the hospital/clinic facility and the hotel/condominium development are based upon generally accepted methods developed by the Institute of Transportation Engineers (ITE) and published in a report entitled "Trip Generation, Third Edition - 1982". These empirical rates are developed by correlating traffic demand with various independent variables commonly used to define the magnitude of land development in terms of trip generation potential.

The trip generation totals for the existing development and for the proposed development are shown in Table 2. The hospital/clinic and the hotel/condominium have different trip generating characteristics; the first being a destination and the latter being an origin. The proposed development shows significant decreases in traffic demand over the existing development, especially during the peak hours of generation.

On the average weekday, the morning peak period of a

**TABLE 2
TRIP GENERATION SUMMARY**

			EXISTING	PROPOSED	NET CHANGE %
AVERAGE WEEKDAY VEHICLE TRIP ENDS			5771	4315	-25
PEAK	A.M.	Enter	246	197	-20
HOUR	Between	Exit	120	157	+31
OF	7 and 9	Total	366	354	-3
ADJACENT	P.M.	Enter	322	176	-45
STREET	Between	Exit	383	150	-61
TRAFFIC	4 and 6	Total	705	326	-54
PEAK	A.M.	Enter	354	207	-42
HOUR		Exit	252	161	-36
OF		Total	606	368	-39
GENERATOR	P.M.	Enter	437	199	-54
		Exit	527	173	-67
		Total	964	372	-61
SATURDAY VEHICLE TRIP ENDS			4285	3551	-17
PEAK		Enter	327	148	-54
HOUR OF		Exit	462	145	-69
GENERATOR		Total	789	294	-63
SUNDAY VEHICLE TRIP ENDS			2001	3658	+83
PEAK		Enter	133	132	-1
HOUR OF		Exit	228	138	-39
GENERATOR		Total	361	270	-25

hospital or clinic is relatively low, primarily consisting of employees. The afternoon peak hour of generation generally occurs between 3:00 PM and 4:00 PM during the afternoon employee shift change which coincides with the after-work hospital visitation and out-patient trips to the clinic. On the other hand, the hotel and condominium will exhibit two distinct peak periods between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. The proposed project shows an increase in exiting traffic during the AM peak hour, as can be expected by an origin trip generator; however, the overall demand shows a net decline. The PM peak hour for the proposed development shows the most dramatic decrease in traffic generation over the existing medical center.

On weekends, the hospital and clinic trip activity shows higher peak period conditions, except on Sunday, when the clinic is closed. The hotel and the condominium exhibit a more balanced entering and exiting traffic demand as opposed to what can be expected during a workday. On Saturday, the existing medical center's peak hour of generation is generally about midday. On the other hand, the hotel peak hour of generation should coincide with banquet activities, i.e., between 6:00 PM and 7:00 PM at the beginning of the festivities and between 9:30 PM and 10:30 PM at the end of these functions. However, the ITE trip rates generally show a higher trip generation potential during the average weekday's PM peak period than that on Saturday. Therefore, the PM peak hour in the average weekday, which has been shown to have the greatest decrease in traffic generation over the existing conditions, is

the more critical period. The proposed hotel/condominium is expected to generate more daily traffic on Sunday than the hospital/clinic due to the clinic being closed. However, the peak period conditions still show a net decline in total traffic demand for the proposed development.

4. Traffic Impact Summary

Overall, the trip generation for the proposed hotel/condominium shows a dramatic decrease in travel demand over the existing hospital/clinic as was hypothesized prior to undertaking this study.

Conclusions

1. Existing traffic conditions are generally heavy throughout the afternoon and into the evenings.
2. The proposed hotel/condominium development should result in a net decrease in traffic demand and should not deteriorate the existing conditions.
3. The restricted access driveway to the condominium parking on Ala Moana Boulevard creates a negative impact on the surrounding street system and poses potential traffic safety problems.

Recommendations

1. The access driveway to the condominium parking be relocated on Yacht Harbor Drive.

2. Further consideration be given to upgrading the intersections of Ala Moana Boulevard/Yacht Harbor Drive and Hobron Lane/Yacht Harbor Drive during the design phase of the development to facilitate bus turning movements.
3. Based upon the proposed development plan presented herein and the recommendations stated above, a comprehensive traffic impact report need not be conducted for the proposed hotel/condominium project on the existing Kaiser Medical Center site.

E. Air Quality

The information provided in this section is from Appendix II, "Air Quality Analysis for Proposed Hotel/Condominium Project on the Existing Kaiser Medical Center Site, Honolulu, Hawaii," prepared by Barry D. Root.

1. Present Air Quality

A summary of air pollutant measurements from State of Hawaii long term monitoring stations located nearest to the project is presented in Table 3. Data from several different sampling stations are included in the tabulation.

From the data presented in Table 3, it appears that the State of Hawaii 24-hour AQS for particulates is presently being exceeded in the Ala Moana/Waikiki area at a rate of not more than once per year. No values above Federal AQS have occurred during the

TABLE 3

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT NEAREST MONITORING STATIONS

POLLUTANT	1977	1978	1979	1980	1981	1982	1983
PARTICULATE MATTER							
No. of Samples	53	61	57	57	40	51	53
Range of Values	18-109	21-79	20-102	20-116	18-78	15-52	18-59
Average Value	40	38	39	36	36	29	33
No. of Times State AQS Exceeded	1	0	1	1	0	0	0
SULFUR DIOXIDE							
No. of Samples	54	61	48	52	32	30	56
Range of Values	<5-<5	<5-<5	<5-13	<5-<5	<5-<5	<5-<5	<5-16
Average Value	<5	<5	<5	<5	<5	<5	<5
No. of Times State AQS Exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples	359	365	207		286	311	169
Range of Values	0-19.6	0-20.7	0-17.3		1.2-13.8	0-4.6	0-8.6
Average Value	3.5	3.1	2.9		5.1	1.2	2.4
No. of Times State AQS Exceeded	22	19	10		13	0	0
OXIDANT (OZONE)							
No. of Samples	300	284	338	295	314	335	349
Range of Values	4-61	10-84	10-80	10-84	10-104	0-151	0-123
Average Value	25	33	39	48	37	32	46
No. of Times State AQS Exceeded	0	0	0	0	1	2	2
NITROGEN DIOXIDE							
No. of Samples					46		
Range of Values					6-77		
Average Value					25		
No. of Times State AQS Exceeded					0		

NOTES: See text for locations of monitoring stations. Carbon monoxide reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone readings are daily peak one hour values; other pollutant values are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health

last seven years, and the last high particulate reading in 1980 was recorded during a January wind-storm which created greatly increased levels of natural pollutants such as blowing dust and sea spray. A once-per-year particulate level of this nature is of no major regulatory concern and it seems reasonable to conclude that there are no present problems with particulate pollution in the project area. Table 3 also shows that sulfur dioxide and nitrogen dioxide levels in the area are running well below allowable AQS.

On the other hand, Table 3 indicates that there could be a potential problem with carbon monoxide concentrations in urban areas of Oahu. During the years from 1975 to 1979 when carbon monoxide was measured at the Department of Health building (Kinau Hale) there were numerous violations of the State of Hawaii peak one-hour AQS for this pollutant. There was, however, an encouraging trend toward fewer violations each year and average peak hour values were steadily decreasing until the monitor was moved to Leahi Hospital in late 1979. The Leahi site is located in a low density residential district and the 1982 readings shown in Table 3 from that site are probably indicative of background levels of carbon monoxide at locations well removed from major highways and urban traffic.

In any case the data shows that carbon monoxide would be the primary pollutant of concern in evaluating the impact of new residential development on Oahu.

2. Direct Air Quality Impact of Project Construction

During the site preparation and construction phases of this project, it is inevitable that a certain amount of fugitive dust will be generated. Field measurements of such emissions from shopping center and apartment construction projects has yielded an estimated emission rate of 1.2 tons of dust per acre of activity per month of activity. This figure assumes medium level activity in a semi-arid climate with a moderate soil silt content. In fact actual emissions from this project can be expected to vary daily depending upon the amount of activity and the moisture content of the exposed soil in work areas.

It is also inevitable that construction equipment will emit some air pollutants in their exhausts as they are used at various points within or adjacent to the project site. The largest equipment is generally diesel-powered. Carbon monoxide emissions from large diesel engines are usually no more than those of the average automobile, but nitrogen dioxide emissions can be quite high. Fortunately, nitrogen dioxide emissions from other sources in the area should be relatively low and the overall impact of pollutant emissions from construction equipment should be minor compared to levels generated by normal traffic on Ala Moana Boulevard nearby.

3. Indirect Air Quality Impact of Decreased Traffic

Once construction is completed, the proposed project will not in itself constitute a significant direct source of air pollutants. By serving as an attraction for motor vehicle traffic in the area, however,

the project must be considered to be a significant indirect air pollution source. This project is somewhat unique, however, in that the hospital complex that currently occupies the site generates more traffic than the planned hotel/condominium is expected to produce. It is therefore expected that this project will result in a net reduction of automobile-related pollutants in the project area.

Air Impact Summary

Once completed, the proposed project is expected to have little direct impact on the air quality of the surrounding area. The only potential long term indirect impact will be in the form of vehicular air pollutant emissions from traffic entering and leaving the the project. In this case, the proposed project is expected to generate less traffic than the existing Kaiser Hospital complex and the project itself can be viewed as a mitigative measure.

F. Noise Quality

The information provided in this section is from Appendix III "Evaluation of Potential Noise Impact and Mitigation Measures Related to the Proposed Hotel/Condominium Development, Kaiser Hospital Site," by Darby-Ebisu and Associates, Inc.

The proposed hotel/condominium project at the site of the existing Kaiser Hospital is not expected to produce noise impacts, except for short term construction noise impacts. The site, proposed tower design features, and the low traffic generation attributable to the project are all

favorable in minimizing future noise impacts on surrounding properties and on future project occupants.

Noise mitigation measures are not required since construction noise has been, and will continue to be, successfully regulated by the State Department of Health. Also, standard construction features can be implemented to control tire squeal noise and complaint risks. The proposal appears to be relatively problem-free in respect to adverse noise impacts, and optimally situated for minimizing noise exposure to future building occupants.

1. Existing Noise Environment

In order to determine the existing noise levels in the area of the proposed hotel/condominium, continuous noise measurements were obtained from the 8th floor lanais at the mauka and makai ends of the Yacht Harbor Tower, Ilikai Hotel. The mauka location was selected to measure noise from traffic on Ala Moana Boulevard. The makai location was selected to measure noise from local traffic on the yacht harbor entrance road, from Ala Wai Heliport, and from transiting fixed-wing aircraft.

The existing noise environment at the project site can be characterized with the following statements:

Noisy to very noisy at setback distances of 100 ft. or less from the centerline of Ala Moana Boulevard, and with direct line-of-sight to the boulevard. Existing federal noise criteria for residences are exceeded by 2 to 5 L_{dn} units.

Moderately noisy to quiet on the makai side of the buildings when direct line-of-sight to Ala Moana Boulevard is obstructed. Existing federal noise criteria for residences are not exceeded under these conditions.

The hourly noise pattern is typical of the Waikiki area, in that the traffic noise persists through the night and into the early morning hours.

2. Predicted Noise Impacts

Possible noise impacts associated with the project include the additional traffic noise generated by the hotel/condominium, tire squeal noise emanating from the proposed parking garage, environmental noise impacts on future residents/hotel guests, and short term construction noise impacts on adjacent properties. Possible noise impacts associated with traffic were evaluated thru use of the methodology of Reference 3, the traffic counts of Reference 4, and the traffic projection of Reference 5. Tire squeal noise and construction noise evaluations were based on previous work on similar projects.

a. Tire Squeal Noise From Parking Garage

Tire squeal noise in indoor parking structures has been the cause of complaints from persons residing in adjacent properties in Hawaii where year round open windows are the norm. Tire squeal is produced by high-frequency vibration of tire-tread elements when cornering a vehicle. The factors which influence the inception and

intensity of tire squeal noise include: road surface texture, vehicle forward speed, vehicle weight, tire-tread design, and slip angle (difference between tire steering angle and direction of vehicle movement).

b. Aircraft Noise

Existing aircraft noise levels in the project area are below 55 L_{dn}, and are not anticipated to change significantly by the year 2000. As long as current traffic patterns of rotary and fixed-wing aircraft are maintained, serious noise impacts resulting from aircraft fly-bys are not anticipated. Mitigation measures for aircraft noise reduction are not considered necessary.

c. Construction Noise

Short-term noise impacts associated with construction activities will occur as a result of the proposed project. These impacts are unavoidable due to the general noisiness of heavy construction activities, and the proximity (within 100 ft.) of the site to adjacent residential/hotel structures. Noise exposure from construction activities at any one location will be intermittent during the construction period as the various phases are completed.

d. Project Generated Traffic Noise

The trip generation projections for the project,

when compared to existing hospital/clinic trip generation characteristics, indicate that the proposed hotel/condominium traffic should, at worst, replace the existing traffic associated with Kaiser Hospital operations. Total peak hour traffic volume associated with the proposed hotel/condominium is projected at approximately 350 VPH. Tour bus traffic is anticipated to be minimal at the proposed project due to the type of clientele expected.

Because it is assumed that the project traffic will essentially replace existing traffic associated with present hospital operations, no increase in traffic noise along Ala Moana Boulevard or Hobron Lane is predicted to be attributable to the project. Along the yacht harbor entrance road, hotel guest traffic will essentially replace existing traffic associated with hospital operations, and increases in traffic noise attributable to the project are not expected. Because of the minimal traffic anticipated from the proposed project, and the elimination of current traffic associated with the hospital, the noise impacts resulting from project-related traffic are not considered significant.

e. Exterior Noise at Project Site

In order to predict the probable impact on future guests/residents of the hotel/condominium, base year traffic noise levels were calculated along the exterior walls of the proposed building. Of interest was the predicted noise levels at the proposed living

Ala Moana Boulevard is required before the traffic noise predictions increase by 1 L_{dn} unit.

Noise impacts on yacht harbor users and residents from the project's recreation deck will be consistent with Hotel-Resort Zoning. The ambient daylight noise levels are currently fairly high due to traffic and adjacent uses. The proposed project will offer shielding from mauka sources (Ala Moana Boulevard) therefore, recreation deck activities should not create any significant gains and may, in effect, lower noise levels. Evening noise sources are expected to primarily consist of traffic noise from theatre goers since pool use will be limited in the evening.

G. Public Utilities and Services

1. Water

Potable water is available to the site via 2-inch and 4-inch meters currently servicing the Kaiser Foundation Hospital. The projected water requirement for the proposed project is 237,700 gallons per day. The availability of additional water required for the project will be determined by the Board of Water Supply after the building permits have been submitted to BWS for approval. The additional water requested for the development will require that the developer cover costs for the water development charge for source, reservoir, and transmission facilities to serve the project. The water demands for

the proposed project will not require new source development since the BWS source development limits have not been exceeded.

The Board of Water Supply indicated in their letter dated August 2, 1984 that "should additional water requirements exceed 0.25 MGD, then the developer should arrange to discuss source development with us." The calculated daily requirement of 237,700 GPD should be accommodated within the limit indicated. (Current usage + 0.25 MGD)

2. Sewer System

Sewer lines are available along the major streets bordering the project site; however, the City and County Department of Public Works has stated that the 12-inch sewer in Ala Moana Boulevard from Kaiser Hospital to Hobron Lane is inadequate to accommodate the proposed development.

The developer will install at his expense, a 15 to 18 inch sewer relief line to join the existing Ala Moana Boulevard main. The length of the sewer line will be approximately 350 to 500 feet depending on which existing sewer manhole it is connected to. The sewage collected in this line is treated at the Sand Island Sewage Treatment Plant in which the treated effluent is discharged via outfall into the ocean.

Plans for the sewer system will be coordinated with and must be approved by the Department of Public Works, City and County of Honolulu.

3. Site Drainage

The existing site is currently drained by an existing municipal system which directs runoff in the existing Ala Moana Boulevard drainage system and the Ala Wai Boat Harbor. The area is heavily developed and is dominated by buildings and parking structures which results in high impermeability. Slopes are slight and runoff reaches the street only where there is no curb to contain the flow.

Drainage along Ala Moana Boulevard flows into a drop intake or catch basin, both of which front the project site. The runoff is carried by 18" concrete pipe to a concrete box culvert on the mauka side of the street which discharges into the Ala Wai Canal.

Drainage on the makai side of the site flows onto the street that separates the project site from the Harbor. The sidewalk curb on the makai side of the street prevents the runoff from flowing directly into the Harbor. The runoff then flows to one of the catch basins along the street which discharges into the Harbor. These catch basins are located approximately 150 ft. Ewa and 250 ft. Diamond Head of the site, with the other catch basin located opposite Parcel 6.

Proposed System

The drainage system planned for the project site will utilize existing drainage systems along Ala Moana Boulevard and into the Harbor. A State allowed quantity of runoff will flow into the Ala Moana

Boulevard system while the excess runoff will be discharged into the harbor.

Because the site is already highly developed, the new development is not expected to increase the quantity of runoff. Given the short distance, the runoff travels overland, impurities in the water will be minimal. The Ala Wai Boat Harbor is classified by the State's "Water Quality Standards" as an embayment and artificial basin (Class A and Class II for marine waters).

4. Other Utilities

Gas, electrical, and telephone lines are presently available at the project site. Prior to preparing the construction plans, the project's civil engineer will coordinate and get approvals from the respective utility companies to connect on to these existing utilities.

Roadway specifications including rights-of-way, minimum roadway and sidewalk widths will be subject to DOT review and approval; however, at this stage in the design phase, such specifications are not yet defined.

The proposed project will continue to need refuse collection services. It is anticipated that refuse collection by private contractor will continue to accommodate the proposed project.

H. Service Facilities

1. Fire Protection Services

The Fire Department, City and County of Honolulu, has stated that fire protection for the area is adequate and can accommodate the proposed development.

The developer will meet all fire codes and install the necessary fire protection devices and systems required.

Because fire protection is provided on an emergency basis, the demand for this service is unpredictable. The proximity of fire stations in the near vicinity assures that should a fire occur, immediate response will be taken.

2. Police Protection Services

The Honolulu Police Department provides service to the area and will be consulted as the project is developed.

Previous Police Department concerns for similar projects have included pedestrian safety during construction, vehicular traffic hazards, and security provisions for the completed project.

During construction, standard barriers and posted signs will be erected for pedestrian safety; if required, the contractor will retain off-duty policemen to direct traffic for large trucks and construction equipment moving in and out of the project site.

Entrances and exits have been located away from major intersections. Also, the entrance/exits provide for a uniform distribution of vehicles entering and leaving the site so that no one entrance will result in congesting the immediate public street. Finally, a security force will be provided for the the protection of the building's occupants, property, and vehicles. Police calls to the project site are expected in emergency cases and little impact for police services is anticipated.

3. Hospital and Medical Care

Because of the nature of the proposed development, the need for hospital and/or medical care will likely be utilized only on an emergency basis. In these cases, several hospitals, including Kapiolani Hospital, Straub Clinic, and several ambulances (City and County), will respond in minutes to any medical emergencies.

4. Schools and Public Recreational Facilities

- a. Lunalilo and Ala Wai Elementary, Washington Intermediate and Kaimuki High Schools are located in the area. The Department of Education will be consulted in the availability of primary to secondary educational facilities in the area. The project is not expected to create any significant demand for educational facilities.
- b. Ala Moana and Ala Wai Parks are located within close proximity to the project site. The Department of Parks and Recreation, City and

County of Honolulu, has stated that the proposed action would have significant impact on public park facilities in the area.

The project plan has provided recreational facilities for both the condominium and hotel portions of the complex; however, compliance with Park Dedication Ordinance 4621 must be met. DPR will be consulted on all park dedication requirements. This requirement will be met by equitable cash dedication.

I. Historical and Archaeological Sites

There are no historic properties within the proposed project area listed either on the Hawaii Register or the National Register of Historic Places, nor are there any which have been determined Eligible for Inclusion on the National Register. However, in view of the recent archaeological findings in the Waikiki district, particularly at several localities along the beach front, the possibility that similar cultural/historical resources may still remain substantially intact within the subject property cannot be summarily dismissed. While it is true, as discussed in previous sections describing the existing land use, topography, and soils, that much of the property has been extensively modified in the past, approximately one-third of the property may still contain potentially significant material. Surface modifications have, of course, obliterated more readily observable or accessible evidence. But subsurface remains could include various fire pits, refuse pits, post holes, and similar features containing food refuse (midden) and other portable artifacts.

The present limitation on substantiating the presence or absence of such buried remains is the fact that most of the property not physically occupied by the existing structures is covered over by various surface modifications including concrete slabs and asphalt paving. This restricts any preliminary subsurface exploration to a few small lawn areas around the Pacific Insurance building which necessarily overlooks the entire opposite end of the property.

To overcome this limitation and yet obtain sufficient usable information for further planning as early into the proposed project as possible, the developer will contract with a reputable archaeological consultant to monitor the demolition phase of the project. Should the archaeologist identify potentially significant remains, work will cease until such time when the appropriate actions have been taken to adequately mitigate any adverse effect upon those remains. This will be done in coordination with the Hawaii State Historic Preservation Office.

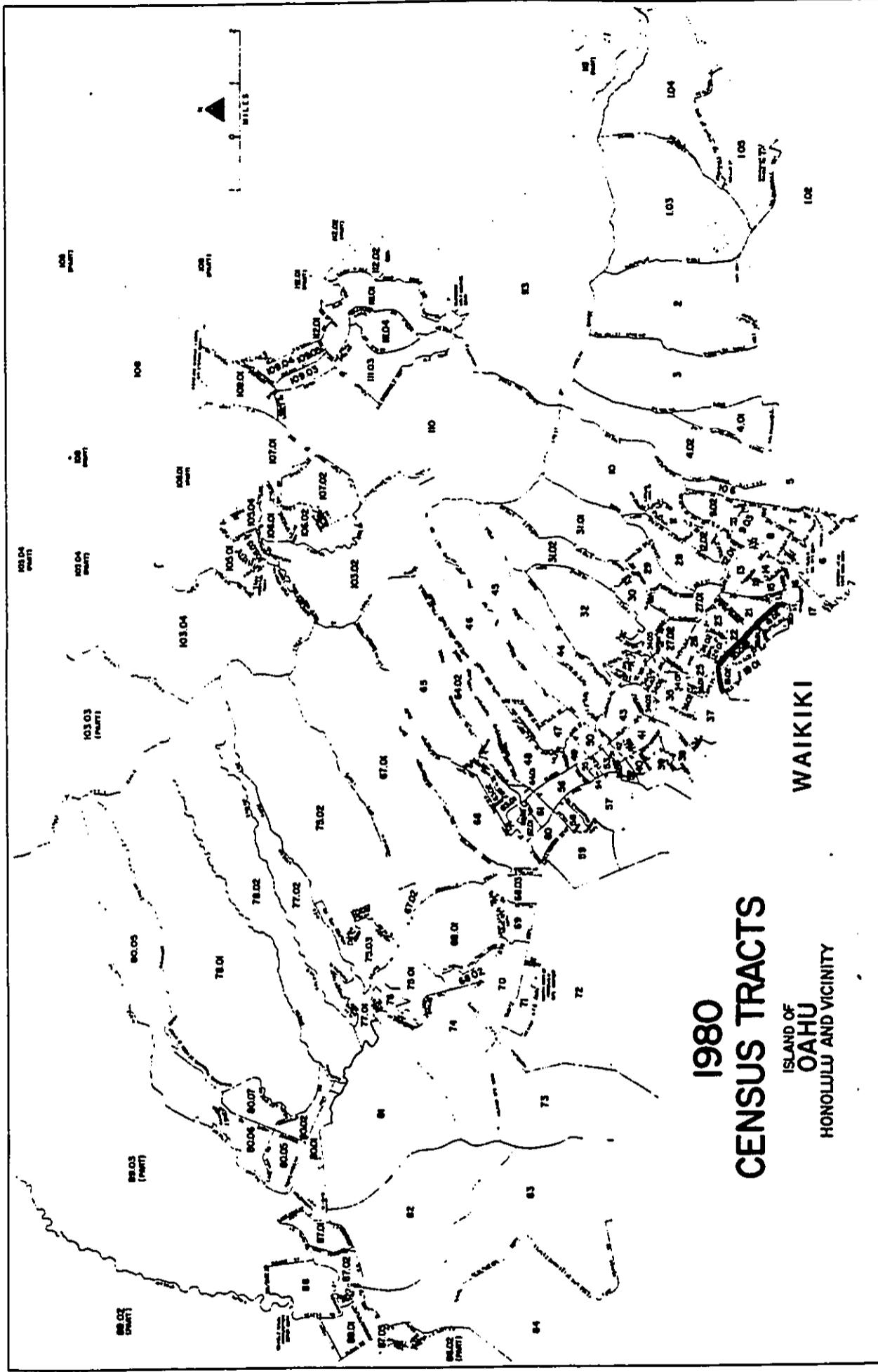
J. Socio-Economic Characteristics

Waikiki is a highly dense urban area (Figure 14, Table 4) comprised primarily of hotel resort facilities, entertainment destinations, small retail stores and residential apartments.

As the primary and largest tourist destination in the state, Waikiki plays a major part in Oahu's economy.

Socio-Economic Impacts

As indicated previously, impacts can be classified as



WAIKIKI CENSUS TRACTS

FIGURE 14

**TABLE 4
WAIKIKI CENSUS DATA**

Census Tract*	Land Area (acres)	Resident Population			Population per acre 1980	House- holds 1980
		1980	1970	Percent change		
18.01	40	1140	1286	-11.4	28.5	668
18.02	69	3259	2774	17.5	47.2	1733
19.01	316	1412	1111	27.1	4.5	868
19.02	55	5413	3368	60.7	98.4	3064
20.01	73	2560	2186	17.1	35.1	1445
20.02	65	3600	2399	50.1	55.4	2074

* Census tracts bounded by the Ala Wai Canal and Kapahulu Avenue.

being of short-term or long-term nature. Short-term socio-economic impacts are generally business related impacts due to construction. Long-term impacts are often the result of relocation of outgoing and incoming services or population change.

The existing Kaiser Foundation Hospital will be relocated to a new medical center facility in Moanalua. A new 10-story out-patient clinic is also proposed for construction on Pensacola Street between King and Young streets. These two facilities will replace all functions currently housed at the Waikiki facility.

Impacts associated with the relocation of the hospital are not expected to be significantly adverse, and in all probability, should be beneficial overall. The new hospital proposed outpatient clinic will be able to provide a higher level of service with modern and expanded facilities. Service to Kaiser Foundation Health Plan beneficiaries should be improved with the newer, central locations.

Long-term impacts associated with the proposed hotel/condominium such as employment, and tax revenues have been mentioned earlier. Another positive impact that will be associated with the development is the potential increase in property values to adjacent properties due to the quality and gateway status of the proposed project.

Some short-term, construction related, economic impacts are expected. Only one structure is immediately adjacent to the project site. The Ilikai Marina hotel/condominium contains the Chart House restaurant and the Royal Marina theaters. Noise and fugitive dust as well as disruption

due to construction will impact these establishments. These impacts are unavoidable although standard construction mitigation procedures will be followed. Construction related noise will also affect the condominiums located across Ala Moana Boulevard. Some boats located in the Ala Wai Boat Harbor will also be affected by fugitive dust.

K. Demolition Impacts

Demolition of the existing structures will be accomplished, in all probability, by steel ball and crane. Noise, air, and water quality impacts during demolition must be within Department of Health requirements and will be regulated in the following manner:

- 1) A noise permit will be obtained from the Noise and Radiation branch to insure compliance of demolition noise impacts to Title II, Chapter 43 HRS.
- 2) If fugitive dust exceeds the property line or degrades air and surrounding water quality, the Department of Health will impose restraints on the demolitions contractor to limit fugitive dust impacts on adjacent properties (Title II, Chapter 60 HRS).
- 3) A rodent infestation survey will be conducted prior to demolition to determine the extent of infestation. If any infestation is evident, the extermination will be conducted to prevent rodents from moving into adjacent properties upon demolition commencement.
- 4) The demolitions contractor will also comply with OSHA requirements for public safety as per City and County Building Department permit requirements.

**IV. RELATIONSHIP
TO EXISTING LAND USE**

IV. RELATIONSHIP TO EXISTING LAND USE, POLICIES, PLANS AND CONTROLS

A. The project site and surrounding area is designated urban by the State Land Use Commission.

1. The Primary Urban Center Development Plan designates one portion of the site as a public facility and the other as resort. When the existing hospital site is completely vacated, the public facility of the site will revert back to the underlying zoning.
2. Current zoning for the site is Resort Hotel (Figure 15) which allows building heights of 350 feet. The surrounding areas are zoned and have uses consistent with the resort hotel precinct. This includes the apartment precinct directly across Ala Moana Boulevard.
3. The preliminary project design utilizes portions of State-owned lands which are designated as Public Precinct (Exhibits 2 & 3). These areas include a narrow portion of the Éwa water feature and a portion of the parking island fronting the porte-cochre.

B. The project, which lies on the makai side of Ala Moana Boulevard, is within the Special Management Area, Ordinance No. 84-4. The shoreline has been determined to be at the mouth of the harbor (exhibit 1).

Several studies have been conducted to address concerns related to project area (SMA) and water

16 0 1984



GEORGE R. ARIYOSHI
GOVERNOR

HIDEO MURAKAMI
COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING
AND GENERAL SERVICES

SURVEY DIVISION
P. O. BOX 119
HONOLULU, HAWAII 96810

FILE NO. _____

July 27, 1984

RECEIVED

JUL 27 1984

98 --

Mr. Sam O. Hirota
President
Sam O. Hirota, Inc.
345 Queen Street, Suite 500
Honolulu, Hawaii 96813

SAM O. HIROTA, INC.
By _____

Dear Mr. Hirota:

Pursuant to our telephone conversation on Wednesday,
July 25, 1984, this is to advise you that the mouth of the harbor is
the shoreline for any improvements related to Waikiki Yacht Harbor.

Very truly yours,

KAZUTAKA SAIKI
State Land Surveyor

EXHIBIT 1

IV-3

GEORGE R. ARIYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
666 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

WAYNE J. YAMASAKI
DIRECTOR

DEPUTY DIRECTORS
JONATHAN K. SHIMADA, Ph.D.
WALTER T.M. HO
CHERYL D. SOON
ADAM D. VINCENT

IN REPLY REFER TO:

December 5, 1984

HAR-EP 1992

Mr. Michael McElroy
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. McElroy:

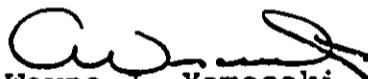
Yacht Harbor Plaza Environmental Impact
Statement-Waikiki, Oahu

Our comments of November 23, 1984 on the subject EIS were made in direct response to the contents of the document.

To help in clarifying the situation, we would like to inform you that the developer is presently discussing with the Department of Transportation for the use of the State lands adjacent to the development project. As part of these discussions the developer will need to address our expressed concerns. The areas which are being considered are designated on the enclosed map. In addition any decisions reached by the Department of Transportation would be subject to the results of any necessary hearings on this matter.

If you should have any questions, please contact the Harbors Division Planning Section at 548-2559.

Very truly yours,

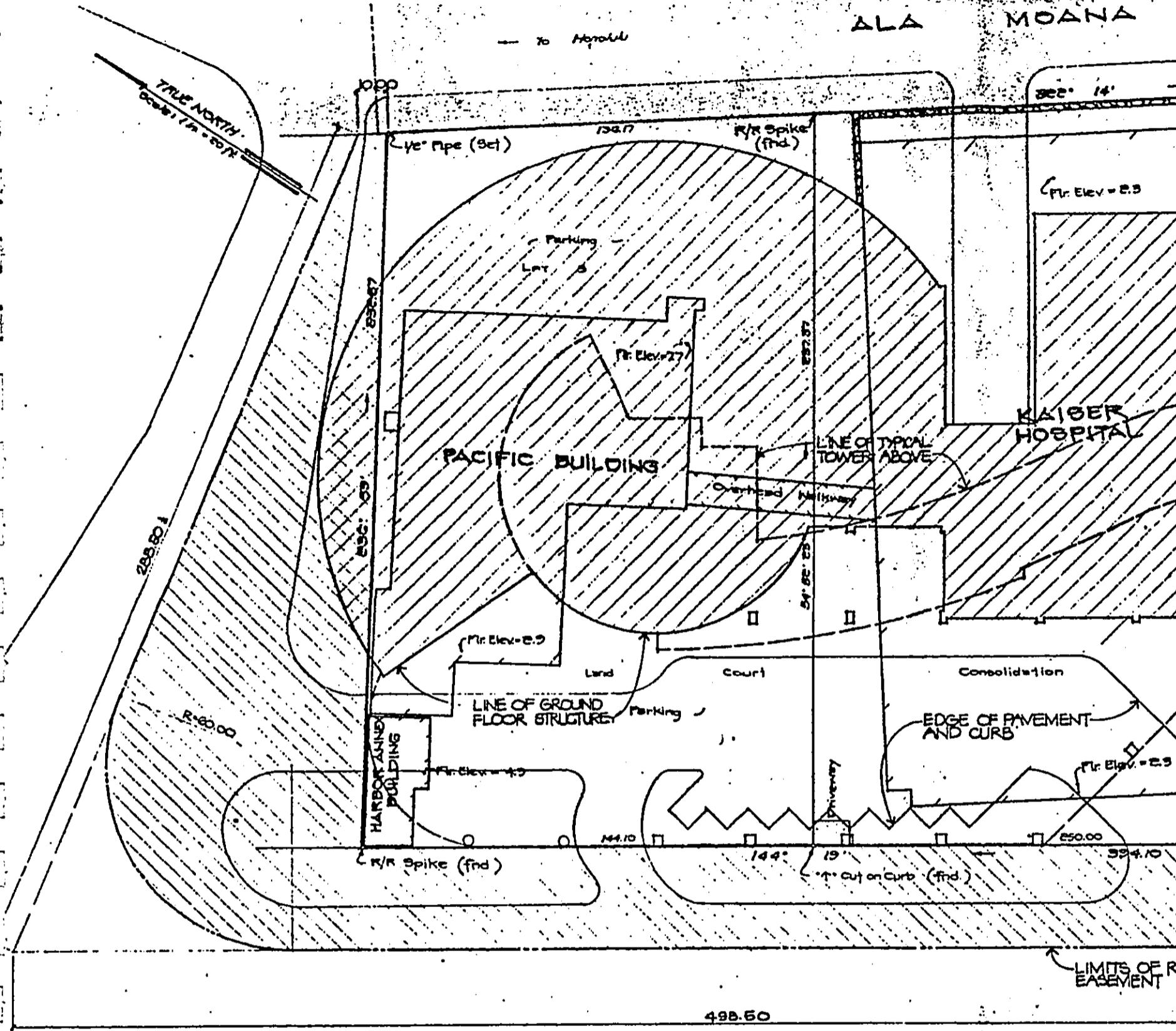

Wayne J. Yamasaki
for Director of Transportation

Enclosure

EXHIBIT 2

IV-

to Honolulu

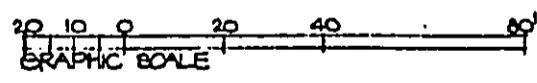


TO ALL PARTIES INTERESTED IN TITLE OF PREMISES SURVEYED:
 THIS IS TO INFORM YOU THAT THE SURVEY WAS ACTUALLY
 MADE ON THE GROUND, THAT THERE ARE NO ENCROACHMENTS
 EITHER WAY ACROSS PROPERTY LINES.

APPROXIMATE AREA OF REQUESTED
 EASEMENT = 25,532 SQ. FT.

PRELIMINARY SITE PLAN

SCALE: 1" = 20'-0"



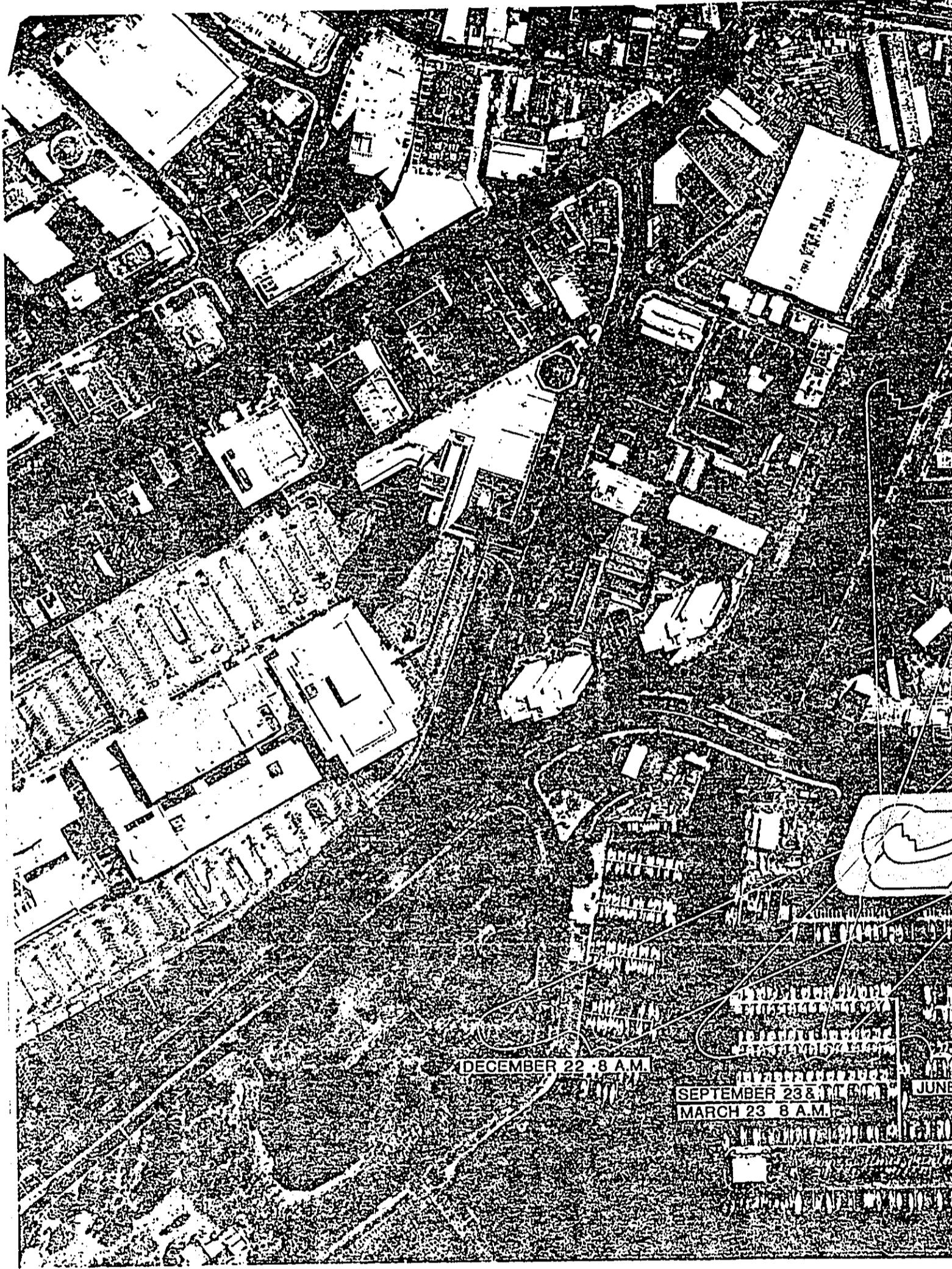
quality impacts. Concerns expressed on the development have included: shadow impacts, wind impacts, and water quality impacts. The following studies and discussion have been provided in response to these specific concerns.

1. The shadow study (Figure 16), provided by the project architect, depicts shadow castings during the summer and winter solstices, the vernal and autumnal equinox for significant morning and afternoon hours. From these depictions, it can be assumed that shadows for all other dates will fall between these extremes.

Impacts anticipated from shadow coverage are expected to be insignificant or non-existent since only a relatively small portion of the surrounding area will remain in shadow for any significant length of time.

2. A wind impact study has been performed by Arthur N.L. Chiu, Ph.D., P.E. for the proposed project. Chiu has stated that in order to fully ascertain all possible wind effects, a detailed wind tunnel study of the surrounding area would have to be performed. However, the following information is offered by Chiu.

The proposed structure will be bounded by existing tall buildings on the mauka side of Ala Moana Boulevard and also on the Diamond Head side of the project site. There are no tall structures on the makai and Ewa sides because of the Ala Wai Boat Harbor and the Ala Wai canal.

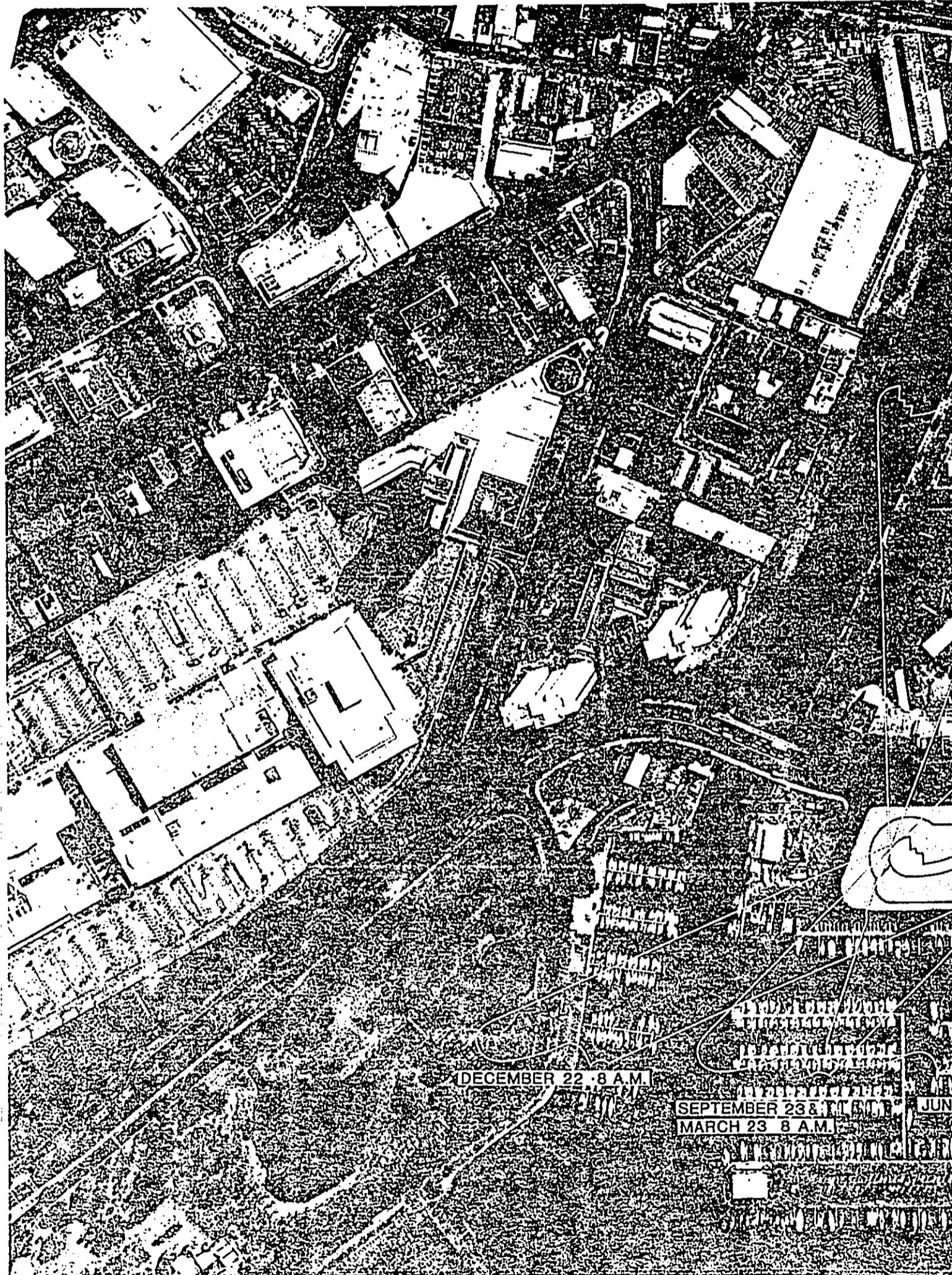


DECEMBER 22 8 A.M.

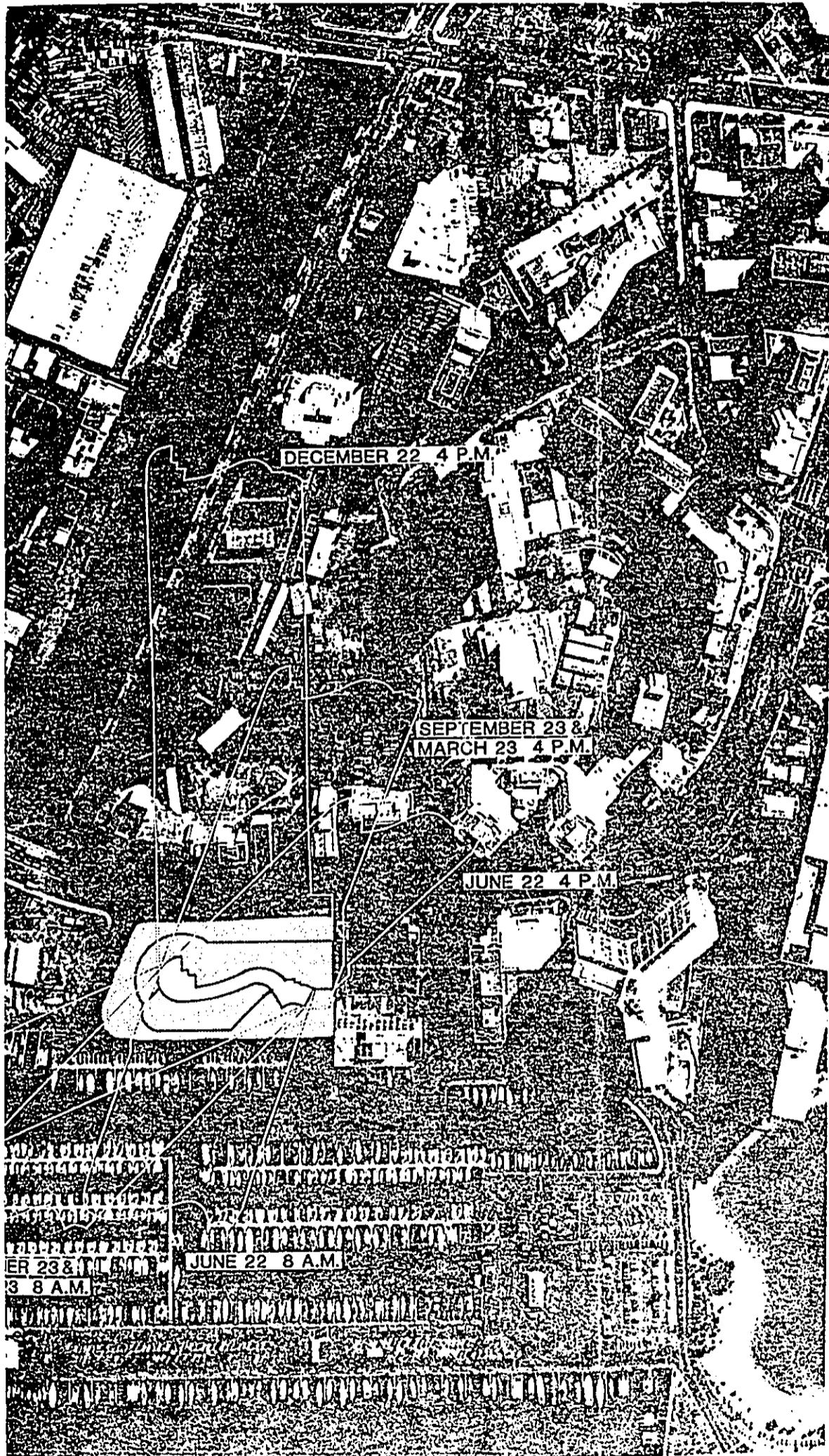
SEPTEMBER 23 & 24 1950
MARCH 23 8 A.M.

JUNE

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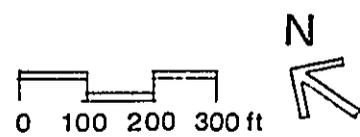
RECEIVED AS FOLLOWS



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WELTON BECKET ASSOCIATES
ARCHITECTS
AND ENGINEERS
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290 COLORADO AVENUE
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TELEPHONE 310 311 8000
LOS ANGELES CHICAGO NEW YORK

1697 ALA MOANA BLVD.
HONOLULU, HAWAII

FIGURE 16
SHADOW STUDY



These existing tall buildings are in the path of the trade winds that blow from the NE/ENE directions and they will offer some sheltering effects to the lower portions of the proposed structure. The higher portions of the proposed structure may be subjected to strong buffeting trade winds. Overall effects from strong Kona winds impinging on the proposed structure will probably be more severe than trade wind conditions because of the open exposure of the terrain on the makai and Ewa sides.

The Ilikai Hotel Marina Tower balconies may be affected by the windflow patterns around the proposed structure.

The pedestrian wind environment on the mauka side (Ala Moana Boulevard) of the proposed structure may be affected from the "downwash" of the trade winds impinging on the face of the structure. This situation could probably occur during periods of very strong, gusty trade winds. These effects could be minimized by providing properly placed windbreaks and by planting adequate hedges and trees to divert and obstruct the wind flow patterns. The proposed structure is set back forty feet from its own property line along Ala Moana Boulevard. This space is likely to serve to some extent as a "diffuser" zone to mitigate the effects from wind downwash. A mauka parapet wall on the top deck of the proposed structure could also be helpful in this respect.

On the makai side, the downwash during strong Kona wind periods could cause an uncomfortable wind environment for recreational area and pedestrian uses.

However, the tower block is set back from the sidewalk, the parking decks are terraced and planted with trees and shrubs on the mauka side to diffuse the wind flow pattern, and the parapet walls at each level provide additional protective barriers to deflect the wind.

On the makai side, the bulkhead of the Ala Wai Boat Harbor is approximately 150 feet from the face of the tower block, and again there are trees as well as parapet walls at the makai edge of the recreational deck level to minimize the "downwash" effects at the pedestrian level. There will still be wind flowing around the makai side of the structure; it would not be a "dead calm" zone.

The wind impinging on the mauka and makai faces will also flow around the Ala Moana and Diamond Head (NW and SE, respectively) ends as well as over the top of the structure. At the Ala Moana end, the distance from the edge of the structure to the Ala Wai canal is approximately 400 feet. It is doubtful that the deflected wind from the proposed structure would cause too much changes to the wind environment than what exists currently at the entrance channel to the Ala Wai Boat Harbor.

At the Diamond Head end, the distance between the proposed structure and the Marina Tower building is approximately 55 feet. The mauka portion of the Marina Tower building is low-rise (6 stories) and the tower portion is 18 stories.

There could be channeling of the wind flow between

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

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At the Diamond Head end, the distance between the proposed structure and the Marina Tower building is approximately 55 feet. The mauka portion of the Marina Tower building is low-rise (6 stories) and the tower portion is 18 stories.

There could be channeling of the wind flow between

the two structures at the lower portions. However, as mentioned previously, there are many surrounding high-rise buildings in the vicinity so that wind speeds at the lower elevations will tend to be smaller, and it is doubtful if the channeling effects would be of major concern.

The curved plan configuration of the structure will tend to "streamline" the wind flow to some extent. This, of course, will help to minimize some of the turbulent flow patterns at the corners of the usual rectangular configurations of high-rise buildings.

There should not be any concern of the shielding effect, on the makai side of the structure, against the flow of trade winds. The existing surrounding high-rise structures already have caused some blockage to the free-field wind, and it is doubtful if there would be a "dead calm" area on the makai side of the structure. The boat harbor being much further away from the structure would of course continue to be affected by the trade winds and should not expect to find any major change to the wind environment that exists currently.

3. Additionally, in response to comments on the potential impact of wind effects, a study was also conducted by Dr. Karl H. Bathen on potential water temperature changes and tube worm growth problems for Boat Harbor boatowners. Specifically, concern has been raised regarding a) the impact such a structure would have on local wind patterns and the attendant problems with small vessel navigation in the adjacent Ala Wai boat harbor; and b) a potential

change (increase) in water temperature and attendant problem of growth on vessels in the harbor. The basis of these comments for this report are derived from an analysis of historical Ala Wai harbor water temperature data, dating back to prior 1970, plus recent (1976 to 1984) Department of Health water temperature data taken adjacent to the Ala Moana bridge. In addition, several other historical references and studies of the Ala Wai canal, harbor and area water quality (biota, nutrient loading and bacteriology) were considered. These first hand observations of conditions in the harbor are by Bathen as a boat owner since 1969 and, as a resident-live-aboard owner.

(a): The impact on the Ala Wai harbor prevailing wind patterns have changed over the last 15 or more years. No long term specific historical wind data exists for the harbor (aside from sparse Oahu Water Quality Program data) but personal experience has noted that the increasing wall of structures landward of the harbor has permanently altered local wind patterns within the harbor. Such seems to have been the case since the early 1970's when most all the existing structures upwind of the harbor were in place. Since that prior construction boom period, relatively little local construction activity has ensued. Two notable exceptions occurred, however, with the addition of the Yacht Harbor Towers and Discovery Bay complexes.

The result of completing the construction of the Yacht Harbor Towers has been an increase in winds funneled down Atkinson Drive between the twin tower

buildings and the Ala Moana Americana Hotel. Examining data for the statistically prevailing wind vectors shows that the tower buildings are aligned such as to deflect the prevailing trades approximately 10° to 30° clockwise, thereby causing the downwind conditions to shift the deflected tradewinds towards the Ala Moana park entrance and away from the harbor.

The numerous highrise structures now existing on the landward side of the harbor, effectively blocks the tradewind flow patterns except for localized wind funneling effects between buildings on particularly windy days. Generally, buildings create a turbulent downstream wind condition extending five times the building height and disturbs more laminar like downwind flow conditions up to 25 times the structure height. These distances, when converted to horizontal distances indicate that most of the harbor slips already lie in the shade now of the predominantly turbulent wake.

An exception, however, is evident in the main Marina entrance channel, turning basin, and the navigational area extending up to the Ala Moana bridge. The prevailing tradewind vectors in these more open areas align west-southwest, angularly down and slightly across the Ala Wai canal. The open area of the Ala Wai canal creates somewhat more consistent winds across these open harbor areas. A curvilinear shaped 350' high structure located at the Kaiser Hospital site is thus a high structure located at one side of this open area. As such, the project is not expected to cause any statistically

significant change in wind patterns throughout the harbor slip area considering the already existing wind obstructions upwind of the slips. Further, an increase in winds across the harbor open area extending seaward from the Ala Moana bridge, would be expected, decreasing in effect seaward to the Magic Island breakwater. Winds in these navigational areas may become slightly stronger, particularly during strong tradewind conditions, and in the landward most portions of the harbor around the Ala Moana bridge; this is a condition similar to that presently observed at the Ala Moana Boulevard-Atkinson Drive intersection. Some boaters may view increased, more consistent, winds as a positive impact; others, as small day sailers, may take issue with the conditions.

(b): A potential increase in water temperature and biota growth on boats - an examination of Ala Wai harbor historical water temperature data shows widely varying surface temperatures have existed in the area since 1970. State Department of Health data does imply an increase, using a linear trend analysis, from 1976 to 1984, of 0.05° C. However, the data are widely scattered, showing a standard error of estimate of 1.59° C and poor correlation coefficient of 0.18. Analyzing these data for annual minimums (in February), maximums (in September) and annual averages for 1976 to 1983, shows a widely varying thermal envelope. In this case, a cooling trend is evident from 1978 to 1980. Most all significant high rise construction in the area was completed prior to 1976.

Thus, the cooling and warming trends implied in the data could be: real, or the result of normal secular fluctuations dependent upon the time of day and weather conditions during measurement. The other possibilities are that sampling tests were taken at different depths (as much as 0.5° C change can result in the first few cm); or the result of different operator technique or instrument error.

The historical data for 1978 to 1984 show an average annual thermal envelope of 3.6° and therefore, (likely up to a 1.8° C year to year warming or cooling trend,) may not be statistically significant or meaningful.

In summary, the data base is simply too short and diurnally variable for a trend judgement in this case. Long term however, the existing upwind structures, the attendant increase in paved harbor boundaries acting as heat sinks, and the increase in boats in the Ala Wai harbor have impacted harbor conditions significantly. Nutrient concentrations have increased within the harbor and in the Moana stream and Ala Wai canal. These are the primary factors that have contributed to active and increased biota growth on boats. As a general rule, biota activity approximately doubles for a 10° C increase. However, the proper pH range and nutrients for growth of most biofouling organisms must also exist. The long term water quality degradation, already documented within the Ala Wai harbor since 1970, appears to be the predominant factor in biofouling increase.

4. In addition to the technical discussions on local

wind patterns and their potential impacts on small boat navigational problems in the Ala Wai Marina, Environmental Communications, Inc. discussed with two long time small boat owners, the concerns they would have in the event that the proposed project were to be implemented. These discussions were on a voluntary basis and both respondents do not have interests in the project. The discussions took place on August 20, 1984.

- a. Gil Budar is the owner of a 43' sailboat since 1971 and has berthed his vessel at the Ala Wai Marina for that period of time. His comments represent his opinions and do not extend beyond the impacts on his own practice of yachting at the Ala Wai Marina. As the owner of a power operated sailboat, Budar does not experience difficulty in moving in and out of the Marina since he operates under power to reach the off-shore waters. He did comment that there has already been negative impacts on the Marina basin area since the construction of the Ilikai Hotel and the Kaiser Hospital. The Marina basin is where small non-powered sailboats are most active. The addition of Discovery Bay, Westbury, Villa, Chateau Waikiki, and the other high rise condominium projects that ring the Ala Wai Canal and Ala Moana Boulevard have further created erratic winds for the non-powered sailboats.
- b. Budar stated that he would consider the development of the hotel/condominium project as beneficial. Budar felt that dust problems would be reduced on his yacht since swirling winds that

usually gust around the Hospital and blow on the yachts berthed immediately makai of the Hospital might be decreased or eliminated.

- c. Budar also cited the beneficial sheltering effect that the proposed project would have on shielding his yacht from the gusty trade winds. This sheltering would extend the life of the awnings on his yacht. Before the Ilikai was built, an awning would last 6-12 months; now the awnings last up to four years.
- d. Improved security will also be a benefit to the yacht owners closest to the hotel site.

The second small boat owner is Mike Doyle who is also a marine surveyor and owner of his own company, Mike Doyle, Ltd. Mr. Doyle's concerns are primarily in small, non-powered boats since he has been involved in the Junior Sailing Program since 1972. He acknowledges that the wind patterns have been erratic and have deteriorated since the advent of high-rise development mauka of the Ala Wai Marina. We asked if these erratic wind patterns would either create navigational hazards to the small, non-powered sailing craft or affect their recreational use and he answered in the negative.

- C. The project, which will contain residential condominium units, will be subject to Park Dedication Ordinance 4621.
- D. Use of reflective glass on the project exterior will require compliance with Sunlight Reflection Regulation Ordinance 82-35.

While compliance with Ordinance 82-35 will be met by use of low reflectant glass, concerns were still expressed by some commenting parties; therefore, a reflective glare study was done for the project by the project architect. Special attention was given to peak reflectivity situations during solstice dates. Because of the curvilinear nature of the tower, the impact of reflectivity on off-site areas is diffused. These impacted areas are point specific; that is at any one time the affected zones are separated by large bands of unaffected zones. As such, no single zone would be continuously impacted as the sun changes position during the day. This effect is further lessened by the low (27%) reflectivity of the building's exterior.

The glass proposed for the building's exterior is a 1/4" to 5/8" thick assembly made up of two layers of pink plastic laminate sandwiched between two pieces of clear float or heat-strengthened glass. Benefits of this product are the rose-copper color (a crucial design element in the building), its ability to insulate hotel guests or condominium residents from traffic noise and the fact that if broken, it will remain in place, thereby removing the possibility of broken glass falling on pedestrians below.

When required to help control heat gain within the building, the assembly can be mirrored. Since the creation of a reflectant building is not a driving force in the development of the design of the structure, the amount of coating specified for the glass has been kept to the minimum to meet energy conservation standards and mitigate as much as possible any potential impact on adjacent structures and pedestrian/vehicular traffic.

A gold reflectant coating of 27% reflectivity has been applied to the glass laminate throughout the tower. It has been used in both vision and spandrel glass areas to create a uniform appearance throughout the building's exterior (Figure 17). The ground/entry level elements however, have no mirroring, thereby allowing full visibility into as well as out of the public areas of the base. This approach to the building's exterior brings the average heat gain in the building into compliance with local energy conservation requirements, while maintaining in all locations a reflectivity of less than 30%. Ordinance No. 82-35, the sunlight reflection regulation, defines reflective surfaces as having reflectance of over 30 percent.

E. The project lies within the Waikiki Special Design District, Ordinance No. 4573 (Figure 18). It is zoned, consistent and compatible with the surrounding high-rise buildings in the immediate area. Portions of the preliminary design encroach beyond the property boundaries into the Ala Wai Boat Harbor and the Waikiki Special Design District's Public Precinct.

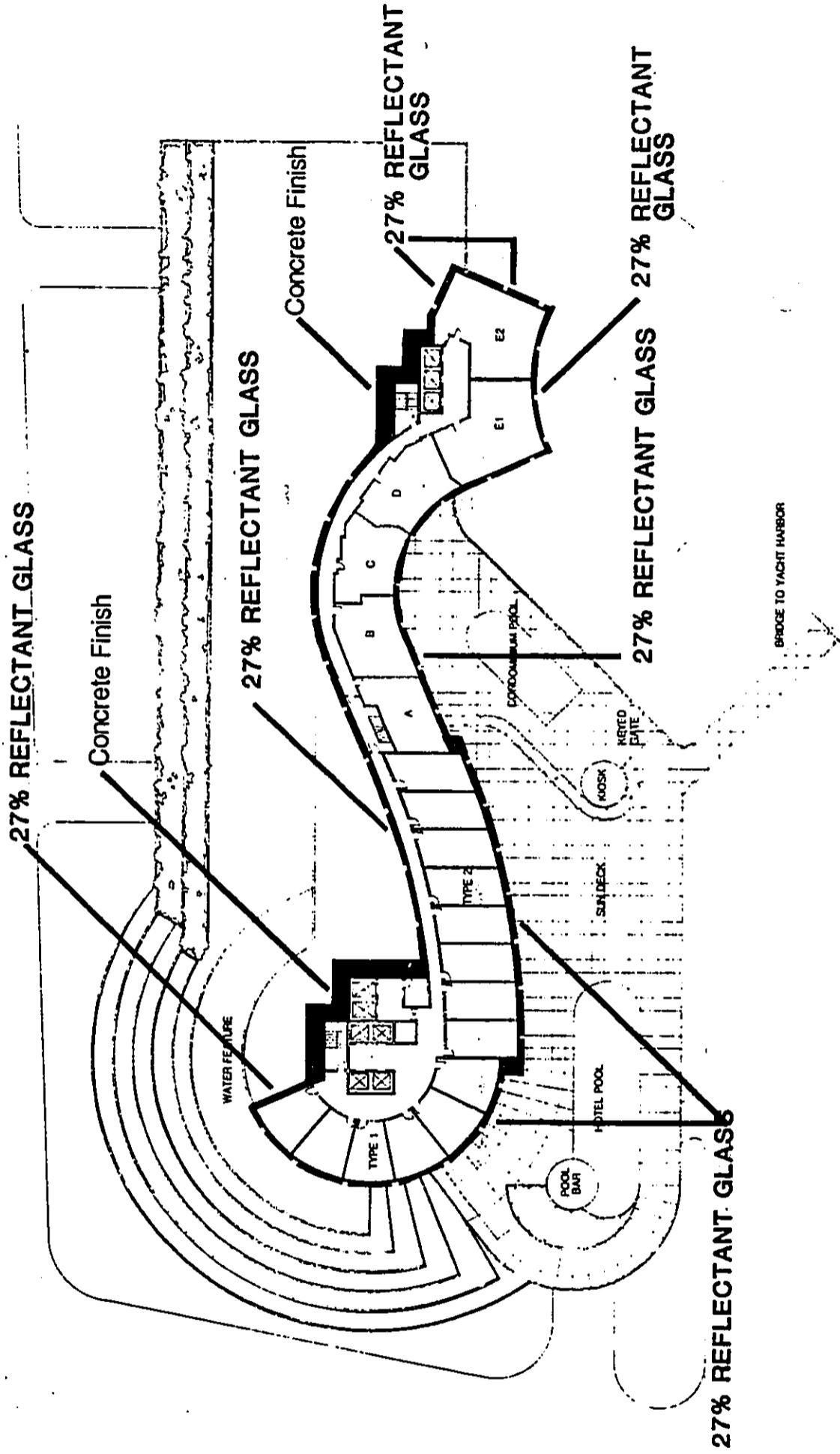
F. Governmental approvals required include:

Department of Land Utilization, City and County
Special Management Area
Waikiki Special Design District

Department of Transportation, Harbors Division
State Lands under negotiation

Board of Land and Natural Resources
State Lands under negotiation

City Council
Special MANAGEMENT PERMIT

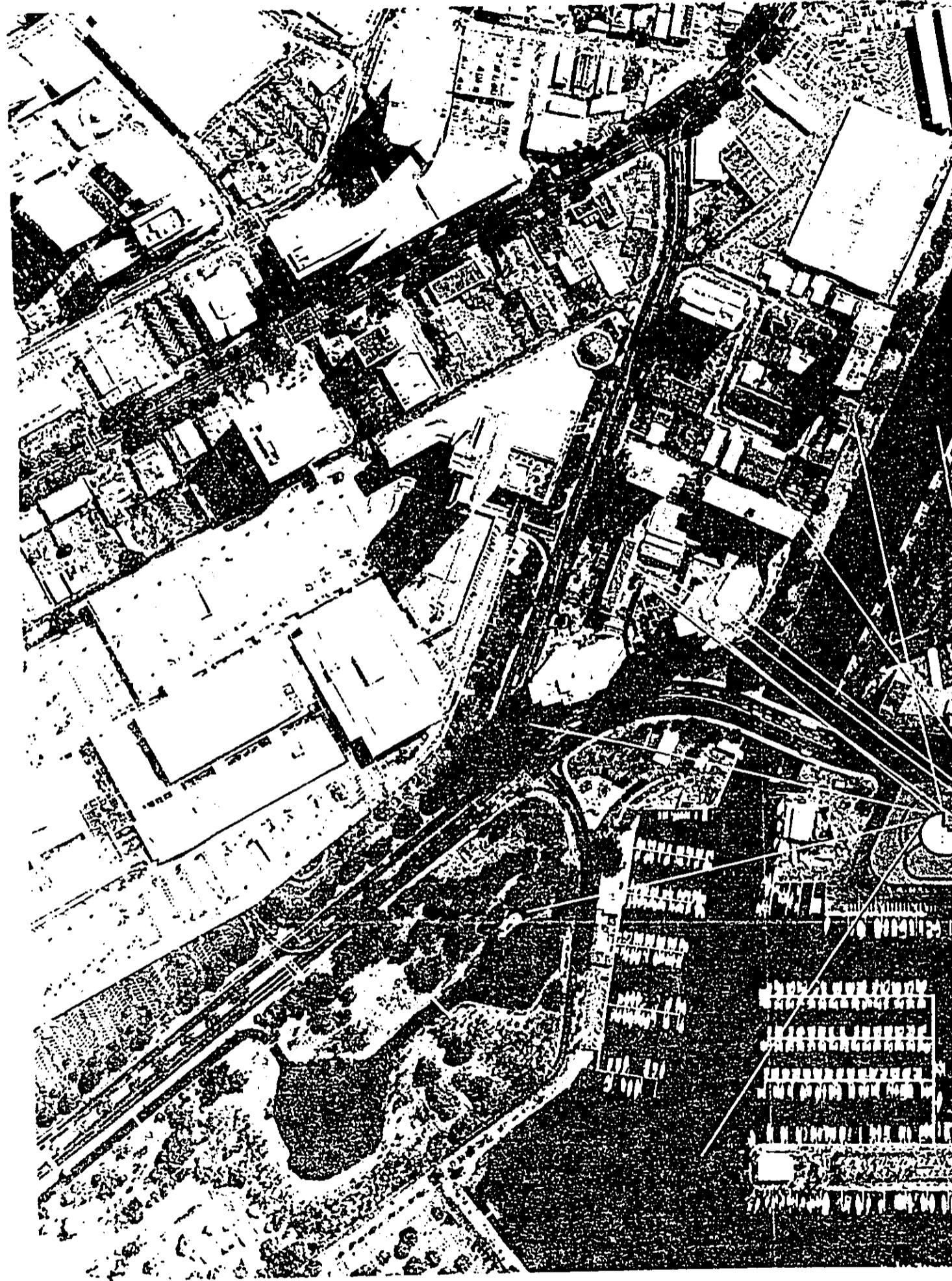


TYPICAL FLOOR/POOL DECK
 FFLU
 1/2" = 1'-0"
 WALL PROJECT NO. 1988
 APRIL 26, 1988

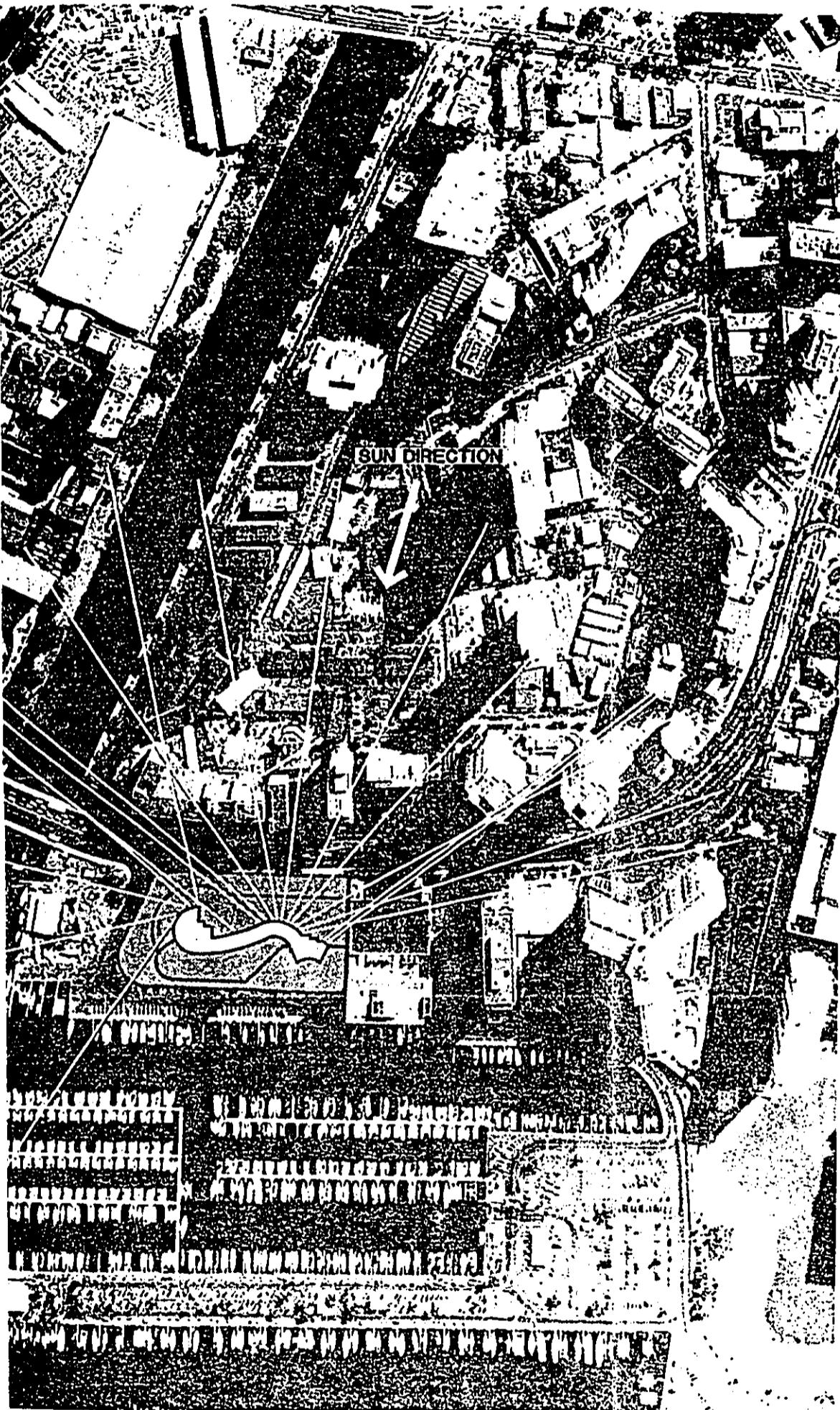
EXTERIOR FINISH - TOWER FIGURE 17

1 1/2" = 1'-0" (1/2" = 1'-0")

RECEIVED AS FOLLOWS



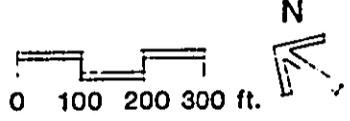
RECEIVED AS FOLLOWS



BECKET
WELTON BECKET ASSOCIATES
ARCHITECTS
AND ENGINEERS
COLUMBIA, MO.
SAN FRANCISCO, CA.
LOS ANGELES, CALIF.
NEW YORK

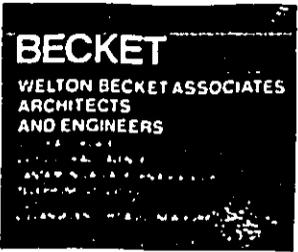
1697 ALA MOANA BLVD.
HONOLULU, HAWAII

FIGURE 17-A
SUN REFLECTION STUDY
JUNE 22, 6:30 A.M.



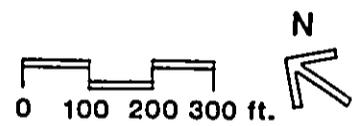


SUN DIRECTION



1697 ALA MOANA BLVD.
HONOLULU, HAWAII

FIGURE 17-B
SUN REFLECTION STUDY
JUNE 22, 6:00 P.M.





BECKET
WELTON BECKET ASSOCIATES
ARCHITECTS
AND ENGINEERS
1000 KALANIANAʻOHE
DRIVE, SUITE 1000
HONOLULU, HAWAII 96813
TELEPHONE: 808-531-1111
FAX: 808-531-1112
LOS ANGELES, CHICAGO, NEW YORK

1697 ALA MOANA BLVD.
HONOLULU, HAWAII

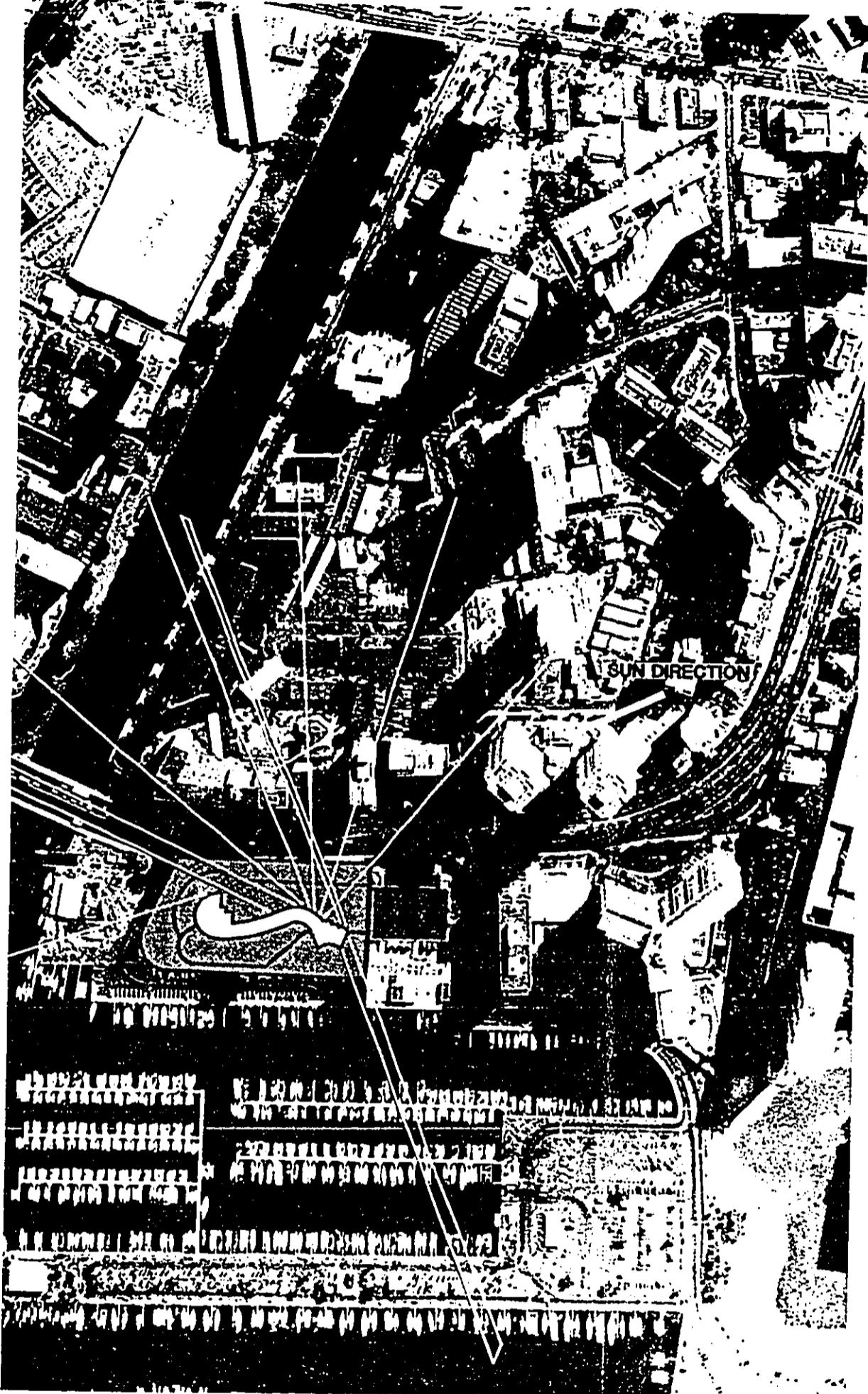
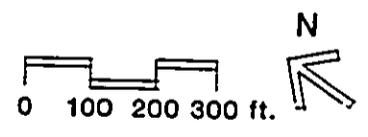


FIGURE 17-C
SUN REFLECTION STUDY
DEC. 22, 8:00 A.M.



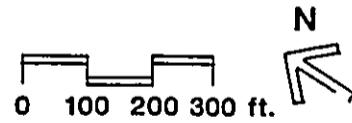




BECKET
 WELTON BECKET ASSOCIATES
 ARCHITECTS
 AND ENGINEERS

1697 ALA MOANA BLVD.
 HONOLULU, HAWAII

FIGURE 17-D
 SUN REFLECTION STUDY
 DEC. 22, 3:30 P.M.



F. Chronology of Design

The following chronology briefly summarizes the overall design development process for the proposed mixed-use development complex to be constructed at 1697 Ala Moana Boulevard adjacent to Ala Wai Yacht Basin.

1. Welton Becket Associates, architects and engineers, were commissioned to work on a development plan which initially contemplated an even mix of 300 hotel guest rooms and 300 condominium units. Subsequent changes and refinement in the development plan, due primarily to zoning requirements and perceived market conditions, modified the initial development plan to a mix of approximately 406 hotel rooms and 174 condominiums (roughly a 2.3 to 1 ratio).

The site is a rectilinear parcel running parallel to the Ala Wai Yacht Basin. The parcel configuration lends itself to a design solution developed along the same parallel line. The initial design study concept, Figure 19, contemplated angular twin reflective silver glass towers. Certain design criticisms for this approach were noted and summarized as follows:

- a. The natural waterfront location and the severe angular design seem to be incompatible;
- b. The view orientation of the lodging units and guest rooms within two towers was not optimized; and
- c. There was no perceived benefit in the two tower concept. Only sixty feet separated the two towers. There was concern about air currents between the towers and their impact at the recreation deck level of the hotel and condominium.

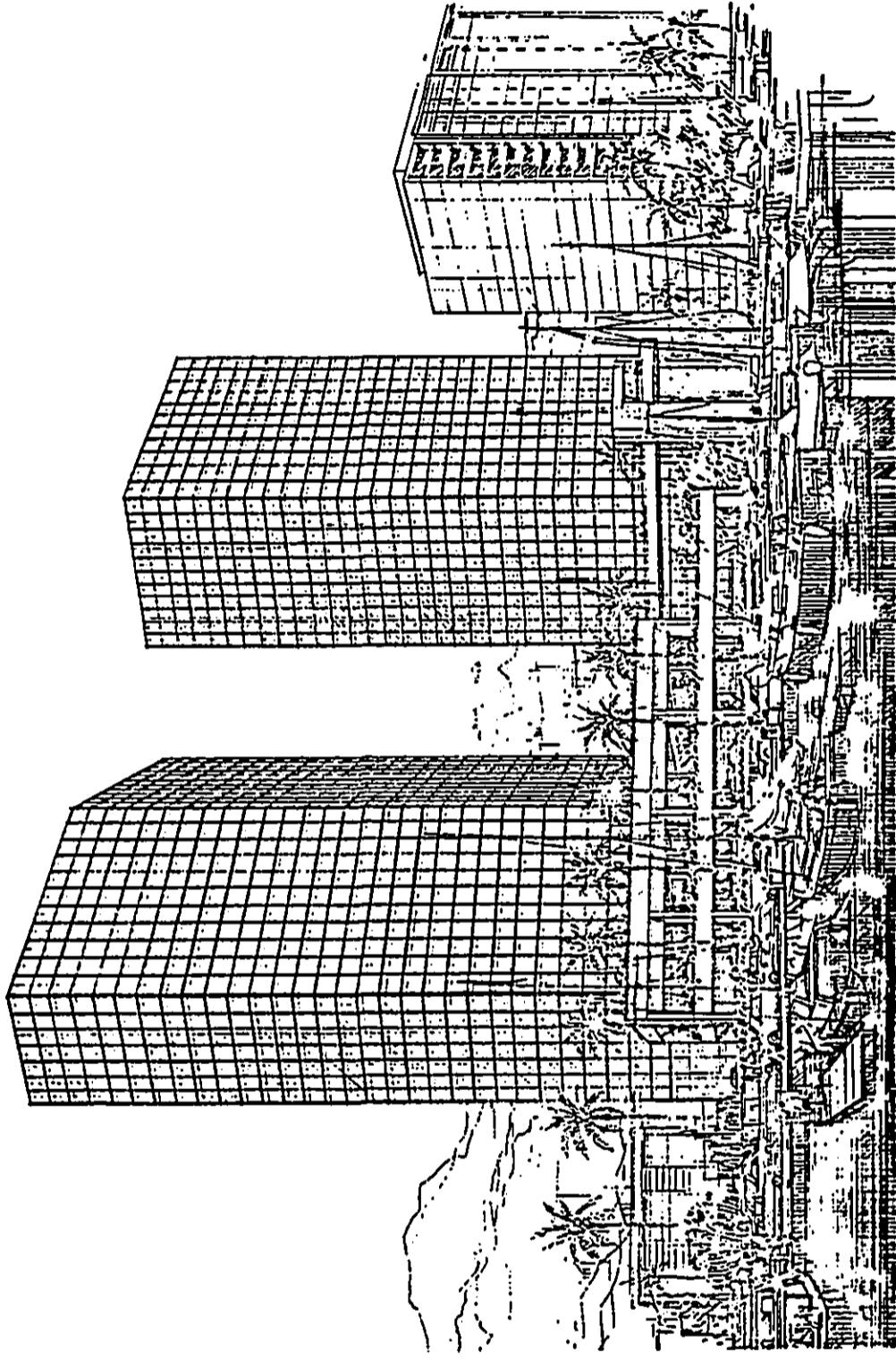


FIGURE 19

IV-26

Some modification of the initial design approach outlined above was attempted but adjustments fell short of achieving the desired design effect.

2. The next primary design solution proposed by Welton Becket was somewhat similar to the first but, while the project was proposed to be two towers, the building lines were softened with curvilinear features in both towers combined with the angular form of the first design solution, Figure 20. For reasons that were largely summarized for the design proposed under the first concept, this approach was also rejected. An important result of this second effort, however, was a recognition of the values and feelings created with the softer curvilinear lines.
3. Three alternative design solutions in a single tower structure were developed from the second design solution proposed by Welton Becket. The first emphasized the curvilinear feature of the building, provided all condominium and hotel units with ocean views, but tended overall to create design problems aesthetically and functionally in connection with laying out unit interiors. The second alternative along these lines created two curvilinear features and a more elongated building. These softer features of two curvilinear themes blended the angular configuration under the first approach with the narrower streamline mass of the building under the second approach. This design effort began to achieve the desired result of combining dramatic, yet compatible architecture with the intended business development plan.
4. With an emphasis towards the smoother characteristics and softer feeling of a curved line, the architects developed

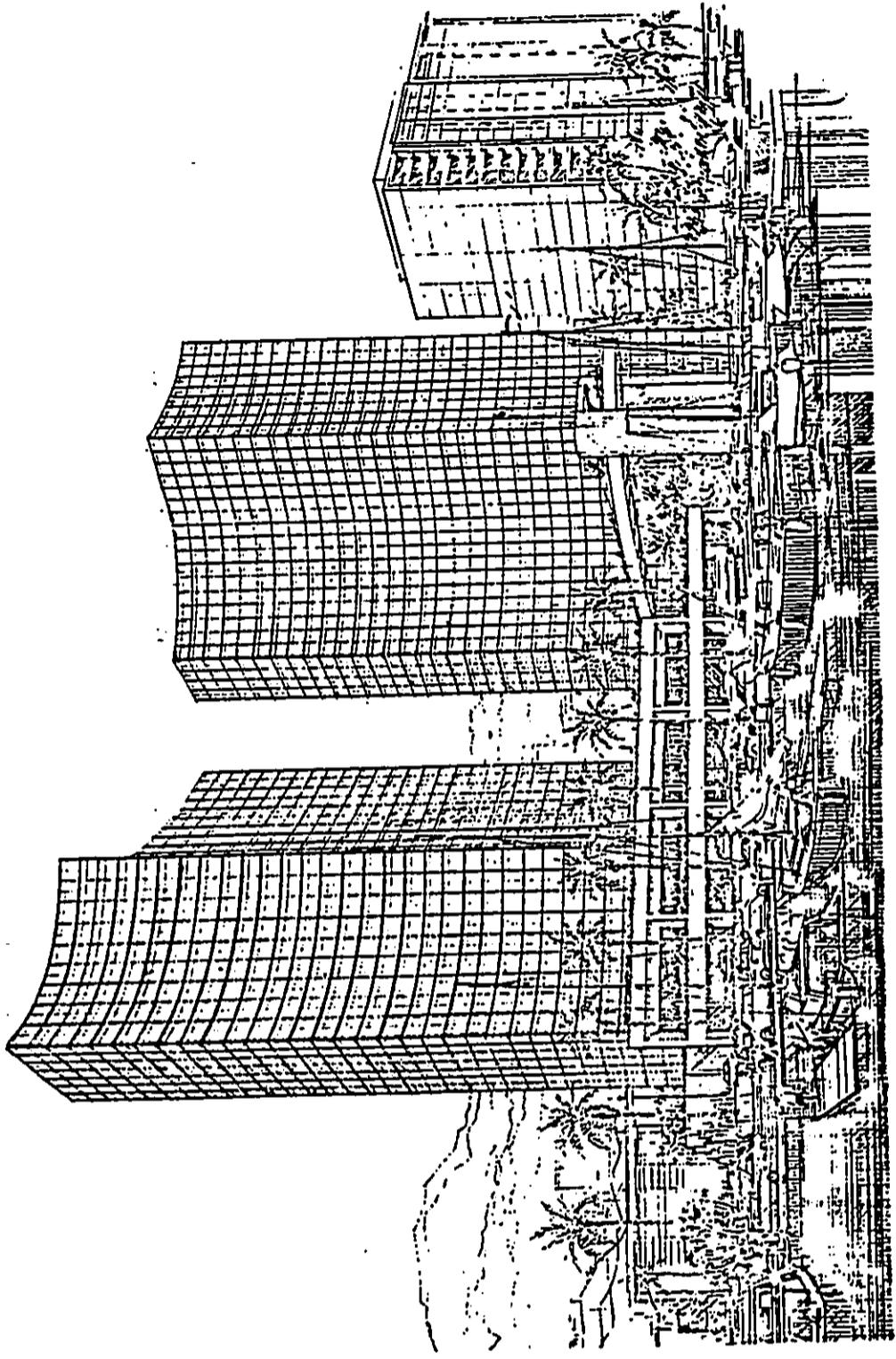


FIGURE 20

a plan and form, Figure 21 that, with still much refinement, would result in the design solution now being proposed. Working with the plan, as shown in Figure 21 the architect began integrating the entire structure into a base for the building which was complimentary to the structure and, at the same time, began to consider more on a pedestrian scale the impact of this proposed development. Terraced parking garages with landscape, water features, soft colors and landscape treatment all became part of the continued refinement in the design suggested under Figure 21. The architecture seemed to be embracing the elements. The winding curve of the building closely resembles the pattern of the winding curve and approach to Waikiki over the Ala Wai bridge. The form is harmonious with the nautical features of the Ala Wai Yacht Basin. All residential units and hotel guest rooms have unobstructed views of the ocean, yacht harbor and beach parks. All traffic ingress and egress began working more smoothly.

Several site study schemes were analyzed, Figures 22, 23, 24. Scheme 1 essentially canted the building on a line roughly diagonal to the site with a south-easterly orientation. Scheme 2 was essentially a reverse of Scheme 1 where the building was on a diagonal with a south-westerly orientation. Scheme 3, the one selected and proposed for approval, is running parallel to the Ala Wai Yacht Basin, Ala Moana Boulevard and the basic configuration of the combined parcels.

The architects selected a muted, mauve colored glass at low levels of reflectivity. The site's prominent visibility ensures that the overall impact and effect of the building's design will set this project firmly in the

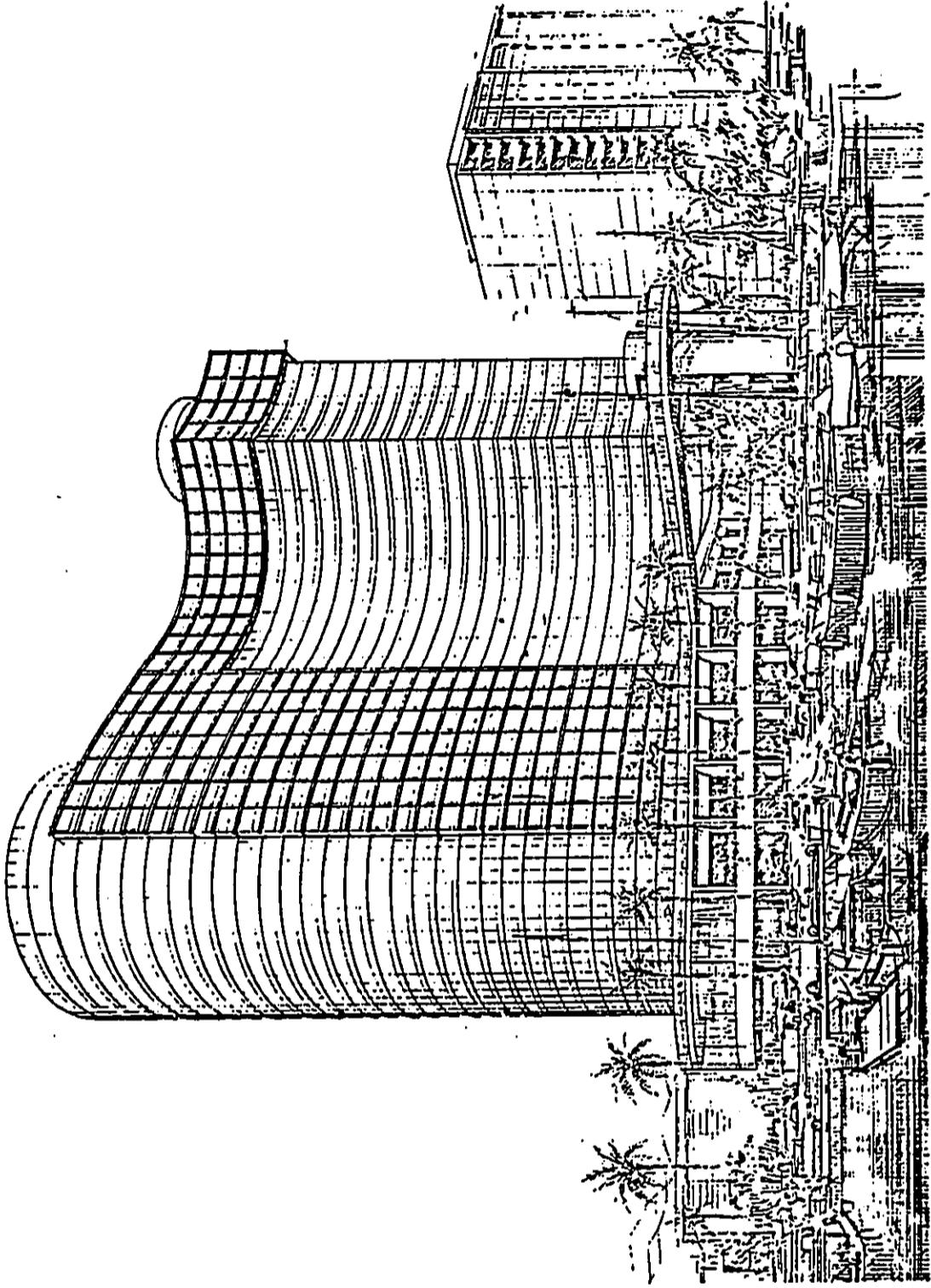
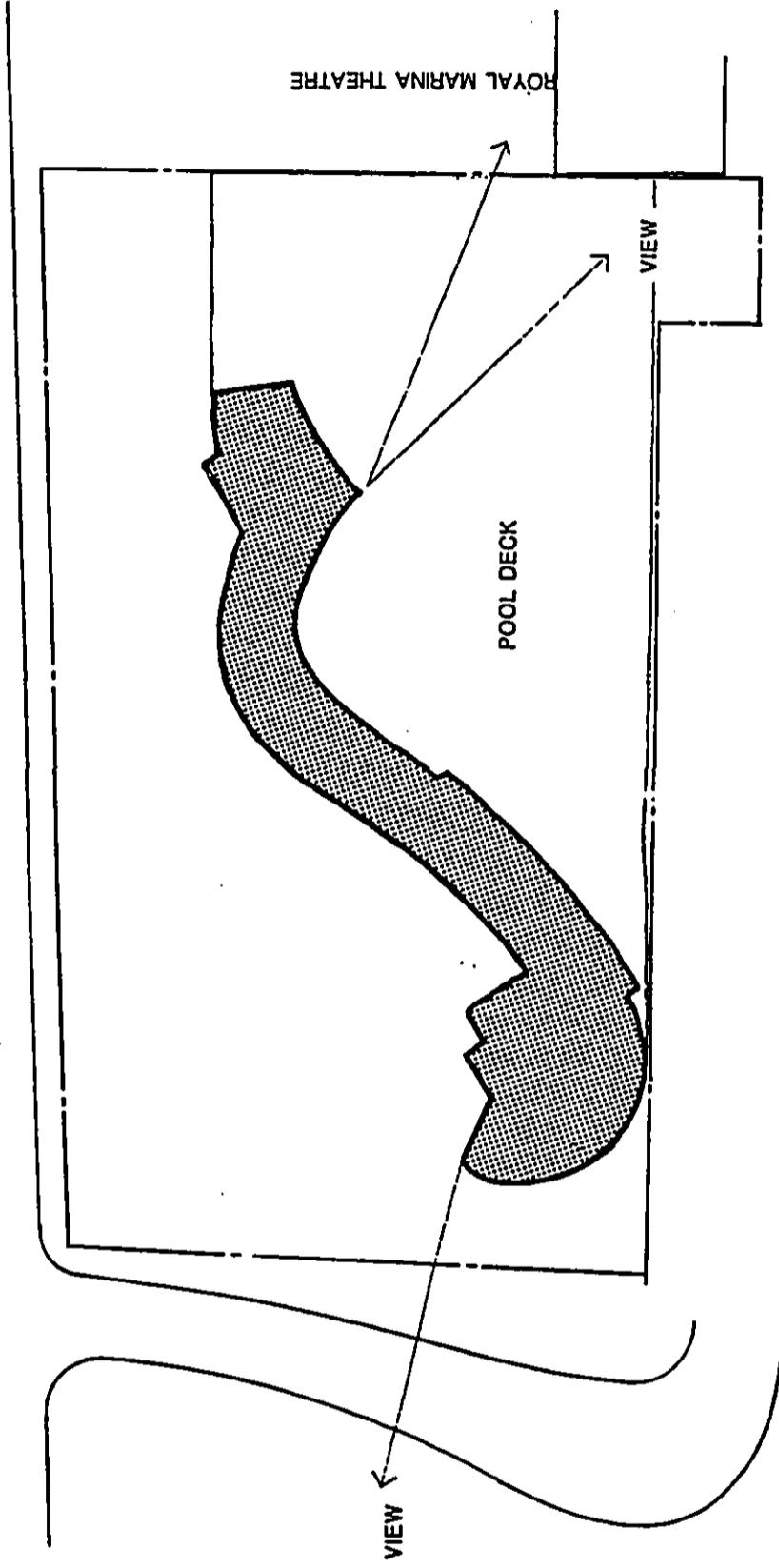


FIGURE 21

ALA MOANA BLVD.



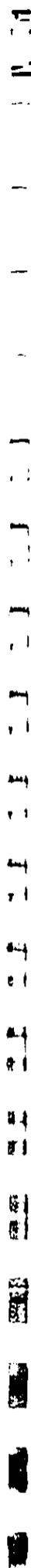
ALA WAI YACHT BASIN

SCALE 1:50



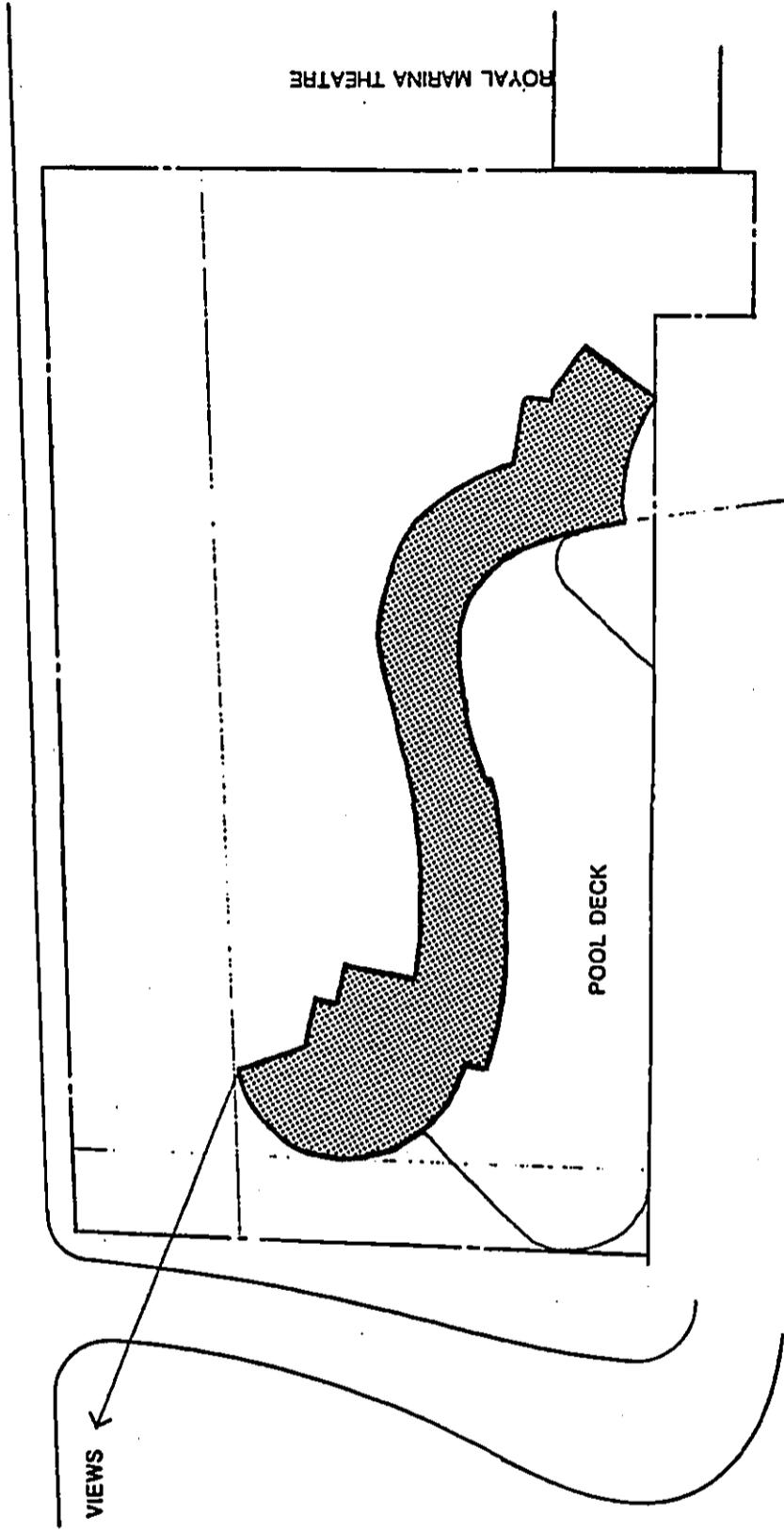
SCHEME 1

FIGURE 22



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

ALA MOANA BLVD.



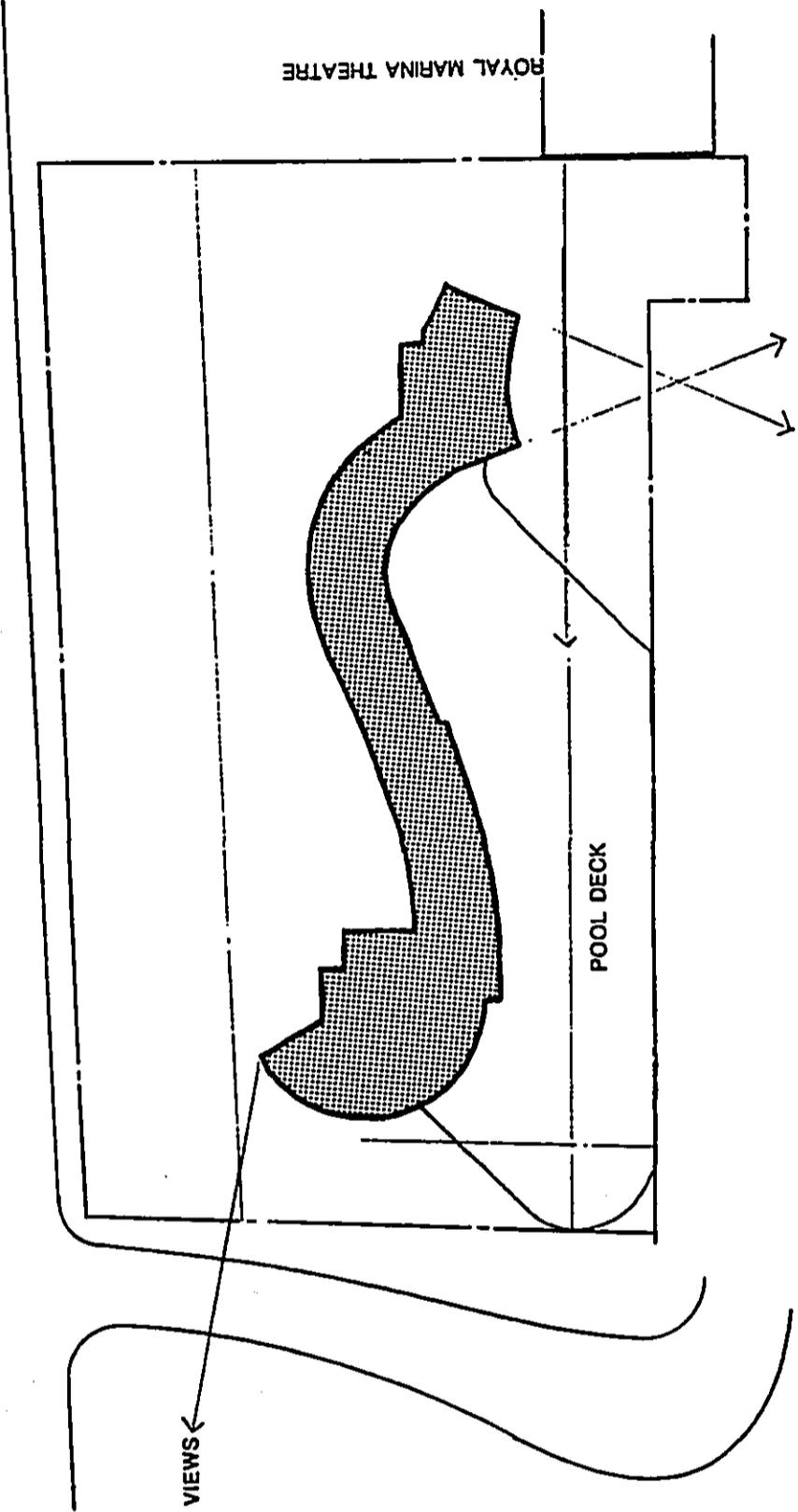
SCALE 1:50

ALA WAI YACHT BASIN

SCHEME 2

FIGURE 23

ALA MOANA BLVD.



ROYAL MARINA THEATRE

VIEWS ←

POOL DECK

VIEWS

ALA WAI YACHT BASIN

SCHEME 1:50



SCHEME 3

FIGURE 24

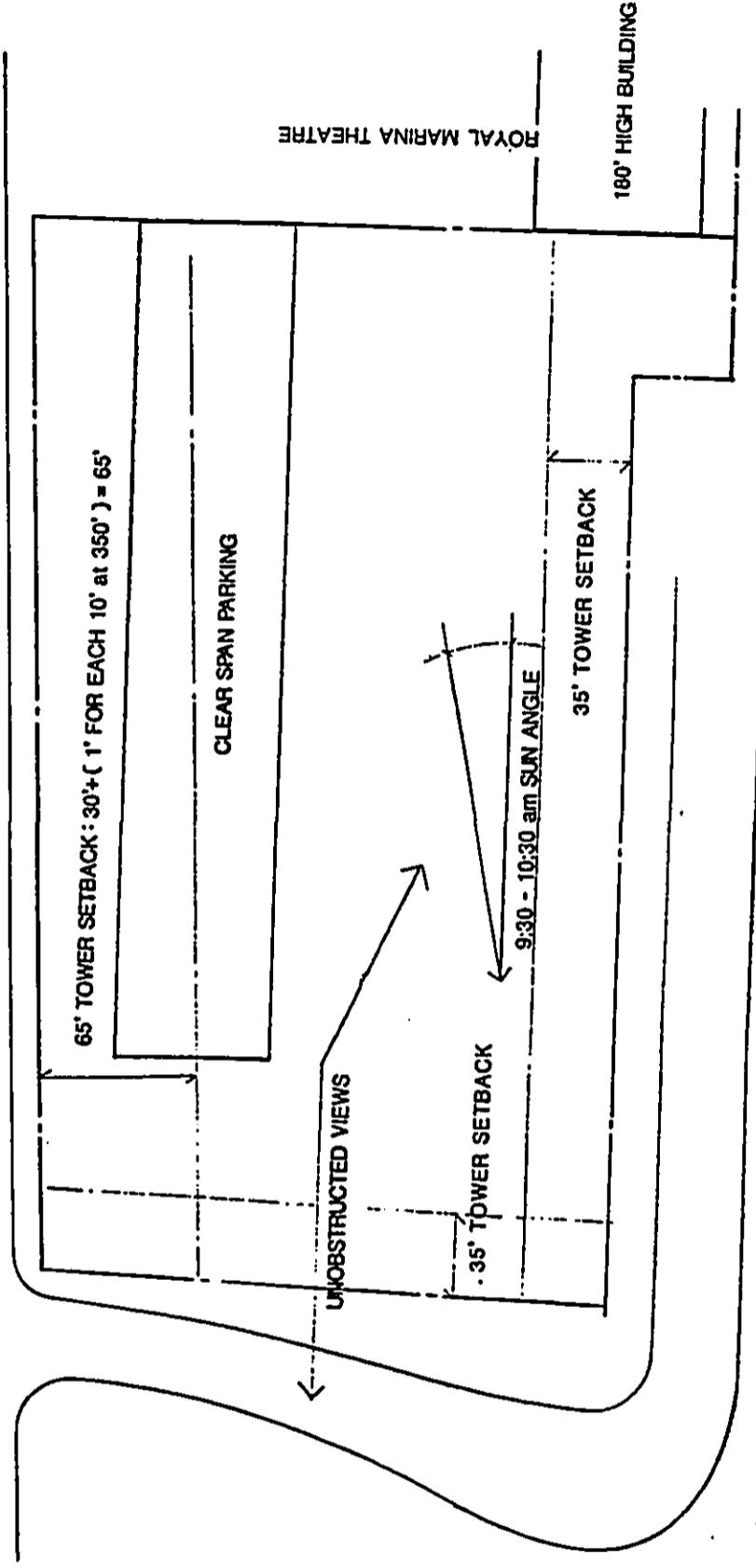
ALA MOANA BLVD. ROYAL MARINA THEATRE ALA WAI YACHT BASIN

observer's mind as a cornerstone and landmark development for an improving Waikiki.

Additionally, to address WSDD concerns, the architect has developed a view plane study (Figures 25, 26, and 27) which depict view corridor impacts to surrounding condominiums. Such impact is, unfortunately, unavoidable; however, the extent of this impact on the view corridor is not unreasonably large. Ocean views should not be lost from any public places in the vicinity. Pedestrian views from the sidewalks are presently obstructed by the existing Kaiser Hospital Building and the Pacific Insurance Annex, therefore, no significant view plane changes are expected.

An aerial view plan analysis and a ground level view plane analysis are provided in the pocket part of this document. These analyses show the project site in relation to greater Waikiki as viewed from the air and major scenic points.

ALA MOANA BLVD.



ALA WAI YACHT BASIN

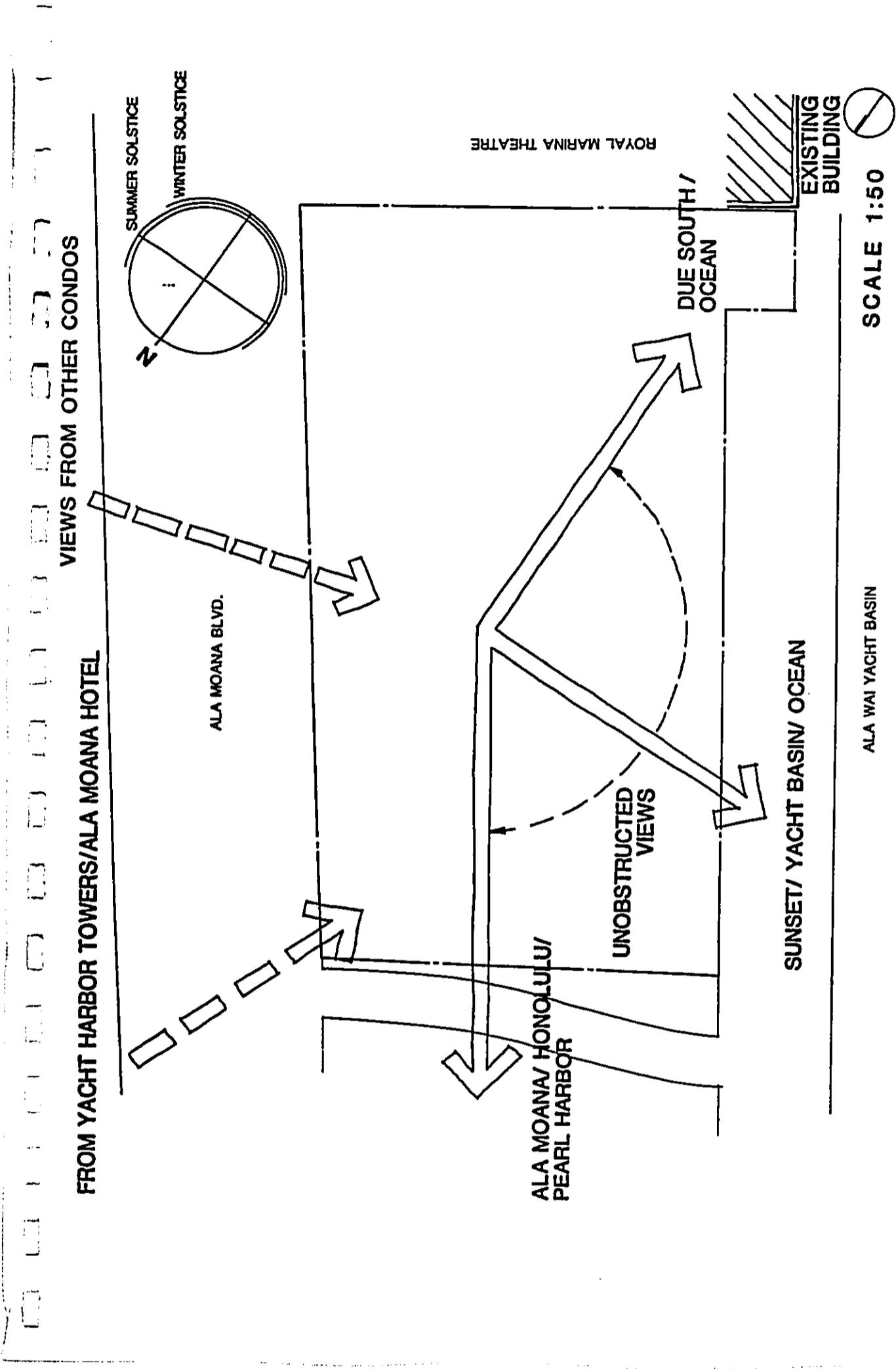
SCALE 1:50



VIEW STUDY

FIGURE 25

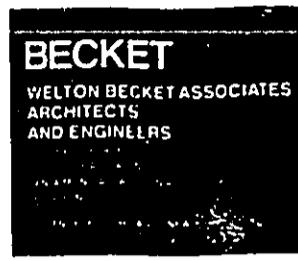
ALA WAI YACHT BASIN (IV-50)



VIEW STUDY

FIGURE 26

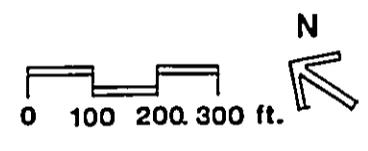




1697 ALA MOANA BLVD.
HONOLULU, HAWAII



FIGURE 27
VIEW CORRIDOR



V. ENVIRONMENTAL EFFECTS

V. ANY PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED AND MITIGATION MEASURES PROPOSED TO MINIMIZE IMPACT

There are areas in which adverse environmental effects, both short-term and long-term, will occur. These include: (1) air quality during construction, (2) construction noise, and (3) impact on view planes. Each of these foreseeable adverse impacts are discussed below; mitigation measures that will be implemented are also discussed under that same topic.

1. Air Quality Impact The proposed project will directly affect ambient air quality during the construction period.

Fugitive dust generated during construction will be mitigated through compliance with the State of Hawaii Department of Health Rules and Regulations (Chapter 43, Section 10) which stipulates that control measures be employed to reduce fugitive dust. Primary control consists of frequent wetting down of loose soil areas with water, oil or suitable dust retardent chemicals. An effective watering program can reduce particulate emissions on construction sites by as much as 50 percent. Other control measures include good housekeeping on the job site and possibly, the erection of dust-catching barriers if nearby local residents are being subjected to suspended particulate levels more than 150 micrograms per cubic meter above existing background levels.

2. Noise Impact. Adverse noise impact on the surrounding areas will occur during the construction period.

This will be especially evident during site clearing, demolition, and pile driving activities. Several enforceable regulations and standards require the reduction of construction related noise and these include: the Comprehensive Zoning Code, OSHA standards (for occupational safety), Public Health Regulations, 44-A and 44-B.

3. Impact on View Planes. The building will be highly visible from several surrounding high-rise buildings and from the major streets adjacent to the project site. This is unavoidable and no mitigation measures for this impact are possible without the alteration of project plans.

**VI. ALTERNATIVES TO
THE PROPOSED ACTION**

VI. ALTERNATIVES TO THE PROPOSED ACTION

The developer has not considered another alternative to the proposed development as described in this EIS. Therefore, from the developer's standpoint, no other alternatives are feasible or desirable. The developer has the development rights for this parcel and no other sites in the vicinity are available for this type of development.

The alternative that would discuss the potential use of the project site in a 100% hotel use, was determined by the project architect on the basis of the lot size only; there has been no economic feasibility study conducted to state that this is viable or recommended.

The twin tower concept has been previously discussed in the project chronology section and rejected for design considerations as well as certain negative environmental considerations such as increased wind flow (Venturi effect) between the twin towers.

**VII.
ENVIRONMENTAL
RELATIONSHIPS**

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY AND THE COMMITMENT OF RESOURCES

It is anticipated that the construction of the proposed building will commit the necessary construction materials and human resources (in the form of planning, designing, engineering, construction labor, landscaping, and personnel for the sales, management, services, offices, and maintenance functions). Some of the construction material could be reused if and when the complex is demolished; however, at the present time and state of our economy, it is felt that the reuse of much of these materials is not economical. The human resources expended for this project also will not be retrievable. The primary human resource, labor, will be compensated during the various stages of the project by the developer, commercial and business offices, and the building's management.

In addition to construction material and labor resources, the services and merchandise sold in the building can also be considered resources, which will be utilized or consumed by the purchasers.

There will be some loss of view planes; as cited previously, the building will block certain views from some surrounding high-rise apartments. The principal view plane consists mainly of other buildings in Waikiki and the proposed development will not be incompatible with other high-rise buildings in the surrounding area.

The project development will result in a commitment of land for a long-term period. Once in a high density commercial use, it is unlikely that the land will be reverted to a lower usage in the distant future.

The project will, in the long-term, result in the availability of hotel and condominium space for tourists and residents of Hawaii. The revenue from the property and businesses operating on the premises will increase and result in a higher gross revenue for this property.

VIII. OFFSETTING INTERESTS

VIII. AN INDICATION OF WHAT OTHER INTERESTS AND CONSIDERATIONS OF GOVERNMENTAL POLICIES ARE THOUGHT TO OFFSET THE ADVERSE ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

The height, setbacks, and use of the proposed building have been determined largely by the use precincts and design control established by Ordinance 4573, Waikiki Special Design District. The determination of parking spaces and loading zones were based on complying with the Comprehensive Zoning Code. To this extent, it is felt that the compliance and mitigation measures within governmental policies are inherent in the initial project design.

IX. CONSULTED PARTIES

IX. ORGANIZATIONS AND PERSONS CONSULTED DURING THE EIS CONSULTATION PERIOD AND REPRODUCTION OF COMMENTS AND RESPONSES MADE

The EIS Preparation Notice was officially filed with the State Environmental Quality Commission on July 16, 1984. Environmental Communications, Inc., the authorized agent for the EIS process, provided the Preparation Notice to thirty (30) governmental and private organizations. (These agencies are identified in Table 5). Review and comments on the Preparation Notice were requested on or before August 22, 1984. As of August 22, 1984, a total of twenty one (21) comments were received. Comments from three (3) agencies were received after the comment due date. Concerns from these agencies are addressed in the DEIS document. The following pages contain reduced copies of the comments; where a response was provided, a copy of that response follows the comments.

Review and comments on the DEIS document were requested on or before November 23, 1984. Table 6 lists all governmental and private organizations offering comments on the DEIS.

TABLE 5

ORGANIZATIONS AND AGENCIES CONSULTED DURING THE EIS PREPARATION
NOTICE COMMENT PERIOD

<u>City & County</u>	<u>Date of Comment</u>	<u>Date Comment Received</u>	<u>Date of Response</u>
Board of Water Supply Building Department City Council	8/2/84	8/8/84	9/10/84
Honolulu Fire Department	7/25/84	7/27/84	9/10/84
Department of General Planning	8/22/84	8/27/84*	
Department of Land Utilization			
Department of Parks & Recreation	7/30/84	8/2/84	9/10/84
Honolulu Police Department	8/15/84	8/16/84	No Response Req.
Department of Public Works	7/31/84	8/6/84	9/10/84
Department of Transportation Service	8/3/84	8/8/84	9/10/84
<u>State</u>			
Department of Accounting & General Services	8/24/84	8/27/84*	
Department of Education Environmental Center			
Hawaii Visitors Bureau			
Department of Health	8/16/84	8/22/84	9/10/84
Department of Social Services & Housing			
Department of Taxation			
Department of Transportation	7/30/84	8/02/84	9/10/84
Department of Land & Natural Resources	8/14/84	8/16/84	9/10/84
Office of Environmental Quality Control			
Department of Planning & Economic Development	8/22/84	8/27/84*	
Water Resource Research Center	8/01/84	8/01/84	No Response Req.
<u>Federal</u>			
U.S. Army Corps of Engineers	7/23/84	7/25/84	9/10/84

* Comments received after review period

TABLE 5
(continued)

<u>Private Organizations</u>	<u>Date of Comment</u>	<u>Date Comment Received</u>	<u>Date of Response</u>
American Lung Association	8/21/84	8/22/84	9/10/84
Dr. Virginia Briggs	8/22/84	8/22/84	9/10/84
Commodore N.P. Cavett	8/10/84	8/14/84	
Representative Joan Hayes	8/18/84	8/24/84	9/10/84
Mr. Robert M. Jewell	8/17/84	8/22/84	9/10/84
Mr. Tyrone Kusao			
Life of the Land			
Mrs. Lily S.M. Lim	8/21/84	8/22/84	9/10/84
Mr. Francis Pearson	8/21/84	8/22/84	9/10/84
Mr. & Mrs. Michael Porjes	8/21/84	8/22/84	9/10/84
Outdoor Circle			
Waikiki Improvement Association			
Waikiki Neighborhood Board No. 9	8/20/84	8/22/84	9/10/84
Waikiki Residents Association	10/4/84	10/5/84	10/5/84

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

630 SOUTH BERETANIA

HONOLULU, HAWAII 96843



EILEEN R. ANDERSON, Mayor

YOSHIE H. FUJINAKA, Chairman

WALTERA DOOS, JR., Chairman

MILTON J. AGADER

MICHAEL J. CHUI

PAULA R. RATH

ERNESTA WATAJARI, V-Chairman

WAYNE J. YAMASAKI

KAZU HAYASHIDA, Manager and Chief Engineer

August 2, 1984

Environmental Communications, Inc.

P. O. Box 536

Honolulu, Hawaii 96809

Gentlemen:

Subject: Your Letter on the Environmental Assessment and Preparation Notice for 1697 Ala Moana Boulevard Hotel and Condominium

Thank you for the opportunity to review the environmental assessment for the proposed development.

We offer the following comments for your consideration:

1. The availability of additional water will be determined when the building permits are submitted for our review and approval. If additional water is made available to the project, the developer will be assessed a water development charge for source, reservoir, and transmission facilities to serve the project. Should the additional water requirements exceed 0.25 mgd, then the developer should arrange to discuss source development with us.

2. The project site is presently served by a 2-inch and a 4-inch meter. The serviceholder is Kaiser Foundation Hospital.

If you have any questions, please call Lawrence Whang at 527-6138.

Very truly yours,

Kazu Hayashida

KAZU HAYASHIDA
Manager and Chief Engineer

AUG 8 1984

ENVIRONMENTAL COMMUNICATIONS INC.

F. J. RODRIGUEZ
PRESIDENT

September 10, 1984

Mr. Kazu Hayashida
Manager and Chief Engineer
Board of Water Supply
City & County of Honolulu
630 South Beretania
Honolulu, Hawaii 96843

Dear Mr. Hayashida:

We acknowledge receipt of your letter dated August 2, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

1. The availability of potable water for the proposed project is under review by the retained engineering consultant and the architectural designer. These demand requirements will be cited in our draft EIS for your agency's review and comments; also, we understand that if further water requirements are indicated, this will need to be discussed with your staff.
2. Present meter holder for the site is Kaiser Hospital and at the time they vacate the site, we will cover the transitional switchover from Kaiser Hospital to the new project with your office. Thank you for your comments and continuing concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1455 S. BERETANIA STREET, ROOM 303
HONOLULU, HAWAII 96814



EILEEN R. ANDERSON
SALES

F. J. RODRIGUEZ
PRESIDENT

MELVIN M. NONAKA
FIRE CHIEF
THOMAS C. BLONDI
FIRE DEPUTY CHIEF

July 25, 1984

September 10, 1984

Mr. F. J. Rodriguez, President
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Subject: Environmental Assessment and Preparation
Notice for 1697 Ala Moana Boulevard -
Hotel and Condominium

We have no objections to the proposed subject project, as fire protection for the area is adequate. However, we wish to review your construction plans for approval prior to its construction.

Very truly yours,

MELVIN M. NONAKA,
Fire Chief

MNR:ct/NSKH:EPL

Chief Melvin M. Nonaka
Honolulu Fire Department
City & County of Honolulu
1455 S. Beretania Street
Room 303
Honolulu, Hawaii 96814

Dear Chief Nonaka:

We acknowledge the receipt of your letter dated July 25, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

1. Fire protection for the proposed project area is adequate. Construction plans will be provided to your agency for review and approval at the appropriate time.

Thank you for your comments and continuing interest.

Very truly yours,

F. J. Rodriguez

FJR:ls

JUL 27 1984

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813



KILEEN M. ANDERSON
DIRECTOR

WILLARD T. CHOW
CHIEF PLANNING OFFICER
RALPH KAWAHOTO
SENIOR CHIEF PLANNING OFFICER

DGP7/84-2561

August 22, 1984

Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

Preparation Notice for the Proposed
1697 Ala Moana Boulevard Project at Waikiki

Our areas of interest based on the preliminary information provided are as follows:

Project Description

- Duration of the construction period.
- A site plan showing location and placement of structure with on-site traffic circulation pattern, including egress and ingress points.
- Description of the access road fronting the site and the ability of the street facility to handle construction-related and current traffic.
- The number of parking spaces to be provided to accommodate hotel guests, condominium owners and other parking needs related to meeting/ballroom activities, restaurant operations, etc.

Other

- Estimates of additional sewage loads and water requirements to be generated and, if necessary, the on-site and off-site improvements to be installed to handle new demands.

Environmental Communications, Inc.
Page 2
August 22, 1984

-- Design of drainage improvements to handle storm surface runoffs and the proposed disposition of drainage flows from the site. Impacts to coastal water quality may be necessary.

-- Estimates of school population expected from the condominium units and their impact on existing schools. In view of the distance which must be covered through areas characterized by intense urban developments, the issue of school children safety to and from school needs to be discussed.

-- The inconsistency of the proposed residential condominium units with the existing Resort Hotel Precinct zoning of the Waikiki Special Design District should be discussed.

-- The impact on vehicular traffic on Ala Moana Boulevard relative to the types of traffic movements that might be associated with a large scale development consisting of 406 hotel guestrooms and 174 condominium units, along with the other functions that will be included in the hotel operations.

Sincerely,

Ralph Kawahoto
RALPH KAWAHOTO
Planner

APPROVED:

Willard T. Chow
WILLARD T. CHOW

AUG 27 1984

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813



EILEEN A. ANDERSON
CLERK

F. J. RODRIGUEZ
PRESIDENT

EMIKO I. KUDO
MANAGER

SAM L. CARL
DEPUTY DIRECTOR

OSCAR N. ASAHINA
EXECUTIVE ASSISTANT

July 30, 1984

September 10, 1984

Mr. F. J. Rodriguez
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Mrs. Emiko I. Kudo, Director
Department of Parks and Recreation
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Rodriguez:

Subject: Environmental Assessment and Preparation Notice for
1697 Ala Moana Boulevard Hotel and Condominium - Waikiki
TMK: 2-6-10: 6 and 10

Dear Mrs. Kudo:

We acknowledge receipt of your letter dated July 30, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

We have reviewed the Environmental Assessment and Preparation Notice for the 1697 Ala Moana Boulevard Hotel and Condominium project and offer the following comments and recommendations. The size of the proposed project would have a significant impact on our public park facilities in the subject area. It is important that adequate recreational amenities be provided to serve both the hotel users and residents of the condominium, respectively.

Since residential development is being proposed, compliance with the Park Dedication Ordinance No. 4621 will be required. Any proposed private park and facilities will be subject to compliance with Rule 10 of the Park Dedication Rules and Regulations. Although the report indicates that recreational facilities will be provided to serve the condominium residents, these facilities are located on upper decks. We wish to apprise the applicant that under Rule 10 of the Park Dedication Rules and Regulations, areas proposed for private park credit are required to be located on ground level and shall be uncovered.

Under the Park Dedication Ordinance, a 19,140 s.f. private park would be required to be provided for the 174 residential units.

We recommend that the applicant contact Mr. Jason Yuen of our Advance Planning Section at 527-6315 to discuss the project's park dedication requirements.

Sincerely yours,

Emiko I. Kudo

(Mrs.) EMIKO I. KUDO, Director

EIK:vc

1. Compliance under the Park Dedication Ordinance No. 4621 is understood and will be reviewed by both the applicant developer and the retained architectural consultant, Design Partners Incorporated. As to the final decision as to whether or not there will be utilization of living space for hotel or residential use, this decision is not yet final; pending that final decision, the need for compliance with Ordinance No. 4621 will be made at that time.

2. Please be assured that if compliance is indicated by the designation of living space for residential use, we will be in touch with your department to discuss the park dedication requirements. Thank you for your comments and continuing interest.

Yours very truly,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

AUG 2 1984

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1415 SOUTH KEMAHUA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 943-3111



EILEEN M. ANDERSON
MAYOR

DOUGLAS G. GIBB
CHIEF
WARREN FERRELL
DEPUTY CHIEF

OUR REFERENCE EFS-JS

August 15, 1984

Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

We have reviewed the Environmental Impact Statement Preparation Notice for the proposed 1697 Ala Moana Boulevard project and have no comment on it at this time.

Sincerely,

DOUGLAS G. GIBB
Chief of Police

By *Edwin Ross*
EDWIN ROSS
Assistant Chief of Police
Administrative Bureau

NO RESPONSE REQUIRED

AUG 16 1984

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT



EILEEN R. ANDERSON
CLERK

MICHAEL J. CHUN, PH.D.
DIRECTOR AND CHIEF ENGINEER
MAURICE H. RAY
DEPUTY DIRECTOR

ENV 84-222

July 31, 1984

September 10, 1984

Mr. Fred Rodriguez
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Dr. Michael J. Chun
Director and Chief Engineer
Department of Public Works
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Rodriguez:

Dear Dr. Chun:

Re: Environmental Assessment for 1697 Ala Moana
Boulevard Hotel and Condominium
(Tax Map Key: 2-6-10: 10, 6)

We acknowledge receipt of your letter dated July 31, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

In response to your request, we submit the following comments on the proposed subject project.

The 12-inch sewer in Ala Moana Boulevard from Kaiser Hospital to Hobron Lane is inadequate to accommodate the proposed development.

Availability of adequate sewerage lines for the proposed project is acknowledged and duly noted. The final construction plans with all utilities and infrastructural improvements will be provided to your department for final review and approval at the appropriate time.

Me ke aloha pumehana,

Thank you for your comments and continuing interest.

Michael J. Chun
MICHAEL J. CHUN
Director and Chief Engineer

Yours very truly,

F. J. Rodriguez

F. J. Rodriguez

cc: Div. of Wastewater Management

FJR:ls

AUG 6 1984

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813



GILLEN W. ANDERSON
WALTER
ANDREW T. CHANG
MANAGING DIRECTOR

WILLIAM A. BONNETT
DIRECTOR
DAIL RHEE
DEPUTY DIRECTOR

F. J. RODRIGUEZ
PRESIDENT

ENVIRONMENTAL
COMMUNICATIONS
INC.

AUGUST 3, 1984

TE7/84-2756

September 10, 1984

Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

Subject: Environmental Assessment and Preparation Notice for
1697 Ala Moana Boulevard Hotel and Condominium

Our review of the Preparation Notice indicates that access for the project will be off State Facilities. We suggest that the design of the access points be coordinated with the State Department of Transportation.

We thank you for providing us this opportunity to review and comment on the project.

If there are any questions, please contact Kenneth Hirata of my staff at 527-5009.

Sincerely,

WILLIAM A. BONNETT
Director

Mr. William A. Bonnet, Director
Department of Transportation Services
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Bonnet:

We acknowledge receipt of your letter dated August 3, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

All traffic concerns are being discussed with the State Department of Transportation and as such, will be coordinated from the access and exit design considerations.

Thank you for your comments and continuing interest.

Yours very truly,

F. J. Rodriguez

FJR:ls

AUG 8 1984

GEORGE A. JANTOSHI
COMPTROLLER



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
DIVISION OF PUBLIC WORKS
P. O. BOX 118, HONOLULU, HAWAII 96818

HELO MURAMATI
COMPTROLLER
LEE H. TOUWAGA
STATE COMPTROLLER
LETTER NO. (P)1403.4

AUG 24 1984

Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

Subject: EIS Preparation Notice for the
Proposed 1697 Ala Moana Blvd.

We have reviewed the subject document and have no comments
to offer.

Very truly yours,

J. Tomiaga
TEUANE TOMIAGA
Acting State Public
Works Engineer

RY:lkt

AUG 27 1984



GEORGE R. HARTWIG
Director of Health



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3278
HONOLULU, HAWAII 96808

CHARLES S. CLINE
Director of Health

In reply, please refer to:
ENV-85

August 16, 1984

Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Dear Sirs:

Subjects: Environmental Assessment and Preparation Notice for 1697 Ala Moana
Boulevard Hotel and Condominium, Waikiki, Oahu, Hawaii

Thank you for allowing us to review and comment on the subject environmental assessment. Our staff wishes to make the following noise comments:

Noise

1. The following noise-related concerns should be considered during the preparation of the environmental impact statement:
 - a. Increase in vehicular traffic volume, including tour buses.
 - b. Activities relating to deliveries of goods and services, including commercial refuse collection.
 - c. Activities relating to maintenance work.
 - d. Open air-type entertainment.
2. Mitigative measures to minimize noise disturbances from the above activities should be considered and initiated.
3. Any proposed parking structure or multi-level garage should be designed to control noise, specifically towards tire squeals and vehicular emissions.
4. Through facility design, noise from any equipment, such as air conditioning/ventilation units, heat pumps, water pumps, and exhaust fans, must be attenuated to meet the allowable levels of Title II, Administrative Rules Chapter 43, Community Noise Control for Oahu.
5. On page 9, Section IV, A, 3, reference is made to Public Health Regulations Chapter 44B. This regulation was revised and is now referred to as Title II, Administrative Rules Chapter 43, Community Noise Control for Oahu.

Environmental Communications, Inc.
August 16, 1984
Page 2

6. Demolition and construction activities for the proposed project must comply with the provisions of Title II, Administrative Rules Chapter 43:
 - a. The contractor must obtain a noise permit if the noise levels from the construction activities are expected to exceed the allowable levels of the regulations.
 - b. Construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must be equipped with mufflers.
 - c. The contractor must comply with the conditional use of the permit as specified in the regulations and conditions issued with the permit.

Sincerely,

Melvin K. Kawai
Deputy Director for
Environmental Health

AUG 22 1984

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

September 10, 1984

Mr. Melvin K. Koizumi:
Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Mr. Koizumi:

We are in receipt of your letter dated August 16, 1984 with your comments on the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

1. a-d These specific references to Noise as a pollutant will be covered in the appropriate section on Noise. There has been a study conducted by Darby-Ebisu & Associates for this purpose.
2. As discussed above.
3. Coordination with the acoustical engineer and the traffic consultant will be provided to evaluate the problems of tire squeal and vehicular emissions.
4. The architect and structural engineer will discuss the concerns and compliance with Title 11, Administrative Rules Chapter 43, Community Noise Control for Oahu.
5. We will correct the reference to Title 11, Administrative Rules Chapter 43.

6. a-c. All requirements as mandated during the construction phase for compliance with Title 11, Administrative Rules Chapter 43 will be made known to the general contractor constructing the building.

Thank you for your comments and continuing concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

CHURCH & DWIGHT
SYSTEMS



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
100 FORT STREET
HONOLULU, HAWAII 96813

July 30, 1984

WAYNE J. YAMASAKI
DIRECTOR

REPRESENTATIVE
JAMA FLAKA SHAMUKA PH.D.
WALTER M. HO
DANIEL L. KANE
AHMED YACENT

MINISTRY MEMBER ID

STP 8-10086

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

September 10, 1984

Mr. F. J. Rodriguez, President
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Preparation Notice, Hotel and Condominium
1697 Ala Moana Blvd., TMK: 2-6-10: 10, 6

We concur with the need for an environmental impact
statement and look forward to reviewing the traffic analysis
now being prepared.

Very truly yours,

Wayne J. Yamasaki
Wayne J. Yamasaki
Director of Transportation

Mr. Wayne J. Yamasaki
Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Yamasaki:

We acknowledge receipt of your letter dated July 30, 1984 commenting
on the proposed project at 1697 Ala Moana Boulevard and we respond in the
following:

We will include as an exhibit, the traffic study prepared by Austin,
Tatsunami & Associates for this project. All references in impacts attributed to
traffic will be from this document.

Thank you for your comments and continuing interest.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

AUG 2 1984

GEORGE R. ANTOSH
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P. O. BOX 421
HONOLULU, HAWAII 96809

SUSUMU OHNO, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. HANAUSS
DEPUTY TO THE CHAIRMAN
DIVISIONS:
AGRICULTURE DEVELOPMENT
ARCHAEOLOGICAL RESOURCES
CONSERVATION AND
RECREATION
LAND MANAGEMENT
PLANNING AND DEVELOPMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

Environmental Communications, Inc.
EA & Prep. Notice - Ala Moana Blvd Hotel & Condo
Page 1 of 8
AUG 14 1984

August 14, 1984

Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

We have reviewed the "Environmental Assessment and Preparation Notice" (sic) for the 1697 Ala Moana Boulevard hotel and condominium. We have a number of comments to offer.

Historic Sites

Our records indicate this project does not occur on historic properties listed on the Hawaii Register or the National Register of Historic Places, or determined Eligible for Inclusion on the National Register of Historic Places.

Due to the lack of archaeological surveys in the vicinity, we are unaware if significant resources exist in the project area. If any previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the developer should stop work and contact our historic sites office at 548-7460 immediately. Work in the immediate area should be stopped until the office is able to assess the impact and make further recommendations for mitigative activity.

Recreation and Aesthetics

Although the proposed project does not adjoin the Magic Island/Ala Moana Park complex, it is relatively close and is expected to have an impact on these parks. Some estimate of visitor impact and visitor needs from the proposed project should be addressed. We are also concerned about the possible aesthetic impact and glare from the proposed use of reflective glass.

Ground Water

Since the project is within the Honolulu Ground Water Control Area, we suggest that the water requirement for the project be closely coordinated with the Honolulu Board of Water Supply.

Sincerely,

SUSUMU OHNO
Chairperson

and
State Historic Preservation Officer

AUG 16 1984

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ,
PRESIDENT

September 10, 1984

Mr. Susumu Ono
Chairperson and State Historic
Preservation Officer
Department of Land and Natural
Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Ono:

We are in receipt of your letter dated August 14, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard. We respond to the comments as follows:

1. We will comply with the recommendation to stop work and advise the State Historic Preservation Office in the event that there are any historical or archaeological sites or remains uncovered.
2. There will be a discussion on the needs for recreational activities from either the hotel or condominium occupants of the project. Also, compliance with the applicable City Ordinance on reflective glass will be discussed.
3. Our engineering consultant will be discussing potable water requirements with the Board of Water Supply and close coordination is assured.

Thank you for your comments and continued interest.

Yours very truly,



F. J. Rodriguez

FJR:ls



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

SAFARI BUILDING, 250 SOUTH KING ST., FORT RUCKEL HAWAII
HONOLULU, HAWAII, P.O. BOX 2201 HONOLULU HAWAII 96801

GEORGE R. ARYCOHA
DIRECTOR
KENT M. KEITH
MANAGING DIRECTOR
MURRAY E. BROWN
DEPUTY DIRECTOR
LINDA KAPUNUI ROSENHILL
DEPUTY DIRECTOR

EDUCATION DIVISION
GENERAL INVESTIGATIVE DIVISION
PLANNING AND ZONING DIVISION
HAWAIIAN PLANNING AND ZONING DIVISION
ADMINISTRATIVE SERVICES UNIT
LAND USE DIVISION
RESEARCH AND ECONOMIC ANALYSIS DIVISION
OFFICE OF THE ATTORNEY GENERAL
ADMINISTRATIVE SERVICES OFFICE
HAWAIIAN ISLAND OFFICE
HONOLULU OFFICE
OCEANIC RESEARCH OFFICE
KONA OFFICE

Ref. No. P-179

August 22, 1984

Mr. Fred J. Rodriguez
Environmental Communications Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Subject: 1697 Ala Moana Boulevard Hotel and Condominium, Maikiki

We have reviewed the environmental assessment for the subject project and offer the following comments with respect to the relevant objectives and policies of the Hawaii Coastal Zone Management Program.

Recreational Resources: Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value. (Chapter 205A-2(C)(1)(B)(iii), HRS)

While the project will not directly affect coastal recreational resources, such as the marina and surfing, swimming and fishing sites in its vicinity, the EIS should discuss potential impacts on public access to these resources and the additional recreation demands that will be placed on them by the project. With respect to public access, vehicular and pedestrian traffic circulation and availability of parking in the general area should be covered in the EIS. Also, since the project is at the gateway of Maikiki, it is crucial in enhancing the development of continuous access along the shore from Ala Moana to the rest of Maikiki Beach. Thus, public access along the shore from makai sides of the parcel has particular interest.

Scenic and Open Space Resources: Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms, and existing public views to and along the shoreline; preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources. (Chapter 205A-2(C)(3)(B) and (C), HRS)

An analysis of the public views to and along the shoreline should be provided in the EIS. In conjunction with this, proposed building setbacks to enhance valuable waterfront open space for public use should also be discussed.

Mr. Fred J. Rodriguez
Page 2
August 22, 1984

Coastal Hazards: Ensure that developments comply with requirements of the Federal Flood Insurance Program. (Chapter 205A-2(C)(6)(C), HRS)

The project site lies within the 100-year flood and tsunami inundation zones. Thus, mitigative measures to assure compliance with County implemented requirements of the Flood Insurance Program should be discussed.

Thank you for the opportunity to review and comment on the subject document.

Very truly yours,

Kent M. Keith

Kent M. Keith

cc: Office of Environmental Quality Control

AUG 27 1984



University of Hawaii at Manoa

Water Resources Research Center
Holmes Hall 280 • 25-10 Dole Street
Honolulu, Hawaii 96822

27 July 1984

Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Gentlemen:

SUBJECT: Environmental Assessment and Preparation Notice for the
proposed 1697 Ala Moana Boulevard Project, Waikiki, Oahu,
Hawaii, July 1984

We have reviewed the subject environmental assessment and preparation
notice and have no comment to offer. Thank you for the opportunity to com-
ment. This material was reviewed by WRRRC personnel.

Sincerely,

Edwin T. Murabayashi

Edwin T. Murabayashi
EIS Coordinator

ETH:jm

NO RESPONSE REQUIRED

AN EQUAL OPPORTUNITY EMPLOYER AUG 1 1984



DEPARTMENT OF THE ARMY
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS
FT. SHAFTER, HAWAII 96859 -5440

F. J. RODRIGUEZ
PRESIDENT

ENVIRONMENTAL
COMMUNICATIONS
INC.

July 23, 1984

MAIL TO
ATTENTION OF

Mr. Fred Rodriguez
Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Thank you for the opportunity to review and comment on the EIS preparation notice for the proposed 1697 Ala Moana Boulevard Project at Waikiki, Oahu. The following comments are offered:

a. The Department of the Army permit requirements are not applicable.

b. Page 6. According to the Flood Insurance Study Rate Map, Panel 120 B shows the area to be in an "AO" Zone where the average depth of flooding is 2 feet. The site is also not in a designated tsunami zone.

Sincerely,

Fred Rodriguez
Fred Rodriguez
Chief, Engineering Division

Enclosure

September 10, 1984

Mr. Kisuk Cheung
Chief, Engineering Division
Department of the Army
Pacific Ocean Division, Corps
of Engineers
Ft. Shafter, Hawaii 96858

Dear Mr. Cheung:

We acknowledge the receipt of your letter dated July 23, 1984 commenting on the proposed project at 1697 Ala Moana Boulevard and we respond in the following:

1. No Department of the Army permit is required is duly noted.
2. In accordance with the Flood Insurance Study Rate Map, the proposed project is located in an "AO" Zone, and is also not in a designated tsunami zone.

Thank you for your comments and continuing interest.

Yours very truly,

F. J. Rodriguez

F. J. Rodriguez

FJR:is

JUL 25 1984

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ENVIRONMENTAL
COMMUNICATIONS
INC.

September 10, 1984

F. J. RODRIGUEZ
PRESIDENT

Dr. Virginia B. Briggs
1676 Ala Moana Boulevard, #1305
Honolulu, Hawaii 96815

Dear Dr. Briggs:

We are in receipt of your letter dated August 21, 1984 with your comments on the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

1. We do not dispute the description of the Ala Wai Yacht Harbor or the demand for mooring space. Unfortunately, the purchase of the site from the Kaiser Hospital has been accomplished by the applicant and to have the uses you describe implemented at this stage by government, would mean that government would have to purchase the lands from the applicant. This is unlikely in view of the costs involved and the low priority of funding availability for purchases of this magnitude.
2. There are on planning documents currently under review by both the State and the City & County of Honolulu, plans for extensive marina development at Ewa Marina and also in the future, at the West Beach Resort. As to how many mooring spaces these projects can satisfy, this is difficult to determine at this time.
3. Again, we do not dispute the comments of how early settlers of Hawaii played an important role in the development of these islands; we would feel that the arguments put forth in your comment are unfortunately, late in timing, and best directed to the Harbors Division of the State Department of Transportation. Their long range future planning for increased mooring spaces to meet the demands of future sailing enthusiasts would benefit from support of this type.

Your comments are duly noted and will be reflected in the Draft Environmental Impact Statement.

Yours very truly,



F. J. Rodriguez

FJR:ls

August 21, 1984

1984

ENVIRONMENTAL COMMUNICATIONS, INC.

P. O. Box 536
Honolulu, HI 96809

Gentlemen:

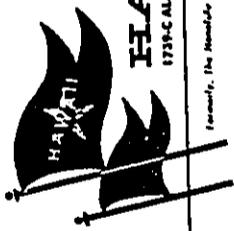
RE: 1697 Ala Moana Boulevard Hotel and Condominium

The above-named project will have a negative social impact on the people of Hawaii. The site has the unique potential for Ala Wai Yacht Harbor expansion and establishment of a facility for public instruction in sailing. I cite the following for your consideration:

1. Ala Wai Yacht Harbor is unequalled in the United States for its clean, temperate water, protected location, congenial climate, dependably favorable sailing conditions and proximity to the center of population density of one of the nation's largest cities. There is a 10-year waiting list for mooring space. Feasibility of the land's being acquired and developed as a harbor addition and public training center is presently under government study. Use of the land for harbor expansion could provide 400 additional moorings. There is a negative social impact on the recreational life of our people if this property is used for hotel and condominiums.
 2. There is no other harbor in the State of Hawaii set aside for recreational use which is so protected or so well-suited for training the beginning sailor as Ala Wai Yacht Harbor. Use of the property for hotel and condominiums has a negative social impact on the safety of future participants in a recreational education program which could serve hundreds for unlimited generations.
 3. The joy of mastery of winds and water was an important part of the lives of the developers of our State who came here from Tahiti, Japan, the Philippines, Azores, Great Britain and the Isles of the world. The use of this potential harbor land for hotel and condominiums would have a negative cultural impact on the people of Hawaii in the lost opportunity to regain the sailing traditions of their forebears.
- I request that the Environmental Impact Statement being prepared for the 1697 Ala Moana Boulevard Hotel and Condominium project reflect that the proposed use of this property adjoining Ala Wai Yacht Harbor would have a negative social impact in Hawaii in the areas of recreation, safety, education, and cultural tradition.

Virginia B. Briggs

AUG 22 1984



HAWAII YACHT CLUB

1739-C ALA MOANA BLVD. • HONOLULU, HAWAII 96815 • 1973

Formerly, The Honolulu Yacht Club, The Cruising Club of Hawaii and the Ala Moana Motorboat Club.

22 August 1984

TO WHOM IT MAY CONCERN:

This is in regards to the condominium-hotel planned for the Kaiser Hospital site in the Ala Wai.

Please be advised that the membership of the Hawaii Yacht Club is against any such building; i.e. it will change the wind patterns even further in the Ala Wai. Quite a few sail boats do not have motors and could not possibly get into their slips with the wind pattern changed.

The traffic would be horrendous in that there is only one street in and out of the harbor. The congestion, at present, is more than the street can bear.

Boat owners would find parking even more at a premium than it is at present. Kaiser workers, Iiikai tenants, Tahitian Lanai patrons all use the harbor, as well as the surfers. With the amount of money that boaters pour into the State and City coffers via purchases, sales tax, excise tax, income tax, etc., it hardly seems fair to penalize them to this extent.

Please let the record show that the membership of the Hawaii Yacht Club is against any more high rises in the harbor area of the Ala Wai.

Sincerely,

N. P. "Cav" Cavett
Vice-Commodore

NPC:ejl

AUG 22 1984

Cruise and Fish Agency - The Harbor Fleet of Honolulu Anchored - See Other

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ,
PRESIDENT

September 10, 1984

Commodore N.P. Cavett
Hawaii Yacht Club
1739-C Ala Moana Blvd.
Honolulu, Hawaii 96815

Dear Commodore Cavett:

We are in receipt of your letter dated August 22, 1984 containing your comments on the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

The prevailing wind patterns for yachting purposes in the Ala Wai Marina area has been the subject of serious discussion with both government as well as members of the Walkiki Yacht Club who are familiar with the problem. These discussions will be included in the draft EIS currently under preparation.

A traffic impact study is also being prepared and finalized which will discuss the impacts of traffic impacts transfer from a hospital use to a hotel use. This will also be included in the draft EIS for review.

Regarding the parking and availability of parking which is at a premium along the Ala Wai Marina, taxes generated by the proposed hotel and condominium project are also worthy of discussion and this will be covered in terms of full time job equivalents that will be provided by the development of this project. This is not to say that tax contributions by the boating community is unimportant; on the contrary, all of us pay taxes for services that we use or in most cases do not use, but we still pay taxes.

Thank you for your comments and concerns.

Yours very truly,

F. J. Rodriguez

FJR:is

1140 FORT STREET MALL SUITE 200 • P O BOX 1308 • HONOLULU, HAWAII 96809 • TELEPHONE 808/521-5281

HENRY HAWAIIAN
HAWAIIAN
HAWAIIAN
HAWAIIAN
HAWAIIAN

HOUSE OF REPRESENTATIVES
THE TWELFTH LEGISLATURE
STATE OF HAWAII
HONOLULU, HAWAII 96813



TYRONE T. KUSAO, A.I.C.P.
City Planning Consultant

956 KAMEHAMEHA STREET
HONOLULU, HAWAII 96813
SUB. (808) 538-6882
RES. (808) 538-1238

August 10, 1984

Mr. F. J. Rodriguez
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

I am writing to request that I be a consulted party in the proposed hotel-condominium project at 1697 Ala Moana Boulevard.

Sincerely,

Joan Hayes
Joan Hayes

- 131 HENRY HAWAIIAN
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Member, House of Representatives

AUG 14 1984

August 14, 1984

Mr. F. J. Rodriguez
Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Subject: 1697 Ala Moana Boulevard Project, Waikiki, Oahu.

I wish to be considered as a consulted party for purposes of the EIS concerning the above cited property currently under preparation by your office. As such, please forward me copies of all material related to the project to include the preparation notice.

Your assistance in this matter is sincerely appreciated.

Very truly yours,

Tyrone T. Kusao
Tyrone T. Kusao

TTK:afk

AUG 17 1984

Robert M. Jewell
PO Box 353
Honolulu HI 96809-0353
(808) 944-8651
Telex RMJ 7431794

August 18, 1984

Office of Environmental Quality Control
State of Hawaii

Gentlemen:

I am writing in regard to the proposed condominium project for the site of the present Kaiser Hospital on the Ala Mai Boat Harbor, by developer Jack Myers.

I have the following concerns which indicate an adverse effect if the proposed project is allowed:

The higher building (39 stories) will cause further deterioration of safe wind conditions for boats navigating the Ala Mai Channel. Boaters who were here before the time of Yacht Harbor Towers, Discovery Bay, etc., claim that conditions have worsened due to effects of high structures on winds.

The temperature of the air and water in the Ala Mai Boat Harbor will rise due to restricted air movement from a higher building. Air movement assists in circulating and thus clearing the water in the harbor. Already the unusual conditions cause growth of tube worms on boat bottoms and propellers, necessitating monthly paid divers to keep them clear. Such action does not occur in Lahaina, etc. Reduced air circulation will cause even higher apparent air and boat temperatures in the harbor, especially in close to shore, which are already uncomfortable in summer months.

Traffic on the roadway bordering the harbor near the site is already heavily congested during rush hours. It is only single lane each way, and when the beer truck and garbage trucks serving the nearby restaurant arrive at the same time (as happens often), traffic is totally stopped.

I understand that the developer is attempting to have the permit (or lease?) of Ala Mai Marine, Ltd, terminated so he can acquire that land for still further development. The Ala Mai Marine Ltd boatyard is conveniently located for the 100's of boats in the harbor. Further, it maintains emergency vessels that can get to special problems almost immediately; which would not be possible if AMM Ltd were forced to locate to some other harbor.

Any redevelopment of the AMM Ltd property would amplify the same harmful environmental effects as the primary project proposed.

Presently the parking area between Kaiser and the harbor is very heavily used, not only for Kaiser, but for other visitors to the harbor and to the restaurants, etc. From the published drawings, it appears that the proposed project would result in greatly reduced availability of public metered parking.

On balance, then, my opinion is that this proposed project would indeed have severe adverse effects on the environment for not only its own area, but on much of the Ala Mai Boat Harbor.

Sincerely,

Robert M. Jewell

ROBERT M. JEWELL
P. O. Box 353
Honolulu, HI 96809



OFFICE OF ENVIRONMENTAL QUALITY CONTROL
STATE OF HAWAII
550 HACEKAWILA ST Room 501
Honolulu HI 96813

AUG 20 1984

ENVIRONMENTAL
COMMUNICATIONS
INC.

September 10, 1984

F. J. RODRIGUEZ,
PRESIDENT

Mr. Robert M. Jewell
P.O. Box 353
Honolulu, Hawaii 96809-0353

Dear Mr. Jewell:

We are in receipt of your letter dated August 16, 1984 which was received at The Office of Environmental Quality Control and forwarded to our office for response. We respond to your comments in the following:

The subject of impacts on the Ala Wai Marina due to wind current impairment resulting from the construction of a proposed hotel/condominium project has been the subject of serious discussion. There is no doubt that there exists already, a deteriorated condition due to existing buildings and that this deteriorated condition commenced when the Nikal Hotel and the Kaiser Hospital were built. The condition has been aggravated with the advent of further high rise buildings being built adjacent to the hospital and hotel. We have discussed this situation with members of the Walkiki Yacht Club who have been active sailing members at the Ala Wai Marina since 1971 and their comments will be included in the draft EIS currently under preparation.

Traffic has been recognized as a serious consideration and is the subject of a traffic impact study that will also be included in the draft EIS.

As to the acquisition of the Ala Wai Marine, Ltd. land area by the applicant, this is under consideration but not finalized. It is not essential to the development of the project proper but would improve the aesthetics of the project in that development of the site would be for a gateway park that would be in keeping with the Walkiki Design District requirements as provided for by the City & County of Honolulu.

The draft EIS is designed to bring forth all of these various impacts positive and negative that the project will impose on the site as well as adjacent areas. We look forward to your review of the document and your comments.

Yours very truly,



F. J. Rodriguez

FJR:ls

HAND DELIVERED Aug 22, 1984

2114 Manoa Road
Honolulu, HI 96822
August 21, 1984

Environmental Communications Inc.
P. O. Box 536
1152 Bishop Suite 407
Honolulu, HI

RE: Development of The Kaiser Hospital Site

Gentlemen:

My husband and I own 25 Units (3 bedroom and 2 bedrooms) at 1690 Ala Moana Blvd, TMK: 2-6-11-21, in the Big Surf Condo and wish to protest the building proposed for the Kaiser Hospital property which is directly across the street from us.

The proposed structure would obstruct not only air during Kona winds but the view also. Our building is only 16 stories and the proposed 40 stories coming up as one sheet of glazed glass from the diamond end to the ewa end would be overwhelming.

The heat and glare from the glass in the morning and mid-afternoon sun could cause considerable discomfort as all units face seaward. The sunlight in the afternoon for all of our units would be gone and we would remain in the shadow of the 40 story sheet of glass across the street.

I wish to serve notice that should the people in our units suffer from the heat and glare we shall have to look to the developer to compensate for any resulting health problems.

The proposed building would be esthetically bad for the public passing thru Ala Moana Blvd. by foot or by car and environmentally detrimental by blocking off air, light and the view. A more acceptable concept would be twin towers like the Liliuokalani Gardens.

Sincerely,
Lily S. M. Lim
LILY S. M. LIM

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

September 10, 1984

Mrs. Lily S. M. Lim
2114 Manoa Road
Honolulu, HI 96822

Dear Mrs. Lim:

We are in receipt of your letter dated August 21, 1984 with your comments regarding the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

The subject items of your concerns (View, reflective glare/heat, shadows, and ventilation) will be discussed in the draft EIS which we are preparing for the applicant. It is regrettable that the view plane will be impacted, but as the underlying zoning permits building height to 350', the compliance controls rest with the City Department of Land Utilization. As a developer of high-rise buildings in Honolulu, you are aware that view impairment is a risk to both the developer and potential occupant and as such, is an excellent demonstration of "Buyer Beware".

Thank you for your comments and we look forward to your review of our EIS.

Yours very truly,

F. J. Rodriguez
F. J. Rodriguez

FJR:ls

AUG 22 1984

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. ROSSIGNOL
PRESIDENT

1676 Ala Moana #1401
Honolulu, Hawaii, 96815
August 21, 1984

Environmental Communications, Inc.,
P. O. Box 536
Honolulu, Hawaii, 96809

Gentlemen:

The owners of the 140 apartments in the Harbor View Plaza Condominium wishes to express their opposition to the construction of a high rise Hotel-Condominium complex on the Kaiser Hospital grounds for the following reasons:

1. The beaches of Waikiki are highly crowded and over used at the present time. This complex not having any beach will have to use other Waikiki beaches.
2. The traffic along Ala Moana-Kalaka and any other Waikiki Streets are already passed any reasonable peak of traffic.
3. For pedestrians the sidewalks are all ready over crowded.
4. The water use on Oahu is already strained to its breaking point.
5. The sewer disposal lines are over flowing from Kaiser Hospital use. This will have to be corrected if a new condominium complex is approved.
6. Under the Waikiki Design Plan that has been well thought out over the years allows a certain number of hotel rooms. This number has already been exceeded and a new hotel complex will only add to the legal violation.
7. Tour buses have become a problem to the Ewa end of Waikiki. A new hotel-condominium would only add to the congestion.

Unless the City and County of Honolulu protects the jewel that they have in Waikiki which is being tarnished they will end up with another Miami which will kill off the tourist trade a lot faster than it is being developed.

We understand that it is to be a glass constructed building. Other similar buildings have cast off heat reflections which annoy the entire neighborhood.

We in Harbor View Plaza located directly across the street from the proposed construction would get the direct rays from the morning sun.

We would appreciate your consideration of the problems that presently exist.

Very truly yours,

Board of Directors of Harbor View Plaza

Francis Pearson, President
Marjell Fischer, Vice President-Secretary

September 10, 1984

Mr. Francis Pearson, President
Board of Directors of Harbor View Plaza
1676 Ala Moana #1401
Honolulu, Hawaii 96815

Dear Mr. Pearson:

We are in receipt of your letter dated August 21, 1984 and the comments regarding the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

1. Beach usage at all Oahu beaches are subject to pressures of use by both local as well as visitor; consequently, recreational water contact amenities will have to be provided by the applicant for his guest/tenant use. This does not preclude the use of Oahu's beaches since they are public and available for use by all.
2. Traffic will be discussed in a traffic impact study that is prepared for the project. This will be included in the draft EIS.
3. There is not much that we can respond to on overcrowded sidewalks.
4. Water availability will be administered by the Board of Water Supply who will be the regulatory authority on the need and availability of water for this project.
5. Sewage treatment and disposal will be administered by the City Department of Public Works who has advised that there will be a review of the sewer connections for the project.
6. The language contained in the applicable ordinance (No. 83-25, p.6 (b)(2)), is unclear since it now includes all units under the general heading of visitor units as opposed to Hotel as previously identified. This would include all condominium units as well as other non-hotel units in the total count.

AUG 22 1984

Mr. Francis Pearson
Page 2
September 10, 1984

7. Tour bus traffic for this proposed hotel is not considered to be a serious factor since the market that this hotel is seeking to attract, will not be prime users of tour buses.

Finally, the subject of reflective glare from the use of glass exterior wall panels is to be analyzed in a study being conducted by the architectural firm responsible for the design. This data will be provided to the City Department of Land Utilization for their consideration under the Waikiki Special Design District requirements. Thank you for your comments.

Very truly yours,



F. J. Rodriguez

FJR:ls

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

To- Environmental Communications, Inc.
1152 Bishop #407
Honolulu, Hawaii

From- Michael and Aida Porjes #401
2131 Kalakaua #212
Honolulu, Hawaii 96815
Telephone 949-0133

Gentlemen:

This letter is written to register our concern about the building of a large single building on the site of the present Kaiser Hospital next to the Alawai Yacht Harbor.

We ask the responsible authorities to grant permission to build only a thin twin tower development with ground level views remaining to the ocean and yacht harbor from Ala Moana Boulevard. A development such as the Lillokalanani Gardens twin towers on the Alawai would be wonderful!

If you allow the developers to build a single building the Kona wind will be blocked, the heat glare will be tremendous, the trade wind pattern will be destroyed and, worst of all, the view of the ocean and yacht harbor will be lost to our children, our childrens children and to ourselves, the citizens of Hawaii for the next seventy or eighty years.

Sincerely yours,

Aida Porjes
Michael Porjes

August 21, 1984

Aida Porjes

Aida Porjes

August 21, 1984

*Noise bouncing off Building
would Really heat us.*

September 10, 1984

Mr. & Mrs. Porjes
2131 Kalakaua #212
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Porjes:

We are in receipt of your letter dated August 22, 1984 containing your comments on the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

The areas of concern that you have expressed both in your letter and verbally in our office will be discussed in the draft EIS which we are preparing at the present time. As we discussed, there will be compliance with the appropriate building design and construction ordinances that are applicable to the development of this project. Also, the impairment of the view from your unit across the Ala Moana Boulevard is regrettable but due to the underlying zoning that prevails for the Kaiser Hospital site, there is little that can be done. There will be a viewplane corridor analysis provided in the draft EIS, but for an analysis that would relieve a 4th floor view from this project site, there is not much to hope for.

We appreciate your comments and concerns.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

AUG 22 1984

WAIKIKI NEIGHBORHOOD BOARD NO. 9
400 KAPAHULU AVENUE
HONOLULU, HAWAII 96815



August 20, 1984

Environmental Communications, Inc.
P.O. Box 536
Honolulu, HI 96809

Subject: 1697 Ala Moana Blvd., Hotel and Condominium

Gentlemen:

Our Board is vitally interested in this project and wants to keep informed on all developments. Herewith are some of our major concerns:

1. The proposed hotel project would exceed the Waikiki Hotel limit as established in Ordinance 82-53.
2. There is insufficient information on the proposed shoreline setback area.
3. This project would require a change in the Primary Urban Center Development Plan Map.
4. We need more information on tour bus and traffic pattern plans.
5. We need to know cost ranges for the various units.
6. We will need a clear reflectivity study, and what impact this glass building will have on adjacent or other condominiums and apartments.

Thank you for keeping us informed.

Sincerely,

John W. Stunkard
John W. Stunkard
Chairman

cc: Councilmember Marilyn Bornhorst
Representative Joan Hayes
Waikiki Neighborhood Board No. 9 Members
Neighborhood Commission

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

September 10, 1984

Mr. John W. Stunkard, Chairman
Waikiki Neighborhood Board No. 9
C/O Waikiki/Kapahulu Library
400 Kapahulu Avenue
Honolulu, Hawaii 96815

Dear Mr. Stunkard:

We are in receipt of your Board's letter dated August 20, 1984 containing comments on the proposed project at 1697 Ala Moana Boulevard. We respond in the following:

1. Ceiling limits as prescribed in Ordinance No. 83-25 for visitor units in Waikiki will need to be reviewed in terms of compliance and applicability. This information will be included in the draft EIS.
2. The shoreline setback area boundary line is being determined at the present time by a survey conducted by applicant. The placement of the shoreline setback boundary line will be dictated by the surveyor and certified by the State Surveyor's office.
3. All current land use designations including the Primary Urban Center Development Plan Map will be clearly identified in the draft EIS, and any changes will be provided for.
4. A traffic impact statement has been prepared and will be included in the draft EIS with specific references to bus and traffic plans.
5. Cost ranges for the various units are subject to change but the anticipated price ranges in 1984 dollars will be included in the draft EIS.
6. Reflective glare and heat from the use of reflective glass on the building's exterior will be the subject of analysis by the applicant's architectural design team and will be included in the draft EIS.

Thank you for your comments and continuing concern.

Very truly yours,

F. J. Rodriguez
F. J. Rodriguez

FJR:ls

AUG 22 1984

WAIKIKI RESIDENTS ASSOCIATION

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

Suite 34 • 1720 Ala Moana Honolulu, HI 96815 537-5384

October 4, 1984

Mr. P. J. Rodriguez
Environmental Communications, Inc.
P.O. Box 536
Honolulu, HI 96809

Dear Mr. Rodriguez

Because of summer vacations and other interruptions we are slow in thanking you for your material in regard to an Environmental Impact Statement for 1697 Ala Moana Blvd. We do appreciate the data.

In addition we should like to be considered as a consulted party in the proposed hotel condominium development.

Sincerely

Georgia E. Miller
President Waikiki Residents Association

October 5, 1984

Ms. Georgia E. Miller
1720 Ala Moana, Suite B 4 a
Honolulu, Hawaii 96815

Dear Ms. Miller:

We are in receipt of your letter advice of October 4, 1984 requesting to be a consulted party on the matter of the proposed hotel/condominium project at 1697 Ala Moana Boulevard. Please be advised that your organization will be included in the review process which we are planning to commence effective October 23, 1984. We look forward to the comments received from your group and please feel free to contact our office if there is anything of a specific nature that we may provide for your use.

Thank you for your continuing concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls
cc: Jack E. Myers
Department of Land Utilization

OCT 5 1984

TABLE 6

ORGANIZATIONS AND AGENCIES CONSULTED

<u>City & County</u>	<u>Date of Comment</u>	<u>Date of Response</u>
Board of Water Supply	11/19/84	12/07/84
Building Department	11/24/84	12/07/84
Department of Housing & Community Development	11/16/84	12/07/84
Department of General Planning	11/15/84	12/07/84
Department of Land Utilization	11/23/84	12/07/84
Department of Parks and Recreation	11/13/84	12/07/84
Department of Public Works	-	-
Department of Transportation Services	11/08/84	NRN
Fire Department	11/01/84	NRN
Municipal Reference Records Center	-	-
Police Department		
<u>State</u>		
OEQC	-	-
Department of Agriculture	11/18/84	12/07/84
Department of Accounting & General Services	11/13/84	NRN
Department of Defense	10/30/84	NRN
Department of Health	11/13/84	NRN
Department of Land & Natural Resources	11/21/84	12/07/84
Department of Planning & Economic Development	10/23/84	NRN
DPED Library	-	-
Department of Social Services and Housing	-	-
Department of Transportation	11/21/84	12/07/84
State Archives	-	-
State Energy Office	-	-
<u>University of Hawaii</u>		
Environmental Center	11/20/84	12/07/84
Water Resources Research Center	11/15/84	12/07/84

TABLE
(continued)

<u>Federal</u>	<u>Date of Comment</u>	<u>Date of Response</u>
15th ABW/DEE, Hickam Army-DAFE (Facilities Eng. USASCH)	10/31/84	NRN
Navy	10/24/84	NRN
Soil Conservation Service	11/14/84	NRN
U.S. Army Corps of Engineers	-	-
U.S. Coast Guard	-	-
U.S. Fish and Wildlife Service	11/15/84	12/07/84
<u>Private Organizations</u>		
American Lung Association	-	-
Hawaiian Electric Company	11/16/84	NRN
Office of Hawaiian Affairs	-	-
Honolulu Star-Bulletin	-	-
Honolulu Advertiser	-	-
Sun Press	-	-
Dr. Virginia Briggs	11/19/84	12/07/84
Mr. Peter Arapoff	11/20/84	12/07/84
Mr. Earl R. Hinz	11/19/84	12/07/84
Ms. Ruth R. Ball	11/18/84	12/07/84
Mr. Charles H. Dole	11/16/84	12/07/84
Mr. Peter Okada	11/16/84	12/07/84
Society for Hawaiian Archaeology	11/21/84	12/07/84
Representative Joan Hayes	11/21/84	12/07/84
Mr. David McFaull	11/18/84	12/07/84
Waikiki Neighborhood Board No. 9	11/20/84	12/07/84
Mr. Robert M. Jewell	11/19/84	12/07/84
Faye Kennedy Daly	11/15/84 (Petition)	
Ms. Bettie R. May		
Mr. Patrick J. Daly		
Ms. E. Fernandez		
Mr. Robert J. Ireues		
Mrs. V. D. Turner		
Mr. Issac Aoki		
Mr. & Mrs. Robert Kawamoto		
Mr. Thomas Aoki		
Ms. Lydeia Kelly		
M.M. Belcher		
L.A. Belcher		
Ms. Ferne Whetmon		

TABLE
(continued)

<u>Private Organizations</u>	<u>Date of Comment</u>	<u>Date of Response</u>
Mr. Robert Lonnell		
Mr. Ronald E. McCain		
Mrs. M.J. McCain		
Ms. Rose Anderson		
Mr. Elbert Crapps		
Mr. E. Rothschild		
Mr. James W. Sutherland		
Mr. John C. Laughlin		
Mr. & Mrs. Ernest Pendleton		
Mr. & Mrs. Don Clark		
Mr. Francis Rehman		
Name illegible (Apt. 409)		

***NO RESPONSE NEEDED = NRN



COPY

November 9, 1984

TO: MICHAEL M. McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER
BOARD OF WATER SUPPLY

SUBJECT: LETTER OF OCTOBER 19, 1984 FROM THE OFFICE OF
ENVIRONMENTAL QUALITY CONTROL ON THE ENVIRONMENTAL
IMPACT STATEMENT FOR YACHT HARBOUR PLAZA

We have no objections to the proposed Yacht Harbour Plaza Hotel/Condominium.

The developer should contact the Board to arrange the availability of water for the proposed project. The developer may be required to participate in the development of a source to ensure water for the proposed project.

If you have any questions, please contact Lawrence Whang at 527-6138.

K. Hayashida

For KAZU HAYASHIDA
Manager and Chief Engineer

cc: F. J. Rodriguez

NOV 16 1984

PD 84-1119

October 24, 1984

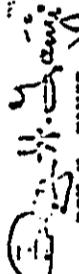
TO: MR. MICHAEL McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: ROY H. TANJJI
DIRECTOR AND BUILDING SUPERINTENDENT

SUBJECT: YACHT HARBOUR PLAZA
DRAFT ENVIRONMENTAL IMPACT STATEMENT

We have reviewed the Draft Environmental Impact Statement
for the proposed Yacht Harbour Plaza and have no comments.

Thank you for the opportunity to review the draft EIS.



ROY H. TANJJI
Director and Building Superintendent

JH:ft
cc: Environmental Communications, Inc. ✓
J. Harada

OCT 26 1984

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 535-4141



SILVER R. ANDERSON
MAYOR

JOSEPH K. CONANT
DIRECTOR

CHARLES H. TORIBOE
SENIOR DIRECTOR

November 16, 1984

MEMORANDUM

TO: Michael H. McElroy, Director
Department of Land Utilization

FROM: Joseph K. Conant

SUBJECT: Yacht Harbor Plaza
Waikiki, Oahu
TMK: 1-6-10: 6 and 10
Area: 2.53 Acres

The Department of Housing and Community Development (DHCD) has reviewed the information regarding the proposed Yacht Harbor Plaza, Waikiki, for consistency with the Department's Housing Assistance Plan (HAP) and has determined that the project location is not consistent with the priority areas identified in the HAP. In addition, the Department's Housing Location Model does not target the Waikiki area for the development of publicly-assisted housing.

We note that the primary urban center development plan designates one portion of the site as a public facility use (Parcel 6) and the other as resort use (Parcel 10). The latter parcel is in conformance with the Development Plan but the former parcel is in conformance with the Development Plan amendment. Significant impacts can occur when large sites occupied by public facility uses are redeveloped for some private use. The current zoning for the site is resort hotel which allows building heights of 350 feet.

We will retain this report for our files.

JOSEPH K. CONANT
Original Signed
JOSEPH K. CONANT

cc: Environmental Communications, Inc.

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Mr. Joseph K. Conant
Department of Housing and Community
Development
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Conant:

We are in receipt of your comment dated November 16, 1984 on the proposed Yacht Harbour Plaza project. We respond to your comments as follows:

1. Your department's position regarding the suitability of the proposed project with the Housing Assistance Plan is noted, with emphasis on the fact that Waikiki is not a targeted area for the development of publicly assisted housing.
2. The question of whether or not the proposed project site will require a Development Plan amendment was raised earlier by the City Council Chair. This question was raised due to the reasons you have cited in your letter; both directors for the DLU and DGP have responded to that specific inquiry in the negative and we quote from their response dated September 20, 1984:

"The site lies within the Resort Hotel Precinct of the Waikiki Special Design District (WSDD); together with other applicable provisions of the WSDD, this constitutes its zoning. On the Development Plan (DP) Map, a portion of the site is designated 'resort' and another portion is designated 'Public Facility' in recognition of its current use. Since the Comprehensive Zoning Code (CZC) provides no zoning district specific to public facilities, the site may be developed according to underlying zoning."

We appreciate your comments on this project.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

NOV 23 1984

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU
50 SOUTH KING STREET
HONOLULU, HAWAII 96813



EILEEN R. ANDERSON
SECRETARY

WILLARD T. CHOW
CHIEF PLANNING OFFICER
RALPH PORTMORE
SUPPORT CHIEF PLANNING OFFICER

F. J. RODRIGUEZ
PRESIDENT

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

DGP10/84-3866

November 15, 1984

MEMORANDUM

TO: Mr. Michael M. McElroy, Director
Department of Land Utilization

VIA: Mr. Andrew I. T. Chang, Managing Director

SUBJECT: Environmental Impact Statement for the Proposed Yacht
Harbour Plaza Hotel/Condominium, Waikiki

Items of interest to us which are not addressed are as follows:

- Design of drainage improvements to handle storm surface runoff and the proposed disposition of drainage flows from the site. Impacts to coastal water quality may result and should be discussed.
- Estimates of school population expected from the condominium units and their impact on existing schools. In view of the distance which must be covered through areas characterized by intense urban developments, the issue of school children safety, both to and from school, needs to be discussed.

APPROVED:

Willard T. Chow
WILLARD T. CHOW

cc: DEOC
Mr. F. J. Rodriguez,
Environmental Communications, Inc.

Betsy Bess Marcinkus
BETSY BESS MARCINKUS
Chief
Community Development Division

Mr. Willard T. Chow
Department of General Planning
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Chow:

We are in receipt of your department's comments dated November 15, 1984 on the proposed Yacht harbour Plaza project. We respond to them as follows:

1. Drainage - The existing system that services the project site and the Kaiser Hospital complex will be utilized in terms of available capacity. In the event that the capacity is not adequate, the system will expand in compliance with applicable County requirements. The outlets for the drainage discharge at the Ala Wai Canal and the Ala Wai Boat Harbor are existing and being used at the present time.
2. There are no estimates for school population due to the fact that the final configuration for a hotel or a combined hotel/condominium has not been determined. In the event that a condominium mixed use is selected, the school age children would not be of a significant number.

Thank you for your comments and continuing concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

NOV 19 1984

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
620 SOUTH KING STREET
HONOLULU, HAWAII 96813 & (808) 935-4433



EILEEN R. ANDERSON
MEMORANDUM

MICHAEL M. MCELROY
DIRECTOR
ROBERT A. JONES
CHIEF OF BUREAU

November 23, 1984

(RF)

Mr. Fred J. Rodriguez
Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Dear Mr. Rodriguez:

Draft Environmental Impact Statement (EIS)
Yacht Harbour Plaza Hotel/Condominium

We have reviewed the Draft EIS for the proposed Yacht Harbour Plaza Hotel/Condominium, and offer the comments which follow. For convenience, we have organized our comments according to the various sections of the Draft EIS.

Section I. Summary

1. This section will have to be revised to reflect revisions in the body of the EIS.
2. The description of the exterior should indicate the use of reflective glass (page I-2).

Section II. Project Description

1. A comparison of Figures 6, 7 and 8 suggests that the project will incorporate a sliver of State land on the ewa side of the Kaiser property. A new illustration is needed showing land ownership, the boundaries of the project site, and the footprint of the structure.
2. Figures 8 and 10 indicate a change in the configuration and number of public parking spaces along Yacht Harbor Drive. In addition, the Draft EIS indicates a pedestrian bridge connecting the recreation deck of the structure with an elevator/stairway access structure sited on Yacht Harbor Drive's makai, dockside sidewalk. The EIS should specify all lands to be acquired, leased, or jointly developed from or with the State. Proposed improvements to State lands, such as paving and landscaping, should also be discussed.

Mr. Fred J. Rodriguez
Page 2

3. In the letters and replies in Section IX, Consulted Parties, there is also an indication that the developer is attempting to acquire the State-owned parcel currently leased to Ala Mai Marine, Ltd. (consultant's reply, dated September 10, 1984, to letter from Robert M. Jewell). The proposed use of this property and its specific relation to the proposed hotel/condominium project, including any possible use to meet open space or floor area ratio requirements, should be disclosed.
4. It appears from the text and figures (a) that there will be a decrease in the number of public parking spaces available on Yacht Harbor Drive and (b) that the public restroom and showers on Yacht Harbor Drive will be eliminated. These aspects of the project should be described.
5. This section should specify the project's total floor area and the amount of floor area to be devoted to various uses, including hotel guest rooms, condominium apartments, retail shops, food and beverage facilities, meeting facilities, and back-of-the-house facilities. The proposed number of parking spaces should also be disclosed.
6. There is a discrepancy between Figure 7 and Figure 8 regarding vehicular access to and from Ala Moana Boulevard. This should be clarified.
7. Will any of the condominium units be operated as transient vacation rentals and/or be managed as part of a resort condominium pool?
8. What is the basis for the statement, "The total potential for guest rooms at this quality level is nearly 800 rooms" (page II-17)? Has a market study been performed for this project?
9. The first paragraph on page II-18 suggests that an alternative to the proposed project is the construction of 800 hotel rooms, with reduction in or elimination of the condominium units. If this is indeed an alternative under study, it should be stated as such and fully discussed in Section VI.

Section III. Environmental Setting and Probable Impacts

1. The discussion of climate on page III-3 should also address southerly, or Kona, winds.

NOV 23 1984

2. According to page III-9, the hospital PM peak period occurs between 3:00 and 4:00, while the Ala Moana Boulevard peak occurs between 4:00 and 5:00, coinciding with a projected hotel peak between 4:00 and 6:00. This means while there may be a decrease at the time of the existing hospital peak, the proposed project will cause an increase in Ala Moana peak period traffic. Because the PM peak periods for existing and proposed uses do not coincide, the comparison offered in Table 2, "Trip Generation Summary," appears to be misleading, as does the statement on page III-11, "The PM peak hour for the proposed development shows the most dramatic decrease in traffic generation over the existing medical center." Can this apparent inconsistency be explained? If not, then the traffic study should be revised. This would also necessitate a revision of the "Traffic Impact Summary" statement on page III-11.
3. The discussion of traffic impacts in Section III fails to reflect the conclusions and recommendations of the Traffic Report (Appendix I). These should be discussed, with particular attention to the recommendations for mitigating traffic impacts and the proposed ingress and egresses on Ala Moana Boulevard.
4. The Draft EIS should address possible noise impacts on yacht harbor users and residents from use of the project's recreation deck for open-air entertainment.
5. The EIS should provide information about the collection and discharge of stormwater run-off from the project. If it is proposed to discharge drainage into the municipal system, the availability of adequate capacity should be verified with the appropriate agency. Any effects on coastal waters should be discussed.
6. The EIS should state the means by which compliance with park dedication requirements (Ordinance No. 4621) will be achieved (Reference: page III-25 and page IV-11).
7. The discussion of construction impacts (including the noise and air quality studies) fails to address demolition of the existing buildings. What method of demolition will be used and what impacts will it have with regard to noise, air quality and the waters of the yacht harbor? What mitigation measures will be taken?
8. A map depicting the FIRM AO designation should be provided. A discussion of this designation and its implication should also be provided.

9. Project plans indicate the removal of some public parking spaces and public restroom facilities. What impacts will these actions have on harbor residents and users?

Section IV. Relationship to Land Use Policies, Plans and Controls

1. How many hours of the day, during different seasons, will the project cast a shadow across Ala Moana Boulevard? Will the section of the boulevard abutting the project be constantly in shadow? What effect would increased shadows have on public use of the boulevard?
2. On page IV-5, the Draft EIS states that windflow patterns caused by the project will affect Ilikai Hotel Marina Tower balconies. What impacts will occur?
3. The Draft EIS presents information on wind effects developed by two individuals, apparently working independently. Each provides information on various localized wind impacts. These predicted impacts should be mapped showing (a) prevailing and (b) Kona wind patterns. In addition, a conclusion should be provided which synthesizes and relates their separate findings (pages IV-4 to IV-8). The EIS should state the qualifications of persons having expertise regarding wind impacts and distinguish their findings from others.
4. Reference page IV-12.
"A reflective glare study was done for the project site by the project architect. Figures 14-A to 14-D illustrate sunlight reflectivity focal points during peak reflectivity situations during solstice dates. As the study indicates, impact areas are point specific rather than widespread. It should also be noted that as a point specific reflective source, no single area would be continuously impacted."

What was the methodology for the reflective glare study described above? What is a "point-specific" impact area? What is a "point specific reflective source"? Would it be possible to identify an impact area - i.e., the yacht harbor - and describe the impacts of reflective glare thereupon? For example, how many hours during the day, during different seasons, would the harbor mooring area be subject to reflective glare? Will the reflection cause an increase in air temperature in the harbor? What would be the impacts of this glare to people living aboard boats or navigating the harbor?

December 7, 1984

5. To afford analysis of view impacts, the proposed project silhouette should be superimposed on the various view perspectives represented in the "Ground Level View Plane Analysis" (large sheet folded in Jacket pocket). The EIS should state whether there will be any loss of view from public places, as defined in the Waikiki Special Design District (WSDD) Ordinance.

The view plane analysis should consider impacts upon views along the Ala Moana Boulevard - i.e., from the Ala Mai Bridge towards Waikiki - and upon coastal views from Ala Moana Boulevard.

6. The EIS should demonstrate how the project complies with the WSDD ordinance with regard to floor area ratio (FAR), setback, building height, open space, and parking requirements. As noted in our letter to Mr. Owen Chock, a representative of the developer (July 9, 1984), the project does not appear to meet WSDD and Comprehensive Zoning Code requirements.

7. The elevator/stairway access structure and the pedestrian bridge are proposed to be located within the Public Precinct of the WSDD. Will these be open to public use? Note that under Section IV. 8.4. of the WSDD ordinance, only public uses are permitted in the Public Precinct.

8. Given its location in the Resort Hotel Precinct, the EIS should justify why approximately one-third of the project is being proposed for condominium apartments.

Section V. Alternatives

This section should be revised to reflect at least the following:
(a) the functional alternative of 100% hotel use; and (b) the design alternative of two towers.

Other Comments

The EIS should present a list of governmental approvals required for the project and the corresponding approving agencies. This should include any approvals for the acquisition or use of State land.

If you have any questions regarding these comments, please contact Robin Foster at 527-5027.

Very truly yours,



MICHAEL H. McELROY
Director of Land Utilization

MMH:s1

Mr. Michael M. McElroy, Director
Department of Land Utilization
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Draft Environmental Impact Statement for the Proposed Yacht Harbour
Plaza Hotel/Condominium

Dear Mr. McElroy:

Thank you for your comments of November 23 on the subject document. We respond to your comments, as follows:

Section I. Summary

1. This section will be revised to reflect revisions in the body of the EIS.
2. The project no longer utilizes reflective glass, as defined by Ordinance No. 82-35, on the exterior design of the structure. However, a statement will be included to describe the covering as low reflectivity glass (see response for Section IV., comment 4)

Section II. Project Description

1. A new illustration showing land ownership, boundaries of the project site, and the footprint of the structure will be included in the final EIS. The site diagrams will include both plans (Proposed plan using State Lands, and the alternative plan using Kaiser Hospital lands only.)
2. Figures 8 and 10 are depictions of the conceptual landscape plan and are in no way meant to represent the actual project design. The elevated walkway and pier from the proposed hotel have been deleted as a design feature. The Final EIS will specify all lands to be used for improvements.
3. A status letter on the possible acquisition of portions of the State-owned lands to be used for the Water Feature and Hotel entry and sidewalks, will be included in the Final EIS. (See Figures 5 & 6 for new footprint of project site.) The Ala Wai Marine, Ltd. leased lands are not under current negotiations.
4. The public parking spaces and public restrooms along Yacht Harbor Drive are currently under negotiation between the State Department of Transportation, Harbors Division and the applicant. Any changes due to these

possible acquisitions will be provided as the negotiations are completed. At this time the impact from loss of these facilities is not expected to be significant. The agreement between the applicant and the DOT Harbors Division will address the replacement or substitution of facilities as indicated or appropriate.

5. The specifications requested on floor areas and parking spaces will be provided by the design architect as soon as negotiations between the State DOT, Harbors Division and the developer have been finalized.
6. Thank you for pointing out this discrepancy. Figure 7 is incorrect as there is no entrance for condominium parking at the end of the building. This will be corrected in the Final EIS.
7. At this time, no condominium units are planned for transient vacation rentals or resort condominium pools. The target market for the condominium units is not expected to be vacationing visitors but, rather, full or part time residents. The agreement with the State for use of State Lands will include a condition that the property will not have any time sharing concepts employed in the applicant's marketing program.
8. The basis for this comment was simply that the architects determined that if the property were developed only as hotel, the available density would permit the development of approximately 800 guest rooms. While an economic analysis has been prepared for the proposed project of 408 hotel guest rooms, an analysis has not been prepared for an alternative of 800 hotel guest rooms.
9. The construction of a 800 hotel room structure is a physical possibility; however, this alternative is not presently being given serious consideration.

Section III. Environmental Setting and Probable Impacts

1. Kona or Southerly wind conditions were not examined in great detail by Dr. Arthur Chiu. Beyond the impacts that result at the present time to the high rise structures during these periods of on-shore winds, the impacts that would be attributed to the development of this project are not considered to be significant. If anything, there would be a sheltering effect to the buildings mauka of the project site.
2. The Traffic Report shows the trip generation in two forms. The "peak hour of generators trip generation comparisons are intended to show the decreases in traffic in absolute terms. The more relevant characteristics in terms of traffic operation are the "peak hours of adjacent street traffic", which occur between 4:00 PM and 6:00 PM for both the existing

and the proposed developments. These peak periods obviously coincide since they both pertain to Ala Moana Boulevard. As Table 2 of the EIS shows, the "peak hour of adjacent street traffic" shows a significant decrease in the PM peak hour resulting in a negligible change in the overall traffic demand. Therefore, the conclusions in both the "Traffic Impact Summary" of the EIS and the "Traffic Report" are consistent with the findings of the study.

3. The conclusions and recommendations of the Traffic Report will be reflected in the Traffic Impact Summary.
4. Noise impacts on yacht harbor users and residents from the project's recreation deck will be consistent with Hotel-Resort Zoning. The ambient daylight noise levels are currently fairly high due to traffic and adjacent uses. The proposed project will offer shielding from mauka sources (Ala Moana Boulevard) therefore, recreation deck activities should not cause any significant gains in noise levels and may, in effect, lower noise levels. Evening noise sources are expected to primarily consist of traffic noise from theatre goers since pool use will be limited in the evening.
5. In all instances, noise levels will be subject to applicable noise regulations. All such regulations shall be compiled with. This information will be reflected in the EIS.
6. The EIS will include a new section titled Site Drainage which will address all drainage concerns. The proposed system will utilize the existing system since no increase in runoff is expected.
7. This requirement will be compiled with by cash payment method.
8. Although this portion of the project has not been planned in detail, demolition of the existing structures will be accomplished, in all probability, by steel ball and crane. Noise, air, and water quality impacts during demolition must be within Department of Health requirements and will be regulated in the following manner:
 - a) A noise permit will be obtained from the Noise and Radiation branch to insure compliance of demolition noise impacts to Title II, Chapter 43 HRS.
 - b) If fugitive dust exceeds the property line or degrades air and surrounding water quality, the Department of Health will impose restraints on the demolitions contractor to limit fugitive dust impacts on adjacent properties (Title II, Chapter 60 HRS).

Dr. Karl H. Bathen is primarily an oceanographer who was retained to discuss the impacts that would be attributed to the potential impacts that would be due to the shading of the boat harbor and resultant increase in water temperature due to decrease in wind velocity over the waters of the boat harbor. His comments on the wind patterns and their impacts on the boating community and the sailing programs was a voluntary comment established by a long time period of living and sailing his own sailboat at the Ala Wai as well as throughout the State.

The request to "map these impacts" is not possible within the scope of the work done for the EIS. This was discussed at the outset when we advised DLU that unless a full scale wind tunnel study and mapping plan were to be done at considerable costs, the comments provided would be made without this study. The opinions of the architect as well as Dr. Chiu were that the wind tunnel study would be fruitful in the sense that existing wind patterns would be clarified as to the erratic nature caused by existing high rise buildings. The addition of the proposed project would not establish that this new tower would be a causal factor by itself, but would extend the erratic pattern further.

Figure 14 should show that the spandrel and vision glass is 27% reflective. Thus, all glass noted may be labeled the same and is under the 30% reflectivity threshold factor of Ordinance No. 82-35. (Certain existing glass-sheathed buildings in Honolulu are in the 42% reflectivity range we understand.) We suggest that the first paragraph on pages IV-12 be revised as follows:

A reflective glare study was done for the project by the project architect. Special attention was given to peak reflectivity situations during solstice dates. Because of the curvilinear nature of the tower, the impact of reflectivity on offsite areas is diffused. These impacted areas are point specific; that is at any one time the affected zones are separated by large bands of unaffected zones. As such, no single zone would be continuously impacted as the sun changes position during the day. This effect is further lessened by the low (27%) reflectivity of the building's exterior.

Dramatic changes in air temperature due to the reflective glass is not anticipated to be a significant factor. Unlike the Harbor Square Condominium/Grosvonor Tower situation, the boating community is not considered to be similar in that the height differential is not comparable.

To afford analysis of view impacts, the proposed project silhouette has been superimposed on the various view perspectives represented in the "Ground Level View Plane Analysis" blueprint copy. There should not be any significant loss of view from any public places in the vicinity due to this proposed project. The existing pedestrian level view plane is obstructed by the Kaiser Hospital and Pacific Insurance Annex.

c) A rodent infestation survey will be conducted prior to demolition to determine the extent of infestation. If any infestation is evident, the extermination will be conducted to prevent rodents from moving into adjacent properties upon demolition commencement.

d) The demolitions contractor will also comply with OSHA requirements for public safety as per City and County Building Department permit requirements.

8. A copy of the Flood Insurance Rate Map will be included and discussed in the EIS.

9. The public parking spaces and public restroom facilities mentioned in the comments are located on State Lands currently under negotiation between the applicant and the Department of Transportation Harbors Division. Should this land be made available to the developer, parking spaces and restroom facilities will be lost. New parking may be made available by the developer within the project complex.

Section IV. Relationship to Land Use Policies, Plans and Controls

1. As shown in the shadow study, the project will cast a shadow across Ala Moana Boulevard during the afternoon hours. Ala Moana Boulevard is presently affected by shadows cast by the existing Kaiser Hospital building on the makai side, and the Harbor View Plaza, Elg Surf and Westbury on the mauka side. As indicated, Ala Moana Boulevard will be under the proposed project's shadow for only a portion of any given day and no impacts are expected to occur on public use of the boulevard.

2. At the Diamond Head end, the distance between the proposed structure and the Marina Tower building is approximately 55 feet. The mauka portion of the Marina Tower building is low rise (6 stories) and the tower portion is 18 stories.

There could be channeling of the wind flow between the two structures at the lower portions. However, there are many surrounding high-rise buildings in the vicinity so that wind speeds at the lower elevations will tend to be smaller, and it is doubtful if the channeling effects would be of major concern.

3. The two individuals who provided comments on the significance of the wind patterns on the Ala Wai Boat Harbor due to the proposed project contributed their expertise on two bases: Dr. Arthur Chiu, professor of civil engineering at the University of Hawaii is presently involved with Japanese scientists from Kyoto and Osaka on a wind study designed to determine the effects of strong winds on glass windows and turbulence at the pedestrian level.

Mr. Michael M. McElroy
Page 6
December 7, 1984

6. Preliminary design plans utilize portions of State Lands for Planning considerations. FAR and unit counts are provided on the preliminary and alternate site plan figures.
7. The elevator/stairway access structure and the pedestrian bridge are no longer part of the proposed project plan.
8. The use mix formula of 2.3 hotel units to 1 dwelling unit is based on the CZC definition for Hotel (Section 21-1.10, which provides the following:

Hotel- a "Hotel" is a building or group of attached or detached buildings containing dwelling or lodging units, in which 50% or more of the units are lodging units.

Section V. Alternatives

The alternative that would discuss the potential use of the project site in a 100% hotel use, was determined by the project architect on the basis of the lot site only; there has been no economic feasibility study conducted to state that this is viable or recommended.

The twin tower concept has been previously discussed in the project chronology section and rejected for design considerations as well as certain negative environmental considerations such as increased wind flow (Venturi effect) between the twin towers.

This will be reflected in the EIS.

Other Comments

Governmental approvals and corresponding approving agencies will be listed in the EIS.

Very truly yours,



F. J. Rodriguez

FJR:ls

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

SILVER H. ANDERSON
MAYOR



EMIKO I. KUDO
DIRECTOR
SAM L. CARL
DEPUTY DIRECTOR
OSCAR K. AZAHIMA
EXECUTIVE ASSISTANT

November 13, 1984

TO: MICHAEL M. McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: EMIKO I. KUDO

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
YACHT HARBOUR PLAZA - WAIKIKI
THK: 2-6-70: 10 AND 6

We have no comments to offer on the Environmental Impact Statement (EIS) for the Yacht Harbour Plaza to be developed in Waikiki. The applicant is aware that compliance with the Park Dedication Ordinance No. 4621 is required.

Thank you the opportunity to review the EIS.

(Mrs.) EMIKO I. KUDO, Director

EIK:vc

cc: MCAF-FR:Rodriguez,
Environmental Communications, Inc.

NOV 19 1984

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
HONOLULU MUNICIPAL BUILDING
630 SOUTH KING STREET
HONOLULU, HAWAII 96813



GILLEM B. ANDERSON
MAYOR
ANDREW I. T. CHANG
MANAGING DIRECTOR

WILLIAM A. BONNETT
DIRECTOR
DAIL RHEE
DEPUTY DIRECTOR

November 8, 1984

TE10/84-4049

MEMORANDUM

TO: MICHAEL M. McELROY, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM: WILLIAM A. BONNETT, DIRECTOR

SUBJECT: EIS FOR YACHT HARBOUR PLAZA - WAIKIKI, OAHU

We have no comments on the Environmental Impact Statement.

Since the project has access off Yacht Harbour Drive and Ala Moana Boulevard, which are State facilities, this EIS should be transmitted to the State Department of Transportation for their review and comments.

cc: Mr. F.J. Rodriguez

William A. Bonnett
WILLIAM A. BONNETT

NOV 13 1984

GEORGE R. ABIYOSHI
GOVERNOR



JACK K. SUMA
CHAIRMAN, BOARD OF AGRICULTURE
SUZANNE D. PETERSON
DEPUTY TO THE CHAIRMAN

State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814

Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96822

November 1, 1984

MEMORANDUM

TO: Mr. Michael H. McElroy, Director
Department of Land Utilization
City and County of Honolulu

SUBJECT: Draft Environmental Impact Statement (EIS)
for Yacht Harbour Plaza
Environmental Communications, Inc.
THK: 2-6-10: 6 and 10
Acros: 2.539

The Department of Agriculture has reviewed the subject
EIS and does not have any comments to offer. We are returning
the document for your further use.

Thank you for the opportunity to comment.

Jack K. Suma

JACK K. SUMA
Chairman, Board of Agriculture

Attachment

cc: Mr. F. J. Rodriguez
Environmental Communications, Inc.

"Support Hawaiian Agricultural Products"

NOV 5 1984

State of Hawaii
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
3749 Diamond Head Road
Honolulu, Hawaii 96816

HIDMG

OCT 30 1984

Mr. Michael McIlroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

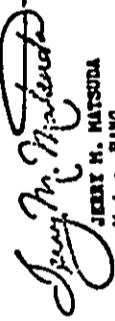
Dear Mr. McIlroy:

Yacht Harbour Plaza

Thank you for providing us the opportunity to review your proposed project,
"Yacht Harbour Plaza" Environmental Impact Statement.

We have completed our review and have no comments to offer at this time.

Yours truly,



JERRY H. MATSUDA
Major, HANG
Contr & Eng Officer

cc: Env Communications, Inc. (Mr. F. Rodrigues)
Env Quality Control w/KIS

OCT 31 1984

GEORGE R. ANTONI
Director of Health



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 2275
HONOLULU, HAWAII 96810

Leslie S. Matsubara
DEPARTMENT OF HEALTH
Director of Health

In reply, please refer to:
EHP-84-53

November 13, 1984

Mr. Michael M. McElroy, Director
Department of Land Utilization
City & County of Honolulu
630 S. King St., 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Subject: Request for Comments on Proposed Environmental Impact Statement
(EIS) for Yacht Harbour Plaza, Waikiki, Oahu

Thank you for allowing us to review and comment on the subject proposed
EIS. We submit the following comments:

Noise

The Draft Environmental Impact Statement (EIS) for the Yacht Harbour
Plaza should include mitigative measures for the potential noise problems which
were noted in our August 15, 1984 memorandum in response to the EIS Preparation
Notice. Noise from stationary equipment as well as noise from the operation and
maintenance of the project must be addressed in the final EIS.

Drinking Water

We would like to stress the need for appropriate backflow prevention devices
at all interconnections between the potable water supply and nonpotable uses such
as irrigation or chill water systems.

We realize that the statements are general in nature due to preliminary plans
being the sole source of discussion. We, therefore, reserve the right to impose
future environmental restrictions on the project at the time final plans are
submitted to this office for review.

Sincerely,

MELVIN K. ROTHMAN
Deputy Director for
Environmental Health

cc: Mr. F. J. Rodriguez ✓

NOV 19 1984

Lu 11/84-6008

SUSUMU ONO, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES
EDGAR A. MARIANI
SECRETARY
DIVISIONS:
ARCHAEOLOGICAL RESEARCH
ARCHAEOLOGICAL RESEARCH
CONSERVATION AND
RECONSTRUCTION
CONSERVATION AND
RECONSTRUCTION
LAND MANAGEMENT
STATE PLANS
SETBACK AND LAND DEVELOPMENT



NOV 23 PM 1:28
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU
STATE OF HAWAII
P. O. BOX 821
HONOLULU, HAWAII 96808

Honorable Michael M. McElroy, Director
Department of Land Utilization
City & County of Honolulu
650 South King St.
Honolulu, Hawaii 96813

Dear Mr. McElroy:

We appreciate the opportunity to review the environmental impact statement for the Yacht Harbor Plaza project.

Because the project lies in a groundwater control area, we have recommended that the project be closely coordinated with the Board of Water Supply. The statement has addressed this concern.

If during construction any previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the developer should stop work and contact our historic sites office at 548-7460 immediately. Work in the immediate area should be stopped until the office is able to assess the impact and make further recommendations for mitigative activity.

Sincerely,

Susumu Ono
SUSUMU ONO
Chairperson

and
State Historic Preservation Officer

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

Mr. Susumu Ono
Chairperson and State
Historic Preservation Officer
Department of Land and Natural
Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Ono:

We are in receipt of your comments dated November 21, 1984 on the proposed Yacht Harbour Plaza project. We respond in the following:

1. Potable Water - We have received advice from the Board of Water Supply regarding the availability of drinking water for the proposed project. Your reference to the groundwater control area has been accepted.
2. Archaeological Impacts - The developer has reviewed the recommendations contained in the comments provided by the Environmental Center-University of Hawaii and will be considering the option of having a reputable archaeologist onsite at the time of excavation. Your directive to cease work immediately in the event that unidentified remains or sites are encountered during excavation is understood and will be complied with.

Thank you for your continuing interest and concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

10/22/84
Energy

Letitia N. Uyehara
Director
TELEPHONE NO.
848-9811



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
500 MAULUUNAHUA STREET
ROOM 201
HONOLULU, HAWAII 96803

October 19, 1984

GEORGE R. ARYTOOM
Governor

Dear Reviewer:

Attached for your review is an Environmental Impact Statement (EIS) that was prepared pursuant to Chapter 343, Hawaii Revised Statutes and the Rules and Regulations of the Environmental Quality Commission:

TITLE: Yacht Harbour-Plaza

LOCATION: Waikiki, Oahu

CLASSIFICATION: Applicant Action

Your comments or acknowledgment of no comments on the EIS are welcomed. Please submit your reply to the accepting authority or approving agency:

Mr. Michael McElroy, Director

Department of Land Utilization, City and County of Honolulu

650 South King Street, 7th Floor

Honolulu, Hawaii 96813

Please send a copy of your reply to the proposing party:

Mr. F. J. Rodriguez

Environmental Communications, Inc.

P. O. Box 536

Honolulu, Hawaii 96809

Your comments must be received or postmarked by: November 22, 1984.

If you have no further use for this EIS, please return it to the Office 23, 1984 of Environmental Quality Control.

No comments.

Thank you for your participation in the EIS process. Energy Division

OCT 26 1984 HPED



11/194-5984

ATTACHMENT

COMMENTS ON THE ENVIRONMENTAL IMPACT STATEMENT FOR THE YACHT HARBOR PLAZA HOTEL/CONDOMINIUM WAIKIKI, OAHU

GEORGE R. ANTONOFF GOVERNOR



NOV 21 PM 2:13 DEPT. OF LAND UTILIZATION CITY & COUNTY OF HONOLULU

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 100 PUNAHONA STREET HONOLULU, HAWAII 96813

DEPUTY DIRECTORS JONATHAN SHIMADA, PH.D. WALTER T. MOORE CHRISTOPHER D. SOON ADAM D. WICKERT

IN REPLY REFER TO:

HAR-EP 1964

November 21, 1984

Mr. Michael M. McElroy Department of Land Utilization City and County of Honolulu 650 South King Street Honolulu, Hawaii 96813

Dear Mr. McElroy:

Yacht Harbour Plaza Environmental Impact Statement, Waikiki, Oahu

We have reviewed the subject Environmental Impact Statement (EIS). The comments presented here reflect the concerns of the Harbors Division. Additional comments on highway traffic are forthcoming under separate cover.

We have a number of serious concerns which are detailed on the attached list of comments. My staff is available to discuss this project. Telephone inquiries may be directed to the Harbors Planning Section at 548-2559.

Very truly yours,

Wayne J. Yamasaki Director of Transportation

Attachment

GENERAL COMMENTS

The contents of this Environmental Impact Statement need to be expanded in scope to recognize and address several major impacts of the project on the adjacent Ala Wai Boat Harbor and its users. Please note that the proper name of the harbor facility is Ala Wai Boat Harbor, not Ala Wai Yacht Harbor. The impacts/issues which should be addressed are:

- A. The proposed project is not confined within the private developer's property boundaries of TMK 2-6-10:10, 6, but extends into State-owned property at Ala Wai Boat Harbor, TMK 2-3-37:12. The "site boundaries" illustrated in Figure 2, page II-3 do not reflect the following encroachments into State Harbor property:
 1. An internal harbor road is transformed into the principal access road for the proposed project ("Yacht Harbor Drive").
 2. Proposals for an elevated walkway across the harbor roadway, and a stairway from the walkway down to street level extend into State Harbors property (Figures 3 and 4, page II-5 and II-6). The proposed elevated walkway will adversely affect the access of emergency, construction, and maintenance equipment into the boat harbor since an existing elevated walkway along Hobron Lane already restricts the allowable height for cranes, emergency vehicles, and other equipment. The proposed stairway tower descending into Harbors property will interfere with harbor users along the sidewalk.
 3. Landscaping is proposed within Harbors property, particularly on our internal harbor roadway ("Yacht Harbor Drive") and along the sidewalk next to the boat slips (Appendix II, Exhibit 3 and Figure 8, page II-12). Items 1, 2, and 3 noted above will displace existing revenue-generating parking stalls intended for harbor users. In addition, the landscaping near the boat slips will interfere with pedestrian movement along the sidewalk (there are gear boxes along this area) and will increase maintenance costs with the presence of tree roots damaging the sidewalk and basin retaining wall and the presence of tree litter on the ground and in harbor waters.

NOV 21 PM 2:13 DEPT. OF LAND UTILIZATION CITY & COUNTY OF HONOLULU

- B. The encroachment of the project onto Harbor property exceeds the boundaries of the Resort Hotel Precinct and intrudes into the Public Precinct. These encroachments which do not conform to the Waikiki Special Design District Ordinance are not adequately acknowledged or described in the EIS.

II. SPECIFIC COMMENTS

Specific sections of the EIS are noted below, along with our comments.

- I.A. (pg. I-2, par. 4) Public Access to Project.

Information should be provided on ownership of roadway (State), original intent of roadway (internal harbor road for harbor users), and the nature of the change in the roadway caused by the project.

- I.A. (pg. I-2-3, par. 6) Zoning.

A statement should be added that portions of the resort project will extend into the Public Precinct.

- I.B. (pg. I-3) Evaluation of Major Impacts.

The impact of the proposed project on the Ala Wai Boat Harbor should be identified and summarized as major impacts (more comments on this later).

- I.C. (pg. I-4) Alternatives.

Alternatives to the proposed project should be considered. These alternatives should include: containment of all features of the project within the boundaries of the developer's private property (eliminate elevated walkway and stairs over and on Harbors property, eliminate landscaping of Harbors property for the benefit of hotel/condominium users), eliminate changes to the harbor's internal roadway and harbor parking stall areas for the benefit of hotel/condominium users and to the detriment of harbor's users.

- I.D. (pg. I-4) Land Use Considerations.

Disagree that the project is consistent with governmental land use designations, and that the project is compatible with the surrounding area.

The extension of the hotel/condominium into the Public Precinct is considered a non-conforming use by the City and County of Honolulu Department of Land Utilization.

- I.E. (pg. I-5) Other Considerations.

Disagree with the statement "At this time, there are no known unresolved issues". As noted previously and in pages to follow, the unresolved issues are:

- Encroachment of the project beyond the developer's private property onto public property;
- Encroachment of the project into the Public Precinct;
- Conversion of an internal harbor roadway into the project's major roadway causing continued traffic congestion at the roadway's intersection with Hobron Lane, and displacing parking stalls for harbor users;
- Effect of the project on wind refraction, wind shadow, and the Venturi effect;
- Continued access to the harbor by emergency, construction and operational equipment and vehicles which need substantial height clearances;
- Impact of project on harbor use and operation.
- Unacceptable reflection of sun into the harbor channel and berthing areas.

- II.A. (pg. II-1, par. 1) Project Location.

Ala Wai Boat Harbor lies southwest of the project, not south. The project's orientation affects later references to wind direction.

- II.A. (Pg. II-4, par. 1) The project also lies within the Public Precinct.

- II.C.1. (pg. II-4, par. 1) Design Characteristics.

The "extensive park-like landscaping (Figures 3 and 4)" which will be incorporated into the project are depicted on Harbors Division property. We are opposed to the planting of any trees along the sidewalk or on the internal harbor roadway within our Harbors property.

- II.C.1. (Pg. II-7, par. 3) All public access is designed for the use of an internal harbor roadway under the ownership of the Harbors Division.

II.C.2 (pg. II-11, par. 2) Landscaping Plan.

The conceptual landscape plan showing proposed landscape elements within Harbors property is unacceptable and should be deleted or included within the private developer's property (figures 8, 9, 10).

II.C.2 (Pg. II-18) Social Characteristics.

This item is misnumbered.

II.D. (pg. II-18) Funding and Phasing.

EIS states that "No State or County monies will be involved in the construction of the proposed building", however, the use of State property (Ala Wai Boat Harbor internal roadway and sidewalks) is involved, without State Harbors Division support or consent.

II. Additional Impacts

The following impacts should be included in the EIS:

- The loss of harbor parking stalls represents not only a reduction in parking facilities available for harbor users, but it also represents a significant loss of revenue to the State Boating Special Fund.
- The loss of revenue with the expected project is anticipated at \$1,100 per year for each parking stall that is eliminated.
- The changes in wind patterns at the harbor may significantly affect the junior sailing programs sponsored by the Waikiki and Hawaii Yacht Clubs, which are located within the harbor premises.
- Should the Venturi effect be significant, damages to vessels moored or maneuvering within the harbor may occur. On a typical day, there are about 850 vessels moored in the harbor, ranging in value from \$10,000 to \$850,000 per vessel.
- When construction and operational activities require cranes or other large vehicles or equipment, increased costs will be incurred if they must be barged in to the harbor site due to the height restriction imposed by the proposed project's elevated walkway along "Yacht Harbor Drive".
- Based on the EIS, we cannot yet assess whether the proposed "Yacht Harbor Drive" will infringe upon our parcels TRK 2-6-10:3 and 5.

III.A.1 (pg. III-1, par. 1) Topography.

The makai boundary of the site is erroneously stated to be "located approximately 90 feet from the edge of Ala Wai Yacht Harbor". The makai boundary of the site is contiguous with the Ala Wai Boat Harbor and lies approximately 90 feet from the water's edge within the harbor.

III.D.1 (pg. III-7, par. 1) Traffic Count Data.

The description of traffic patterns in sentence 2 needs clarification.

III.D.1 (Pg. III-11) The traffic study does not address the impact on harbor users.

III.G. (pg. III-21) Public Utilities and Services.

Roadways should be added to this section. Information to be provided should include required rights-of-way, minimum roadway and sidewalk widths.

IV.B.2 (pg. IV-4, par. 1) Wind Impact Study.

Additional information is desired on the wind refraction, wind shadow, and Venturi effect caused by the project. Wind conditions in a harbor and channel affect the safety of using the harbor from a boating perspective; they affect the potential damage to vessels moored at the harbor.

IV.B.4.d (pg. IV-11).

Portions of Mr. Doyle's statements are missing.

Figures 14-A and 14-D (pgs. IV-14 and IV-17) Sun Reflection.

The reflection of the afternoon sun into the harbor and in waters near the harbor will blind boaters approaching the harbor.

IV.E. (pg. IV-18) Zoning.

The EIS misleadingly stated that the project is zoned, consistent and compatible with the surrounding high-rise buildings in the immediate area. The extension of the project beyond its private property boundaries into the Ala Wai Boat Harbor will create a non-conforming use of the hotel (elevated walkway and stairway tower) into the Waikiki Special Design District's Public Precinct.

V. (pg. V-1) Adverse Impacts and Mitigating Measures.
The EIS' list of adverse impacts which cannot be avoided appears incomplete. Additions to this section may be necessary after our concerns are recognized and addressed.

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

F. J. MOONSHUZE
PRESIDENT

Mr. Wayne J. Yamasaki, Director
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Yamasaki:

We are in receipt of your department's comments dated November 21, 1984 on the proposed Yacht Harbour Plaza project. The comments as prepared by your staff establish their position and interpretation as to the planning and design work that has been done to date by the applicant's architect on State of Hawaii lands. In terms of the sections in the Environmental Impact Statement which incorporate the use of State Lands as part of the total project, these sections will be revised to reflect the development of the project within the boundaries of the property owned or under the control of the applicant. Negotiations are under way between the applicant and the Department of Transportation, Harbors Division for use of these portions of State Lands which were depicted in the Draft EIS. The Harbors Division has advised the applicant of this situation in their letter dated December 5, 1984 (See Exhibit 2).

We respond to the specific comments as follows:

I. General Comments:

- A.1. The Boat Harbor service road (unnamed), will become the major access and egress road for the proposed project. As such, it will need to be designed to conform to State Department of Transportation requirements for road width, curbs, sidewalks, etc. This design work for improvements to the service road will be done when negotiations for use of the State Lands have been finalized.
2. Elevated walkway and pier has been deleted.
3. All landscaping on the Boat Harbor bulkhead which will interfere with pedestrian access, storage, and other boat owner usage will be deleted. Any landscaping or other improvements proposed for areas outside those properties owned or controlled by the applicant will be subject to the approval of the DOT, Division of Harbors and/or other appropriate government agencies. Some parking meters may be removed subject to the negotiations of the agreement permitting the applicant's use of State Lands.



Mr. Wayne J. Yamasaki
Page 2
December 7, 1984

B. It is understood that the State Lands are designated Public Precinct in the Waikiki Special Design District; uses within the Public Precinct are non-conforming for Hotel-Resort use. The applicant intends to use State properties for primarily aesthetic and practical purposes. The aesthetics are largely in the form of landscaped buffers, planters, ingress and egress to the development and water features. No significant physical structures will be constructed on State Lands.

II. Specific Comments:

Public Access to Project

Ownership of the Internal Harbor road is understood to be the State of Hawaii. All changes to this road for purposes of the proposed hotel/condominium project, will be subject to the review and approval of the State Department of Transportation. At the present time, the use patterns as designed, have not been finalized for approval by State DOT.

Zoning - Land use maps will be corrected to reflect the Public Precinct designation for State owned lands.

The harbor roadway and the specific issues raised concerning ownership, intent, and nature of changes proposed by the applicant will be detailed in the Final EIS.

Evaluation of Major Impacts - These impacts are identified and discussed on an individual basis by subject matter in following sections of this response.

Alternatives - The alternatives to the proposed project as described in the Draft EIS include keeping the project within the metes and bounds of the project site as under the control of the applicant. This would eliminate the design features as described which include the elevated walkway/pier, the landscaping features which would infringe on the boaters' use of the pier space area on the bulkhead side of the boat harbor, eliminate the need to alter the internal road system and the attendant parking spaces, and affect the potential use of the harbor for non-harbor uses.

Land Use Considerations - We will revise the Final EIS to reflect the inconsistency of land use designations for the adjacent lands, and their non-conformance with permitted uses.

Other Considerations - The reference to "no known unresolved issues" will be revised to reflect the negotiations between State and applicant for use of State Lands. In those items that deal with wind patterns and their impacts on the Boat Harbor, the further analysis by Dr. Arthur Chlu addresses that subject specifically in his memorandum dated December 4, 1984 (Copy attached).

Mr. Wayne J. Yamasaki
Page 3
December 7, 1984

Reflective Glass

Figure 14 should show that the spandrel and vision glass is 27% reflective. Thus, all glass noted may be labeled the same and is under the 30% reflectivity threshold factor of Ordinance No. 82-35. (Certain existing glass-sheathed buildings in Honolulu are in the 42% reflectivity range we understand.) We suggest that the first paragraph on pages IV-12 be revised as follows:

A reflective glare study was done for the project by the project architect. Special attention was given to peak reflectivity situations during solstice dates. Because of the curvilinear nature of the tower, the impact of reflectivity on offsite areas is diffused. The impact areas are point specific; that is at any one time, the affected zones are separated by large bands of unaffected zones. As such, no single zone would be continuously impacted as the sun changes position during the day. This effect is further lessened by the low (27%) reflectivity of the building's exterior.

Project Location - This will be revised in the Final section dealing with the EIS.

Reference to the Public Precinct will be covered under negotiations between the applicant and the DOT, Harbors Division.

Design Characteristics - All landscaping to take place within the areas of State lands under negotiations will be determined for final approval at the culmination of the negotiations.

The service road is owned by the State of Hawaii.

Landscaping Plan - Landscaping plans on State Lands will be resolved subject to the negotiations between the applicant and DOT, Harbors Division.

Social Characteristics - Will be revised to show correct numbering.

Funding and Phasing - All State Lands designated for use by the applicant will be finalized subject to the negotiations between the applicant and the DOT, Harbors Division.

Additional Impacts - The loss of parking stalls and meters will be subject to negotiations between the applicant and DOT, Harbors Division.

The deletion of the elevated walkway and pier will resolve the problem of construction and operational activities heavy equipment movement.



University of Hawaii at Manoa

Environmental Center
Crawford 217 • 2550 Campus Road
Honolulu, Hawaii 96822
Telephone (808) 940-7361

November 20, 1984

RE:0407

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Draft Environmental Impact Statement
Yacht Harbour Plaza
Waikiki, Oahu

The proposed project, for which this EIS is being prepared, involves the construction of a mixed-use hotel and residential condominium on the site of the present Kaiser Foundation Hospital and Clinic, in the Waikiki area of Oahu.

The Environmental Center has conducted a review of the above cited document with the assistance of George Curtis, Hawaii Natural Energy Institute; Bertell Davis, Anthropology; Elmer Botsai, Architecture; Jacquelin Miller and Juliane Mansur, Environmental Center. In general, our reviewers have found that this DEIS adequately addresses most of the environmental issues of concern and is a well prepared document. There are, however, two significant concerns not adequately addressed in the DEIS, which we wish to bring to your attention.

The first concern relates to the potential for archaeological remains on the site and the methods proposed in the DEIS to cope with this potential. Our archaeological reviewer, after a site visit, has drafted a detailed report and has made some excellent recommendations with respect to the address of this concern for inclusion in the Final EIS. Because his comments were so extensive, we have appended them to this review for your consideration in their entirety.

A second concern relates to the proposed extensive use of reflective glass for the exterior of the building. We have noted in the Sun Reflection Study Figures 14A-D that depending on the time of day (and also season), significant sun reflections will seriously impact motorists on Ala Moana Boulevard. For example, note particularly Figure 14-C. Given the recognized generally heavy traffic on Ala Moana Boulevard (Appendix 1) it appears that the use of the proposed reflective glass may well create a serious driving hazard along that crowded thoroughfare. Architectural consideration should be given to other less reflective exterior materials to mitigate this potential hazard and liability.

Mr. Michael McElroy

-2-

November 20, 1984

We appreciate the opportunity to comment on this otherwise generally well written document.

Yours truly,

Doak C. Cox
Director

Attachment

cc: OEQC
Mr. F.J. Rodriguez ✓
George Curtis
Elmer Botsai
Bertell Davis
Jacquelin Miller
Juliane Mansur

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NOV 23 1984

Environmental Center, UHM
 EIS Review: Yacht Harbour Plaza
 -2-

2. Minimal [topographic] impact is anticipated. Some excavation for the basement parking and utilities will be required; however, the existing structure is currently subgraded for the existing basement/garage (page III-1).

As I have already noted, the existing subgrading accounts for less than 68,900 square feet of the subject property. The nearly 32,000 square feet remaining is presumably rather less disturbed, at least in terms of depth. The above claim that "some excavation" for the new facility will be required seems insignificant at first glance; however, it does not correlate with the typical sections of the proposed basement as illustrated on pages II-13 and II-14. These sections show the lowest basement level (Condo Parking) extending practically boundary to boundary mauka/makai and to more than 5 feet below sea level. The landscape concept plan illustrated on page II-12 further indicates that most of the presumably less disturbed portion of the project area will be incorporated into this excavation. Thus any subsurface cultural/historical remains which may have survived to date are certain to be destroyed.

3. The project site was once part of a swamp-type environment which existed in Waikiki until the early 1920's when the Ala Wai Canal was built and drainage was provided. This allowed lands adjacent...to be filled...Consequently, the soil is classified Fill land....(page III-2).

First of all, reference to Serena Bishop's Waikiki survey of 1881 shows that the subject parcel was at least in part a portion of the beach front property held by one W.L. Moehonua under Grant #2789. This and other L.C.S. lands in and around Waikiki may have been relegated to a "swamp-like environment" by the early decades of the twentieth century. But originally these lands formed one of the most productive irrigated agricultural and associated aquaculture systems on the entire island of Oahu. The fact that the subject property is quite probably a part of this former system is a point of historic importance well worth the effort for further research.

Secondly, although much or perhaps even all of the subject property may be covered with fill dredged from the Ala Wai Canal, this does not a priori exclude the possibility of intact underlying cultural remains as discussed above. By correlating, albeit approximately given the available project map in the EIS, the location of the subject property with Bishop's map, it would initially seem that the original material underlying the more recent fill was part of the previous beach front. Now this may not appear to be a favorable location for finding significant archaeological materials. But in fact it is from exactly these kinds of localities that many of the more significant finds are recovered. At the Halekulani site Hawaiian burials and other significant remains were excavated within 50 feet and less of the surf.

4. Minimal impact on the site's soil is anticipated. Presently the soil is covered with buildings and pavement. The proposed action will not significantly alter this condition.

For the various reasons I have outlined above, this claim is perhaps valid only so far as the soils themselves are concerned. But the assertion is most definitely invalid for any cultural/historical resources which may still be contained by those soils. Although this particular heading or topic as presented

TO: The Environmental Center
 University of Hawaii-Manoa
 Honolulu, Hawaii 96822

FROM: Bertell D. Davis, Archaeologist
 Department of Anthropology
 University of Hawaii-Manoa
 Honolulu, Hawaii 96822

RE: Review of Draft Environmental Impact Statement: Proposed Yacht Harbour Plaza, Waikiki, Oahu, THK 2-6-10/16 and 10

I submit these comments to address what I believe to be inadequate consideration of potentially significant cultural/historical resources which may exist on the subject property. My concerns arise from a number of unsubstantiated assertions made in the draft document which, in light of the recent archaeological and historical information obtained from the Halekulani Hotel site, may possibly lead to yet another loss of valuable material from our native Hawaiian and later immigrant past. Specifically:

1. The project is a level, graded parcel which currently contains the Kaiser Foundation Hospital...., and rises approximately 4.5 feet above mean sea level. The entire site is at grade as are all adjacent and surrounding sites. The entire area is intensively developed....(page III-1).

Now it may be true that the entire site area is intensively developed, but this does not necessarily mean that any and all cultural/historical remains that may have been in the site area have also been destroyed. This certainly was not the case at the Halekulani site or at the nearby Rainbow Tower on the grounds of the Hilton Hawaiian Village where intact prehistoric and historic cultural resources were found on reputedly "intensely developed" property. The subject property incorporates an approximate total area of 110,600 square feet. Of this, approximately 17,470 square feet is occupied by an asphalt-paved, ground-level parking lot. The Kaiser Hospital occupies the entire adjacent lot of approximately 60,270 square feet. Finally, the third lot of approximately 32,870 square feet is the site of the Pacific Insurance building which only occupies some 8,600 square feet at ground level. Taken together, the foundation excavation for the two principal structures amounts to little less than 68,900 square feet. This leaves some 31,700 square feet of the project area on which subsurface developments have likely been less destructive than the excavation of the major foundations.

Intact prehistoric cultural deposits at the Halekulani site were found less than 3 feet above mean sea level. Native Hawaiian burials were often lying at or just above the water table. And nineteenth century privies and refuse pits frequently extended well below the water level. Given that the proposed development area is presently about 4.5 feet above mean sea level, it is therefore not unreasonable to expect that potentially significant cultural/historical resources may still be present within the nearly 32,000 square feet not occupied by subterranean basements.

in the EIS may not be the most appropriate for discussing the potential archaeological significance of the subject area, the relationship between cultural/historic resources and their potential topographic and sedimentary contexts is integral. This is particularly pertinent when presumptions regarding "intensive development" and the nature of filled land and just what that means in historic perspective leads to assertions such as the following:

In view of the fill land on which the site is located, it is highly unlikely that cultural resources (heiaus, prehistoric artifacts) will be encountered (page III-25).

This may well be true, but to date this has not been substantiated in the draft EIS. Given what has been learned concerning cultural/historical resources in previously-developed beach front property in Waikiki, it seems to me that the operative rule should be to presume these resources are in fact present until demonstrated otherwise.

5. The State Historic Preservation Officer, Department of Land and Natural Resources has indicated that there are no historic properties on the site listed on the Hawaii Register or the National Register of Historic Places. Nor are any determined Eligible for Inclusion on the National Register of Historic Places (page III-25).

Again, given the events at the Halekulani site, at the Rainbow Tower of the Hilton Hawaiian Village, at the Hale Koa on Fort Derussy, and at the Liliuokalani Gardens, it is not sufficient in my opinion to merely state that the proposed development area contains no previously identified cultural/historical sites. Rather it should now be required to substantiate the presence or absence of these sites if at all physically feasible. In the present circumstance this may not be entirely possible. But more reasoned alternatives can be given than what the current draft EIS proposes with the following (one such alternative is offered below):

...Should archaeological artifacts be encountered during construction, work should stop and the SHPO be immediately informed for impact assessment and mitigative activity... Features that might be found would probably consist of discarded trash in midden deposits (page III-25).

What this says is that untrained, non-professionals are apparently as capable of identifying potentially significant cultural/historical resources as are the professional archaeologists. This may be true to a limited degree. But clearly, in my experience and in the experience of many other archaeologists, this is the exception, not the rule...particularly when it comes to what are often the faintest traces of these sites which nevertheless can yield new and significant insights to the past.

In conclusion I would like to offer the following as a suggested alternative to the section on Historical and Archaeological Sites as presented in the draft EIS.

I. Historical and Archaeological Sites

There are no historic properties within the proposed project area listed either on the Hawaii Register or the National Register of Historic Places, nor are there any which have been determined Eligible for Inclusion on the National Register.

However, in view of the recent archaeological findings in the Waikiki district, particularly at several localities along the beach front, the possibility that similar cultural/historical resources may still remain substantially intact within the subject property cannot be summarily dismissed. While it is true, as discussed in previous sections describing the existing land use, topography, and soils, that such of the property has been extensively modified in the past, approximately one-third of the property may still contain potentially significant material. Surface modifications have, of course, obliterated more readily observable or accessible evidence. But subsurface remains could include various fire pits, refuse pits, post holes, and similar features containing food refuse (midden) and other portable artifacts.

The present limitation on substantiating the presence or absence of such buried remains is the fact that most of the property not physically occupied by the existing structures is covered over by various surface modifications including concrete slabs and asphalt paving. This restricts any preliminary subsurface exploration to a few small lawn areas around the Pacific Insurance building which necessarily overlooks the entire opposite end of the property.

To overcome this limitation and yet obtain sufficient usable information for further planning as early into the proposed project as possible, the developer will contract with a reputable archaeological consultant to monitor the demolition phase of the project. Should the archaeologist identify potentially significant remains, work will cease until such time when the appropriate actions have been taken to adequately mitigate any adverse effect upon those remains. This will be done in coordination with the Hawaii State Historic Preservation Office.

Bertell D. Davis

Bertell D. Davis
Archaeologist
20 November 1984

cc: Society for Hawaiian Archaeology
State Historic Preservation Office

F. J. RODRIGUEZ,
PRESIDENT

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

Dr. Doak C. Cox, Director
Environmental Center
University of Hawaii at Manoa
2550 Campus Road, Crawford 317
Honolulu, Hawaii 96822

Dear Dr. Cox:

We are in receipt of your comments on the proposed Yacht Harbour Plaza project dated November 20, 1984. We respond to them in the following:

1. Archaeological Impacts - The concerns expressed by Dr. Davis have been provided to the applicant for his review. The recommendation of having a reputable archaeological consultant onsite during excavation is a reasonable one. There is more than adequate time to develop an acceptable program of onsite monitoring that can be coordinated with the State Historic Preservation Office since the site cannot be altered until Kaiser Hospital vacates the premises.
2. Reflective Glass - Your concerns over the use of reflective glass are well taken and there have been extensive deliberations on this subject between the Department of Land Utilization and the project design team. Ordinance No. 82-35 was developed to meet the concerns of potential traffic hazards and other concerns as you have described. Buildings completed prior to the Ordinance are considered reflective in the sense that they are more mirror-like in their degree of reflectance. All glass materials reflect in one form or another and the Ordinance now provides for specific limits of reflectance. Figure 14, p. IV-13 provides the reviewer with a detailed analysis of the building exterior and the use of the glass.

At the present time, the extent of reflectivity has been reduced from what had been an unacceptable level exceeding allowable limits of 33% to the reflectance level for the areas using this architectural design feature is at 27%. It should also be noted that the Department of Land Utilization is concerned that energy conservation within the structure be maximized to practicable limits, and one of the means that this can be accomplished is through the use of reflective glass to direct or deflect the sun away from the building exterior wall. Your comments on traffic hazards caused by glare are well taken.

Thank you for your comments and we hope that we have adequately responded to them.

Very truly yours,



F. J. Rodriguez

FJR:is



University of Hawaii at Manoa

Water Resources Research Center
Holmes Hall 283 • 2540 Dole Street
Honolulu, Hawaii 96822

15 November 1984

Mr. Michael McElroy, Director
Department of Land Utilization
City & County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

SUBJECT: Draft Environmental Impact Statement for the Proposed Yacht Harbour Plaza, Waikiki, Oahu, Hawaii, October 1984

We have reviewed the subject DEIS and offer the following comments:

- 1. Are there adequate provisions for storm runoff and other drainage considerations?
- 2. Are there any coastal zone management or similar provisions involved?

Thank you for the opportunity to comment. This material was reviewed by WRRC personnel.

Sincerely,

Edwin T. Murabayashi
Edwin T. Murabayashi
EIS Coordinator

ETH:ja

cc: Env. Communications, Inc.

ENVIRONMENTAL COMMUNICATIONS INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Mr. Edwin T. Murabayashi
EIS Coordinator
Water Resources Research Center
Holmes Hall 283
2540 Dole Street
Honolulu, Hawaii 96822

Dear Mr. Murabayashi:

We are in receipt of your comments dated November 15, 1984 on the proposed Yacht Harbour Plaza project. We respond to your comments as follows:

- 1. Storm drainage will be provided as required and will be incorporated into the existing City & County drainage system which serves the project site at the present time. There is an existing transmission and drain outlet system which calls for two outlets into the Ala Wai Canal and also the Ala Wai Boat Harbor.
- 2. There are no coastal zone management provisions beyond the concerns which are also covered and specified in the City & County's ordinance on Special Management Area. The project will be in compliance with those ordinance provisions.

Thank you for your comments and continuing concerns.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

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NOV 21 1984

1144 FORT STREET WALK SUITE 205 • P. O. BOX 138 • HONOLULU, HAWAII 96808 • TELEPHONE (808) 521-8291



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 15TH AIR BASE WING (PACAF)
HICKAM AIR FORCE BASE, HAWAII 96853 -5000

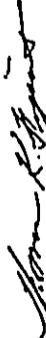
REPLY TO
ATTN OF: DEEV (Mr. Fujimoto, 449-1831)

OCT 31 1984

SUBJECT: Environmental Impact Statement for the Proposed Yacht Harbour Plaza, Waikiki,
Oahu, Hawaii

TO: Ms Letitia N. Uyehara, Director
Office of Environmental Quality Control
550 Halekauwila Street, Room 301
Honolulu, HI 96813

1. This office has reviewed the subject EIS and has no comment relative to the proposed project.
2. We greatly appreciate your cooperative efforts in keeping the Air Force apprised of your project and thank you for the opportunity to review the document. The EIS is returned for your file.


THOMAS FUJIMOTO, Major, USAF
Dep Chief, Engrg & Envtl Plng Div
Directorate of Civil Engineering

1 Atch
EIS

cc: City & County of Honolulu, wa Atch
Department of Land Utilization
ATTN: Mr. Michael McElroy, Director
650 So. King Street, 7th Floor
Honolulu, Hawaii 96813

Environmental Communications, Inc. wa Atc
ATTN: Mr. F. J. Rodriguez
P. O. Box 536
Honolulu, Hawaii 96809

NOV 2 1984



HEADQUARTERS
NAVAL BASE PEARL HARBOR
BOX 110
PEARL HARBOR, HAWAII 96809

IN REPLY REFER TO:
9510
Ser 0028/2113
24 OCT 1984

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Environmental Impact Statement
Yacht Harbour Plaza

The EIS for the Yacht Harbour Plaza has been reviewed and the Navy has no comments to offer. As this command has no further use for the EIS, the EIS is being returned to the Office of Environmental Quality Control, by copy of this letter.

Thank you for the opportunity to review the EIS.

Sincerely,

H. J. RINNERT
CAPTAIN, U.S. NAVY
FACILITIES ENGINEER
BY DIRECTION OF THE COMMANDER

Enclosure

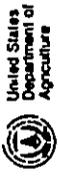
Copy to:
Mr. F. J. Rodriguez
Environmental Communications, Inc.
P. O. Box 536
Honolulu, Hawaii 96809

Office of Environmental Quality Control

OCT 26 1984

REPRODUCED AT GOVERNMENT EXPENSE

Rodriguez



Soil Conservation Service

P.O. Box 50004
Honolulu, Hawaii
96850

November 14, 1984

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Subject: Draft EIS for the Proposed Yacht Harbour Plaza
Waikiki, Oahu, Hawaii

We reviewed the subject draft environmental impact statement and have no comments to offer.

Thank you for the opportunity to review this document.

Sincerely,

Francis C.H. Lum
FRANCIS C.H. LUM
State Conservationist

cc: Mr. F. J. Rodriguez,
Environmental Communications, Inc.
P.O. Box 536
Honolulu, HI 96809



The Soil Conservation Service
is an agency of the
Department of Agriculture

NOV 16 1984

NOV 16 1984



United States Department of the Interior

FISH AND WILDLIFE SERVICE
300 ALA MOANA BOULEVARD
P.O. BOX 50187
HONOLULU, HAWAII 96850

F. J. RODRIGUEZ
PRESIDENT

ENVIRONMENTAL
COMMUNICATIONS
INC.

Mr. Michael M. McElroy, Director
City Department of Land Utilization
650 South King Street
Honolulu, Hawaii 96813

December 7, 1984

Re: Draft Environmental Impact Statement,
Yacht Harbour Plaza Hotel/Condominium,
Waikiki, Oahu

Mr. Ernest Kosaka
Project Leader
Office of Environmental Services
Fish and Wildlife Service
P.O. Box 50187
Honolulu, Hawaii 96850

Dear Mr. McElroy:

We have reviewed the referenced Draft Environmental Impact Statement (DEIS) and offer the following comments for your consideration.

We are in receipt of your comments dated November 15, 1984 on the proposed Yacht Harbour Plaza project. We respond to your comments as follows:

It is unclear from the DEIS where storm water runoff will be collected and/or discharged. Storm water runoff from urban areas is contaminated with petroleum products, heavy metals, and other toxic materials. The DEIS should include a section on the proposed discharge and drainage patterns for the project.

1. The FEIS contains specific identification for the drainage system that the proposed project will use. The plans call for expansion if required for the existing system that services the project site at the present time. The transmission lines connect to two existing drain outlets at the Ala Wai Canal and also the Ala Wai Boat Harbor. The quality of the runoff will not change characteristically from the current runoff constituent values.

Demolition and construction activities should be conducted to minimize the potential for the accidental discharge of spoil material into the adjacent waterways.

2. The potential for accidental discharge of demolition rubble into the Ala Wai Boat Harbor is remote though possible. All measures to avoid this from happening will be taken.

We appreciate this opportunity to comment.

Sincerely yours,

Thank you for your comments and continuing interest.

Ernest Kosaka
Ernest Kosaka
Project Leader
Office of Environmental Services

Very truly yours,
F. J. Rodriguez
F. J. Rodriguez

FJR:ls

cc: Environmental Communications, Inc.
EPA, San Francisco
OEQC



Save Energy and You Serve America!

NOV 16 1984

1148 FORT STREET HALL SUITE 208 • P.O. BOX 138 • HONOLULU, HAWAII 96809 • TELEPHONE 808-521-2091

ENV 2-1
NV/G



Brenner Munger Ph.D. PE.
Manager
Environmental Department
(808) 548 6880

November 16, 1984

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

Subject: Yacht Harbor Plaza Environmental Impact Statement

We have reviewed subject impact statement and have no comments to submit.

Sincerely,

Brenner Munger, Ph.D., P.E.
Manager, Environmental Department

SLC:cal

cc: F. J. Rodriguez ✓
Environ. Communications, Inc.

44 4/84-5915
1984 NOV 19 PM 1:32
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

November 19, 1984

Mr. Michael M. McElroy, Director
Dept. of Land Utilization, City and County of Honolulu
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

Re: Yacht Harbour Plaza Hotel/Condominium

Dear Mr. McElroy,

I expect that you are as interested as I in evaluating the impact of the above-named development by the standards of the Development Plan and the Hawaii State Planning Act. I call to your attention two goals expressed in Act 226: "To foster recognition of the importance and value of land, air and water resources" (13.b.(8)) and "to preserve and enhance Hawaii's significant natural environmental and scenic sites" (103.b.(5)). In the light of these words I hope you will agree that the most important things about this property is its contiguity to Ala Wai Yacht Harbor.

The harbor is widely enjoyed by our people. It is a premier destination of sailing boats from all over the world. Hawaii's warm weather and seas and consistent breezes were praised by skipper John Arens of the winning team, 1984 Pan-Pacific Clipper Club Series, in the words, "this is the very best place to sail". At present, Hawaii ranks near the bottom of states of the U.S. in per capita boats registered. There is the potential for an important new industry here in boatbuilding and maintenance when the joys of boating are extended to more of the island's people. The Ala Wai Harbor will always be a very important recreational center for sailing.

Please make the preservation and enhancement of the harbor a special concern in evaluating the above proposal. The structure as presently designed would blank out winds and prevent easy access. It would foreclose the options of expanding sailing through alternative uses of the property. I cite the words of Act 226: "To ensure opportunities for everyone to use and enjoy Hawaii's recreational resources" (23.b.5), and "to assure the availability of sufficient resources to provide for future recreational needs" (23.b.(6)).

As proposed, the structure inhibits the goals of the State Plan. It disregards density ordinance, adversely affects the neighboring community, blanks out Ala Wai Yacht Harbor winds and views, would reduce shoreline access and protection, and disregards open space and park dedication requirements. There is some question that the 27% reflectivity of its exterior would focus a barrage of reflective glare on the entrance to Ala Wai Yacht Harbor which would be a hazard to navigation.

The site plan shows usurpation of littoral and access rights, and perpetual easements in favor of the State which must be disallowed. Please require the developer's conformance to the existing statutes and ordinances, some of which I cite in the attached.

Respectfully,
Virginia B. Briggs
Virginia B. Briggs

Attachment

November 21, 1984

Mr. Michael M. McElroy, Director
Dept. of Land Utilization, City and County of Honolulu
650 King Street, 7th Floor
Honolulu, Hawaii 96813

Re: Yacht Harbour Plaza Hotel/Condo

Dear Mr. McElroy,

I request that you accept my letter of November 19, 1984. It addresses the social impact of the proposed hotel condominium in a way that the Environmental Impact Statement does not do.

The attachment substantiates the ways in which the environment would be negatively impacted, using the state's and the City/County's own standards for evaluation of social impact. The ordinances cited are in these documents.

Yours very truly,
Virginia B. Briggs
Virginia B. Briggs, Ph.D.

1984 NOV 21 PM 3:49
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

ORDINANCES RELEVANT TO YACHT HARBOUR PLAZA HOTEL/CONDONINIUM PROPOSAL EVALUATION

DENSITY AND OPEN SPACE ORDINANCES

83-25.II.14.5	Discourages further high density development in Waikiki
83-25.II.15.2.b.(2)	Limits Waikiki resort visitor units. (10/84 number 3,192 in excess of limit)
83-25.II.5.b.(2)	Any high-density development shall be discouraged
79-4.V.B.3	Justification for removing 3 30'-40' monkeypod trees and 40' banyan required
79-4.V.C.2.d	Ground level open space required to be greater or equal to 50% of site
4621,Art.7.22-7.5(3)	Requires 110 sq.ft. per dwelling or lodging unit in public park dedication

SETBACK ORDINANCES

Ordinance	Yard Setback	Requirement	Add'l required for height > 40'	Total	Proposed Development's Plot plan setback
4573 V.B.2.a(1)* V.C.2.b.(3)	Front	20'	31'	51'	11' to 63.8' (60)
V.C.2.b.(2) V.C.2.b.(3)	Diamond Head Side	10' (5' landscaped)	31'	41'	0 (No parking, driving per V.C.2.b.(1))
V.B.2.a, Par. 2 V.C.2.b.(3)	Ewa side	20'	31'	51'	0 - 13.2'
V.B.2.a(1)* V.C.2.b.(3)	Rear (Ala Moana)	20'-30' (50% 30')	31'	51'-61' (50%)	12.1' - 31'

*Requires City Council approval (V.B.2.a.(2))

OTHER SITING DEFECTS

Adverse environment effects

226.12.b.(5)	Encourages developments that complement the natural beauty
226.11.a.(2)	Protects Hawaii's unique and fragile environmental resources
83-25.10.2.c.(4)	A development shall not adversely affect property values of existing homes
83-25.II.15.1.a	Preserves view of Ala Wai Yacht Harbor
83-25.15.b.5	Preserves views from pedestrian corridors
4573.I.B.C. I.J.L.	Legislative intent to protect safety, value of private investment, control hotel density in Waikiki, provide greater access to shoreline and provide additional open spaces and vistas
226-8(5)	Ensures developments be "sensitive to existing neighboring communities and activities"

View Corridor Problems

83-25.II.15.2.b.g.(1) 4573, Exhibit C	View corridor of Ala Moana Blvd. shall be preserved and enhanced
4573 Exhibit 3	Special consideration for open space and architectural treatment for Waikiki gateways
83-25 Sec.15.2.b.(5)	Long axis of all new structures should be located on a mauka-makai direction whenever possible. Bulk structures should minimize mauka-makae view obstruction
	Views of ocean of neighbors shall not be obstructed

Building	Number of condos obstructed
Ala Wai Terrace - 1684	28
Big Surg	18
Chateau Waikiki	62
Discovery Bay	271
Driftwood	60
Harbor View Plaza	78
Hobron	134
Ilikai	90
Tradewinds West	65
Tradewinds East	121
Westbury	136
Yacht Harbor Towers	35
	<u>1,068</u>

84-4,Sec.4.C(4) May not detract from line of sight toward sea from State Highway

OTHER SITING DEFECTS (Continued)

Pedestrian Enjoyment

- 83-25.II.15.b.10 Public pedestrian access to shoreline shall be increased
83-25.II.15.b.11 Pedestrian enjoyment shall be given special consideration
83-25.Sec.15.2.b.7 Maintains view of Ala Wai Boat Harbor from Ala Moana pedestrian corridor
4621.Art.7.Sec.22-7.5(3) Requires public park = 110 sq.ft per dwelling or lodging unit
226-8(3) States policy to improve visitor destination areas

SHORELINE ACCESS AND PROTECTION

- 226-12.b.(3) Promotes visual and aesthetic enjoyment of ocean vistas
226.11.b.9 Promotes greater accessibility and prudent use of shoreline for public recreational use
226-103.b.(3) Regulates hotel areas to provide adequate shoreline setbacks and beach access
226.105(1) Gives priority to preserving and improving shoreline open spaces and scenic resources
226.11.b.8 Ordinance to pursue compatible relationships among facilities and natural resources, especially shoreline
226.105(2) Sets priority guideline to insure availability of shoreline and other limited resources for future generations
226.103.i.(7) Encourages use of energy and cost efficient transportation systems (sailing?)
226.11.a(1) States objective of ensuring "prudent use of Hawaii's . . . shoreline"
83-25.II.15.b.10 Public pedestrian access to shoreline shall be increased
4573.I.B.C.I. Legislative intent to protect safety . . . provide greater access to shoreline
H,K,
Act 176 Protects shoreline
84-4.5.B.1.(f) Requires applicant to file shoreline survey if parcel abuts the shoreline
84-4.9.B Special management area permit required
Doc 1101114 Exempts littoral rights from transfer to Jack Myers
Doc 66815 Territory of Hawaii gives title to Ala Moana Properties except for Lot 25
Lot 1-D-2 littoral rights: "so long as said area be used for the purposes of public recreation and/or a roadway"

ALA WAI YACHT HARBOR PROTECTION AND ENHANCEMENT

- 226.b.7 Encourages incentives to protect significant natural resources from degradation
226.11.b.9 Promote greater accessibility and prudent use of shoreline for public recreational use
226.12.a Enhance Hawaii's scenic assets
226.12.b.(1) Promote preservation of significant natural resources
226.12.b.(2) Maintain and enhance scenic amenities
226.104.c.(5) Gives priority to growth distribution, especially where it affects water bodies, scenic and recreational shoreline resources, particularly areas sensitive to reduction in water and air quality and scenic resources
83-25.II.15.b.7 Ala Wai Yacht Harbor view shall be preserved and enhanced
84-4.Sec.1.B Purposes to provide adequate public access to recreation area-Ala Wai Yacht Harbor
84-4.Sec.4.A(1),(2) Ordinance to minimize adverse effect on water resources and recreational amenities
84-4.4.c(3) May not reduce public access to shoreline
83-25.Sec.15.2.9.1 Maintains view of Ala Wai Boat Harbor from Ala Moana pedestrian corridor
Sec. 15.2.b.7
84-4.4.C.(5) Protects water quality and existing areas of open water free of visible structures
226-6(15) Promotes and protects intangible resources in Hawaii . . . scenic beauty
226-10(1) States policy to encourage marine-related activities
226-10(7) Promotes Hawaii's geographical advantages
226.b.2 Ensures compatibility between land-based and water-based activities
226.17.b(4) Improve accessibility to docks
226.17.b.(8) Increase capacity of harbor systems
226.26.b.(6) Ensure that Oahu Civil Defense be able to respond to major war-related disturbances. Ala Wai Yacht Harbor access is important in the event of war-related need to evacuate Oahu by boat to other islands

ENVIRONMENTAL
COMMUNICATIONS
INC.

Dr. Virginia Briggs
Page 2
December 7, 1984

December 7, 1984

Dr. Virginia B. Briggs
1676 Ala Moana
Suite 1305
Honolulu, Hawaii 96815

Dear Dr. Briggs:

We are in receipt of your letter dated November 19, 1984 commenting on the proposed Yacht Harbour Plaza project. We respond to your comments as follows:

The basic premise of your arguments against the development of this project hinges primarily on certain State and County planning laws which establishes guidelines that are translated into more specific ordinances that detail compliance requirements for projects of this type. In studying the enabling legislation that you cite as your position, it should be pointed out that no project will be processed or accepted for processing by the appropriate City agency unless there is conformance with the applicable ordinance that deals with the specific zoning requirements. In this case, it is Ordinance No. 4573, the Waikiki Special Design District ordinance. You have examined this Ordinance and have extracted for your position, the sections pertinent to your cause; we would refer you to the Section I, Legislative Intent, and also Exhibits A, B, and C. These exhibits provide for Use Precincts, Circulation Plan, and Urban Design Controls. Projects of the type being proposed must meet the criteria contained in this Ordinance or suffer failure. The Primary Urban Center Ordinance you cite together with the Hawaii State Planning Act are enabling legislation which permits specific comprehensive zoning documents like the Waikiki Special Design District Ordinance to be adopted through Due Process. In your position of citing the two pieces of planning legislation, you in effect disregard the legislative intent and purpose of the Waikiki Special Design District Ordinance. We will attempt to respond to each of your stated positions to the best of our ability, but maintaining contact with the basic legal requirement that governs this project's review through formal legal zoning laws.

The balance of the comments on the view plane impacts, the wind patterns for sailing in the Marina basin, the 27% reflectance factor are made with little or no supporting documentation. It should be pointed out at this stage that the 27% reflectance factor is in compliance with the Ordinance No. 82-35 which establishes as its maximum limits, a 30% reflectance factor. The impacts due to construction of this project on the view plane corridors will impact those affected parcels that you have cited in the attachment, p. 2; this is inherent in the building, height, and mass allowable under Ordinance No. 4573.

The wind pattern analysis which was done by Dr. Arthur Chiu and also from Dr. Karl Bathen as a long time live-a-board resident and boat owner at the Ala Wai Marina was further corroborated by two other residents and sailing practitioners at the Ala Wai, Gil Budar and Mike Kelly. The final analysis was that there was historically, wind pattern interruption when the Kaiser Hospital was built over 20 years ago, and this interruption has continued with the continued development and construction of additional highrise buildings mauka of the Marina. We do not state that because there has been interruption, that the development of the proposed project will not create further impact; we acknowledge that there will be even further deterioration when this building is completed, but it will not according to the sailing practitioners, prevent continued sailing in the Marina turning basin area. This is vital to the decision making process because the Ala Wai Marina is considered a recreational resource, and as such, impacts to the Marina must be identified.

The architect for this project will be commenting on the various sections of the Waikiki Special Design District Ordinance that you cite as deficiencies in our EIS. It should be noted that processing of the project beyond this review will not continue in the event that the deficiencies that you cite are not corrected. There are controls that govern the approval of this project and they are in place, vested within the Department of Land Utilization.

I hope that I have responded to your comments in a satisfactory manner; I realize that your position will not be altered, but please understand that we have attempted to respond to the best of our ability.

Very truly yours,

F. J. Rodriguez

FJR:ls

F. J. RODRIGUEZ,
PRESIDENT



Mr. Michael McElroy, Director
Department of Land Utilization,
City and County of Honolulu
650 South King Street, 7th floor
Honolulu, Hawaii 96813

Dear Sir,

Our concerns as a neighboring business to the proposed Yacht Harbor Plaza project are that we do not lose any area, function, parking, or accessibility and that any loss of business due to construction be compensated for.

Notes: Figure 6, p.11-9 of the E.I.S. shows the area that we now occupy as public access. A glance at the aerial photo will show how integral all of the space ewa of Harbor View Drive is to the boatyard.

Function We are a full-service boatyard. No new project should interfere with our long-standing operations.

Parking Parking is vital to our business. Any loss of public Harbor parking will affect us adversely. (See aerial photo)

Accessibility Ninety percent of our customers come by vehicle via Ala Moana Blvd. or Harbor View Drive. Also, large trailer trucks deliver boats and supplies. Any diminishing of the turning area or change in access from either direction or blockage of vehicle access to our docking area would be detrimental.

Thank you for this opportunity to voice our concerns.

Mahalo,

Peter Arapoff

Nov 20, 1984

NOV 23 1984

ALA WAI MARINE LTD ALA WAI HARBOR HONOLULU HAWAII TELEPHONE 425 4213

ENVIRONMENTAL
COMMUNICATIONS
INC.
December 7, 1984

F. J. RODRIGUEZ
PRESIDENT

Mr. Peter Arapoff
Ala Wai Marine, Ltd.
Ala Wai Harbor
Honolulu, Hawaii 96815

Dear Mr. Arapoff:

We are in receipt of your comments to the proposed Yacht Harbour Plaza project dated November 20, 1984 and we respond to them in the following:

1. Area - The shaded area indicated on p.11-9 (Figure 6) delineates the public access portion of adjacent lands to the project site. It does not in any way indicate that there will be infringement of the lands you are currently leasing from the State of Hawaii. The final EIS will provide a map clearly showing the ownership of land parcels and the current uses of these parcels.
2. Function - The interference that you state in your letter is not designed to affect your boat repair facility insofar as implementation of the proposed project. There are discussions between the State of Hawaii and the applicant for portions of the State owned lands that are immediately adjacent to his property. These lands under discussion are to provide space which would permit certain architectural features (fountain, elevated walkway, etc.) to be included. There has been no final decision reached as yet on the disposition of the State owned lands.
3. Parking - Once again, there is not firm agreement on the taking, if any, of public parking spaces beyond those metered stalls that fringe the project site. In the event that public parking stalls are withdrawn through negotiation with the State, these stalls will be replaced by the applicant. At the present time, the preliminary indication is to provide secured, under cover replacement stalls within the parking structure of the hotel.
4. Accessibility - Your concerns on the turning area capacity for your repair facility are also considered beyond the proposed project's impact area. This is due to the fact that the taking of State owned lands would not extend to the extent you express. All decisions on State lands to be exchanged is still under discussion and negotiation with the State Harbors people and no final decisions have been reached.

Thank you for your concerns and comments.

Very truly yours,

F. J. Rodriguez

FJR:ls

1146 FORT STREET MALL SUITE 200 • P. O. BOX 338 • HONOLULU, HAWAII 96809 • TELEPHONE (808) 531-0881

19 November 1984

To Whom It Should Concern:

Re Draft Environmental Impact Statement for the Yacht Harbour Plaza,
1697 Ala Moana Boulevard, Honolulu, Hawaii, October 1984

As the proposed name of this project implies, one of the primary attractions to its future patrons will be the presence of a small boat harbor and the activities that go on there. Yet, in its present form, the plans negatively impact on the small boat harbor and the Draft EIS only superficially addresses them. It was noted that the Draft EIS had no input from the Small Boat Harbors Division of the State Department of Transportation. It was also noted that it had minimal input from the people that reside in and/or use the Ala Wai Boat Harbor.

There are a number of issues that need to be addressed in the planning of this maximum high rise building beyond the simple and obvious fact that another high rise building on the Waikiki shoreline further decreases the attractiveness of an area already blighted by concrete monoliths. In particular, I would like to bring to the attention of those who should be concerned with beachfront planning, the following problems with the subject plan:

Traffic - There is only one road in and out of the small boat harbor and that is Hobron Lane. Twice in the three short years that we have been resident in the boat harbor, we have been trapped either inside the harbor or outside of it due to emergencies at the Ilikai Hotel. These emergencies caused Hobron Lane, Yacht Harbor Drive and the Ilikai alley to be sealed off by city vehicles answering the emergencies. This poses a major safety issue in case of a hurricane, tsunami or other disaster.

During the normal course of a present day, the Yacht Harbor Drive becomes blocked by trucks servicing the Ilikai Marina building and the concentration of traffic coming from or going to the Kaiser hospital. There is no reason to believe that a 582 unit condo/hotel with stores and other businesses plus tour busses would ameliorate this problem.

Another problem exists on Ala Moana Boulevard where the Hobron Lane traffic signal backs up traffic far to the Ewa side of the Yacht Harbor Drive entrance. Any additional entry drive(s), as for instance planned in the subject project, would further cause traffic backups. Only a large off-street driveway similar to that at the Ilikai Hotel could possibly eliminate this problem. Moving all of the project entry drives to the Makai side of the project would bottle-up Yacht Harbor Drive for certain.

Parking - There is a serious parking problem now along the beach area and in the boat harbor which remains unsolved. At the Holokai-Oahu Woman's Canoe Race finish at Fort DeFussay Beach, the Master of Ceremonies remarked

that the reason there were not more "native Hawaiians" in the audience is that there was no place for them to park their cars. Perhaps he was joking - but maybe not. One has only to visit this area on a weekend or a holiday to find that there is no place to park a car in order to enjoy either the beach or harbor, both of which are acknowledged to be fundamental attractions to local residents as well as visitors.

One can read into the Draft EIS a possible solution to the whole Yacht Harbor Drive traffic and parking problem and that is to widen the drive by either eliminating parking or a number of boat slips, or both. This would not be an acceptable solution and the project design should not be approved until one is found.

Reflective Glass Windows - This has to be bad news for all neighbors - ashore or afloat. The curvilinear nature of the proposed building assures that sun reflections will at some time during the season and day strike just about anyone within eyesight of the building. And those that are unfortunate enough to be caught at the focus of the concave elements of the building may find the reflections intolerable. One has only to get "beamed in" by the Century Center building to become cognizant of the problem.

Wind Shadow - The Draft EIS used information from the Honolulu Airport location to show that winds were mostly from the north and east when actually they are from northeast to southeast. The difference is that winds at the Honolulu Airport tend more northerly because they sweep over the Koolau Mountains and down the central plain of Oahu. At the Ala Wai Boat Harbor they tend a bit more southerly being influenced by their sweep around the eastern end of the island. This northeasterly to southeasterly wind pattern presents a far different impact on the harbor. A large square building will effectively block the average wind at the Ewa end of the harbor which is the only location still enjoying a natural airflow.

Less wind means higher temperatures of both air and water. The latter is already playing hob with fiberglass boat hulls by raising blisters on the bottom gelcoat. Boating industry research has already concluded that high water temperature is a major factor in this boat problem.

There are few locations left on this island where small boats (8 to 18 ft.) can safely sail and be used in youth training programs. Small boat harbors were created, among other things, for water sports education in safe boat handling and sailing of boats. To block the wind from this harbor area is to take away the last sailing area suitable for this purpose and to deprive Honolulu youth of essential education in living with their water environment. Even before the boat basin was dredged, the lagoon inside the reef served this purpose and the small boat harbor continued it, but now that is threatened.

Draft EIS, Yacht Harbour Pass, Page 3

In summary, to even think of building another high rise hotel on the Waikiki beachfront is to further damage the quality of life of the local residents. Since the developer in the Draft EIS stated that he had not looked at any alternatives for the use of the property, it would behoove him and the Honolulu City Planning Department to examine other uses of the property that would be beneficial to the citizens and less damaging to Honolulu's major boat harbor. Should a hotel-type building still be the preferred use by city and developer alike, then a different design building should be created that would have less impact on the existing water and land neighborhood.

Very truly yours,



Earl R. Hinz
#3-762
1750 Kalakaua Avenue
Honolulu, HI 96826

cc Mr. F. J. Rodriguez, Environmental Communications, Inc.
Ms. Joan Hayes, Representative 30th District
Mr. Wayne J. Iwasaki, State Department of Transportation
Mr. Willard T. Chow, City and County Planning Officer
Mr. Frank Fasi, Mayor-Elect, City and County of Honolulu
Ms. Kinau Kasali'i, Representative-Elect, 30th District

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

F. J. RODRIGUEZ
PRESIDENT

Mr. Earl R. Hinz
1750 Kalaheua Avenue, #3-762
Honolulu, Hawaii 96826

Dear Mr. Hinz:

We are in receipt of your letter dated November 19, 1984 which comments on the proposed Yacht Harbour Plaza project. We will respond to the various comments you have made which are germane to Ordinance No. 84-4 and which were discussed in the Draft Environmental Impact Statement.

1. The development of this project utilizes efficiently, the view amenity of the Ala Wai Yacht Harbor. As such, it is consistent with the underlying Hotel-Resort zoning which was provided by the City & County of Honolulu prior to the current use of Hospital. We do not say that your contention of impact on the marina proper is inappropriate; we do however, state that the proposed use is consistent with established land use planning ordinances.

2. Traffic - A professional traffic study was performed for this project and was provided to both governmental and private reviewers for their review and comment. We should stress that the study is a best educated estimate of anticipated traffic impacts when the proposed project is implemented.

It is not infallible and there will be those instances as you have described when extraordinary traffic jams take place due to a single major event such as inter-island canoe race, the Honolulu Marathon, or a combination of service trucks and emergency vehicles operating from the hospital.

To develop a road facility completely traffic-jam free would not be cost effective and not in the best interests of the community at large. Your comments on traffic improvements will be provided to the traffic consultant for his evaluation.

3. Parking - Most of the parking problems at the project site are due to the current use of the site as a hospital which generates tremendous volumes of short-term visitor traffic and employee shift change traffic (3 work shifts daily). In the proposed hotel-condominium use, the volume would not be as significant due to the nature of the operation when compared to the hospital use. The availability of parking spaces within the hotel parking structure is under consideration and discussion with the applicant and the owner of the parking spaces (State of Hawaii). Final resolution of this subject is vital to the final design plans for the proposed project.

1146 FORT STREET MAIL SUITE 208 • P.O. BOX 1326 • HONOLULU, HAWAII 96899 • TELEPHONE (808) 531-0381

Mr. Earl R. Hinz
Page 2
December 7, 1984

Reflective Glass Windows - We must assume that your references to reflective glass windows in negative connotation are based on experiences with those buildings that were built prior to adoption of Ordinance No. 82-35. This ordinance governs and establishes reflectivity level limits for buildings proposed after the earlier buildings had been completed. We must agree in certain instances reflectivity can be unacceptable if it is not designed to reduce the heat and glare factors. The glass for the proposed project is planned to be in compliance with Ordinance No. 82-35 and the levels of reflectivity will fall below ordinance limits.

Wind Shadow - We would refer you to section IV and specifically, pages IV-4 to IV-12 where fellow yachtspersons were consulted on this subject. Data analysis and interpretation was done on a specific yacht harbor impact basis and it was concluded that wind patterns began to deteriorate when the hospital, Ilukai Hotel, and other initial high-rise buildings were built. Reading further, the development of the Yacht Harbor Towers created additional wind impact conditions by tunneling winds down Atkinson Drive when these buildings were combined with the Ala Moana Americana hotel. In short, we do not state that the proposed project will not create an impact on the marina and the practices of non-powered sailing; we do state that there is a historic deterioration of over 15 years and that the proposed project will add to that condition.

Summary - We regret that your comments reflect an adversary position to the proposed project. The applicant is attempting to develop the project within the limits of the underlying zoning as provided by the City & County of Honolulu. This EIS document is also within the jurisdictional limits of the Special Management Area Ordinance No. 84-4 which requires full review and comment by all affected parties, with response by the applicant in a disclosure format. The comments in your summary section would involve actions by government of a nature different than those being reviewed in this document.

We appreciate your comments and hope that we have responded to them adequately.

Yours very truly,

F. J. Rodriguez

FJR:is

ENVIRONMENTAL COMMUNICATIONS INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Ms. Ruth R. Ball
Realtor Associate
Ilkai Marina Towers
1765 Ala Moana Apt. 982
Honolulu, Hawaii 96815

Dear Ms. Ball:

We are in receipt of your comments dated November 18, 1984 on the proposed Project Yacht Harbour Plaza. We respond in the following:

The proposed project as designed at the present time, is preliminary in the sense that certain land boundaries have not been finally established. These are the portions of lands presently owned by the State of Hawaii which are adjacent to the project site. Your concerns over the loss of view planes and reduction in land values are valid in the sense that it is possible, but not confirmed at this time.

Decisions to purchase residential units within the Waikiki District are tenuous at best since development permitted under land use policies legislated for Waikiki are the controlling factors which in turn can affect existing residents such as those you have described. As a realtor, you are aware that Waikiki is an extremely desirable location for resort use as well as residential use; the conflicting policies that occur so often have resulted in the Waikiki Special Design District Ordinance that provides for controls through land use policies. This is not of great help to you and your clients, but it is the prevailing policy that is required to be met by the applicant developer. I cannot say much more than this since the comments you have voiced did not address themselves to specific items in our EIS.

We appreciate your comments and hope that we have responded adequately to your concerns.

Very truly yours,

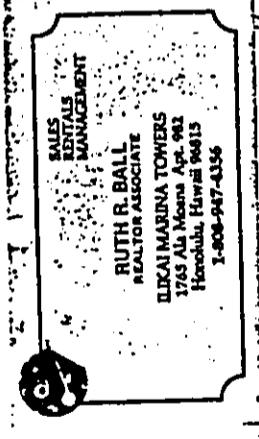
F. J. Rodriguez

F. J. Rodriguez

FJR:ls

Lu 11/84 - 5951

11-18-84
at Marina #982
5 Ala Moana
Hon. Hawaii 96815



MR. Michael McElroy -

I am writing you to express my
abament disappointment re the proposed
hotel - condominium on the Kaiser donated
land.

I have lived in this building for
years. Many of my friends live here
I rode with the Villa, Yacht Harbor
to meet a friend. Many have sandal oil
Their lifetime to be able to afford to rent
or own in this area. I do not feel it
is fair to spoil their view of nature
The office of this property which this proposal
would do.

also The Kaiser Prop. in a necessary adjunct
to this area. Please do what you can to stop this.
Catherine Ball, Ret. & member of Bldg. of People's Union
name.

11/16/84 - 5708

Nov. 16, 1984

Mr. Michael McElroy, Director
Dept. of Land Utilization, City and County, of Honolulu
650 S. King St., 7th floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

I have read the statement concerning the impact of wind on the Ala Wai Boat Harbor by the proposed Kaiser Hospital development. I have been sailing in Hawaii for over 50 years and at Waikiki since 1940.

There is no question but that the high rise development of Waikiki has drastically affected the wind patterns in the ocean and at the Ala Wai Yacht Harbor. In the ocean, even a mile from shore, the winds swirl in strange ways, as such as 150 degrees, as a result of the eddies created by the various high rises.

In the Ala Wai Harbor, although the winds are shifty, there is usually enough wind to sail a boat up the Ala Wai channel and in to the Waikiki or Hawaii Yacht Club slips. However, as soon as a boat without an engine tries to sail to the State slips in the harbor it is subject to calms and puffs of wind from opposite directions, making it very difficult to navigate the narrow waterways. This effect is due, primarily, to the massive Ilikai complex which completely blocks the true wind and, secondarily, to the high rises on the mauka side of Ala Moana, which turn the wind but don't block it completely.

The present Kaiser Hospital also contributes to the squirrely winds in the harbor but, if another massive complex were built on the hospital property, adjoining the Ilikai, it would completely block off the trade winds from most of the harbor. The result would probably be almost a complete lack of wind in the State slips, and heavy, gusty winds down the channel and into the Waikiki Yacht Club docks. This could be dangerous to boats without engines coming in the channel.

It is too late to do anything about the massive h.r. rises that have already been built, but it would be doing the citizens of Hawaii a big favor if high rises could be to areas away from the water in the future.

I have also read Joan Hayes' letter to the governor questioning the purchase of the Kaiser property by the State and an extension of the Ala Wai Harbor. This would be an ideal solution and a boon to the boating public. Although initial expense would be heavy, it should pay for itself in the long run with greatly increased income to the State.

Hawaii is surrounded by water and our people are "water" people, and yet our water facilities are grossly inadequate to serve the public. I hope that the government will take a good look at the overall picture and determine what development will best serve Hawaii.

Sincerely:

Charles H. Dole, Sailing Coach - Univ. of Hawaii

NOV 13 1984
CITY & COUNTY OF HONOLULU
DEPT. OF LAND UTILIZATION

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Mr. Charles H. Dole
2333 Kapiolani Boulevard
Honolulu, Hawaii 96826

Dear Mr. Dole:

We are in receipt of your letter dated November 16, 1984 commenting on the proposed Yacht Harbour Plaza project. We respond in the following:

Your comments on the impacts to the sailing community at the Ala Wai Boat Harbor due to the development of high rise buildings mauka of the Harbor proper are accurate in their context. I happen to be personally familiar with your long history as a sailing enthusiast, having grown up in the Ala Wai long before Kaiser Hospital was built. This goes back to when P.Y. Chong was still there on that site, and the U.S. Army Air Corps had an air rescue base at the Ala Wai Boat Harbor.

While your position and those of others like yourself who are concerned with the sailing program, oppose projects of this type, the land planning that exists for this parcel as well as others that have preceded it, have permitted development of high rise buildings that have created the impacts on the consistent trade winds so necessary to pure sailing craft. These impacts to the sailing community as well as the Ala Wai Boat Harbor as a recreational resource need discussion as a requirement of the Ordinance which governs the permit process for this project.

We cannot and do not deny that there will be impacts to the Ala Wai Boat Harbor and the sailing program; the question as to whether or not it will deter or cause the sailing program to be stopped is unresolved. We have asked long time supporters of the sailing program if this would be the case, and the answer was in the negative. It would affect the quality of the prevailing trade winds, but it would not cause the sailing program to stop. I hope that this response indicates to you that there is understanding of the problem, but as to how the solution to solve the impacts, this decision would be left to the governmental agencies who will be reviewing the Final EIS and also the permit process, should the project proceed to that point.

Thank you for your comments.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

LA 11/84 - 6012

ENVIRONMENTAL COMMUNICATIONS INC.

December 7, 1984

F. J. RODRIGUEZ PRESIDENT

5005 102 Lane N.E. Kirkland, Wa 98033 Nov. 16, 1984

Dept. of Land Utilization City and County of Honolulu 650 S. King St. 7th Floor Honolulu, HI 96813

1984 NOV 26 AM 9 01 DEPT. OF LAND UTILIZATION CITY OF HONOLULU

RE: Proposed Yacht Harbor Plaza Development ATTN: Michael McElroy, Director

Dear Mr. McElroy:

My wife and I own 2 apartments (1101 and 1105) in the Big Surf which is directly opposite the above proposed development and another in the Yacht Harbor Condo at the corner of Atkinson and Ala Moana.

We strongly oppose the proposed development because it would seriously affect the values of our investment contrary to City and County Ordinance 83-25, Sec. 10, (2), e, (2).

My family comes to Hawaii yearly and the proposed building would not leave any open space contrary to Sec. 15 (2), b, (5) which specifically states that the "Existing views of the mountains, ocean and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting, and setback."

We request that your department not approve the project as it is and work with the developers in using their original twin tower idea similar to the Liliuokalani Gardens.

Sincerely, Peter Okada PETER OKADA

Mr. Peter Okada 5005 102 Lane N.E. Kirkland, WA 98033

Dear Mr. Okada:

We are in receipt of a copy of your comments dated November 16, 1984 on the proposed Yacht Harbour Plaza project. We respond in the following:

Your comments are based on Ordinance No. 83-25 which is the planning document for the City and County of Honolulu's Development Plan process which deals specifically with the Primary Urban Center. We do not dispute the mandate as expressed in the Ordinance, but we are required by law to comply with ordinances of a more specific nature which have established zoning land use policies for the proposed project site. These zoning ordinances establish both the land uses as well as the permitted height for buildings within the Resort-Hotel designation. The policies as expressed in the Ordinance No. 83-25 have been established as recommended guidelines which in turn would be translated into specific zoning ordinances. As an example, the Waikiki Special Design District Ordinance No. 4573 was established in 1975 which identifies specifically, the legislative intent, the land use control system, the public uses and structures, design control system, height, setback, and density regulations, restrictive conditions and certificate of conformance process, and finally, the maps of the specific zoning precincts that permit the various land uses within Waikiki.

I would urge you to review this ordinance so that you will be familiar with the specific zoning document that mandates the compliance factors which this proposed project must adhere to. It has gone through due process at public hearings within the community and also at the City Council before signature by the Mayor.

I realize that this will not help you in your position of opposing the proposed project, but it is the governing land use policy which the applicant developer must comply with.

Thank you for your concerns and comments.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

ku 1184 - 6026

1984 NOV 26 AM 8:59
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

SOCIETY FOR HAWAIIAN ARCHAEOLOGY
P.O. Box 22911
Honolulu, Hawaii 96822

November 21, 1984

Mr. Michael McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 S. King St., 7th Floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

The Peer Review Committee of the Society for Hawaiian Archaeology has reviewed the draft Environmental Impact Statement for the Proposed Yacht Harbour Plaza in Waikiki (THK 2-6-10: 6 and 10). It is the opinion of the committee that Section III.I entitled "Historical and Archaeological Sites" fails to portray correctly the potential for archaeological and historical resources on the site. Nor is the proposed mitigation plan adequate in insuring that adverse impacts to sites that might be found will be minimized.

While it is true that no historic properties on the site are listed on the Hawaii Register or National Register of Historic Places or have been determined eligible for inclusion, no archaeological investigation of the parcels has ever been conducted. It is indeed unlikely that cultural resources will be present beneath the basement foundations of the Kaiser Hospital and the Pacific Insurance Building which currently exist on the site. However approximately 32,000 square feet of the parcels, consisting of the present parking lot and the grounds surrounding the Pacific Insurance Building, potentially overlies subsurface deposits beneath the fill that have not been disturbed by modern construction activities. The thickness of the fill has not been determined and there may be several feet of sand or soil beneath the fill that may contain intact cultural deposits. At several similar locations in Waikiki, namely the Halekulani Hotel, the Liliuokalani Gardens, the Hale Koa at Fort Derussy, and the Rainbow Tower at the Hilton Hawaiian Village, both historic and prehistoric deposits have been found beneath the fill. The proposed development site is at present 4.5 ft above mean sea level; prehistoric deposits at the Halekulani site were discovered at less than 3 ft a.m.s.l.; Hawaiian burials at sea level, and historic refuse pits extended below sea level.

In view of these facts, we feel that the following statement in the draft EIS cannot be substantiated and should be modified:

In view of the fill on which the site is located, it is highly unlikely that cultural resources (heiaus, prehistoric artifacts) will be encountered. Features that might be found would probably consist of discarded trash in midden deposits. (p.III-25)

It is in fact quite possible that cultural resources that are still substantially intact will be encountered. There is no reason to assume a priori that these will consist only of midden deposits, although such features are in themselves important and may yield significant information about Hawaii's past. Other sites in Waikiki have also contained fire pits, post holes, burials, and buried agricultural fields. Burial in beach front sand deposits was a common Hawaiian practice, and burials have been encountered at numerous beach sites in Hawaii. Waikiki previously included an important and extensive agricultural system, and remains of irrigated fields may be present beneath the fill on the site. At least part of these parcels was included within a 19th century land grant (#2789), one recorded on Sereno Bishop's 1881 Waikiki survey map.

Archaeological investigation of the parcel in its present condition, covered with asphalt paving, buildings, and other surface modification is clearly not possible. However we recommend that an archaeologist be present at the site immediately following demolition of the existing structures to inspect the site in order to determine if any archaeological features are then visible and to assess their significance. An archaeologist should also be present to monitor all subsurface excavation on the site. We feel that it is inappropriate for construction personnel who are untrained as archaeologists to be responsible for the identification and assessment of cultural resources. Experience at other sites in Waikiki and elsewhere has shown that extensive adverse impacts to archaeological deposits has frequently occurred prior to the halting of construction activities and the notification of the State Historic Preservation Officer.

Therefore it is the recommendation of the Society for Hawaiian Archaeology that the subject draft EIS be modified to incorporate the changes suggested above in terms of the assessment of the potential for archaeological and historic resources on the property and to provide for the presence of an archaeologist as monitor following demolition of existing structures and during all subsurface excavations.

Yours,

David J. Welch

David J. Welch
Chairman, Peer Review Committee
Society for Hawaiian Archaeology

cc: Environmental Communications, Inc.
State Historic Preservation Office

ENVIRONMENTAL
COMMUNICATIONS
... INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Mr. David Welch, Chairman
Peer Review Committee
Society for Hawaiian Archaeology
P.O. Box 22911
Honolulu, Hawaii 96822

Dear Mr. Welch:

We are in receipt of your comments dated November 21, 1984 on the proposed project Yacht Harbour Plaza. We respond in the following:

The concerns provided in your letter echo those provided by Bertell Davis in his review conducted on behalf of the Environmental Center on November 20, 1984. We concur with the recommendations contained in both comments and these recommendations have been forwarded to the applicant for his review and approval.

Thank you for your comments and continuing concern.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:ls

Lu 11/84- 5993

HOUSE OF REPRESENTATIVES
THE TWELFTH LEGISLATURE

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813



November 21, 1984

1984 NOV 21 PM 3:45
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

Mr. Michael M. McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 S. King Street, 7th floor
Honolulu, Hawaii 96813

Dear Mr. McElroy:

I am writing in response to the Environmental Impact Study on the proposed Yacht Harbour Plaza. It seems to me that the Impact statement is most deficient in its failure to address the many City Ordinances requiring protection of views and of off-shore activities.

It really is not sufficient to say that there is nothing that can be done to preserve the view or to rely on two carefully chosen witnesses, one on the lack of serious impact of the wind deflection and the other on water temperature. There are too many experienced sailors who tell me that the erection of the proposed high rise will "kill" the harbor, making it "dead" so far as sailing winds are concerned and uncomfortably hot, both air and water, due to the lack of trade winds. Just because some damage has already been done is no reason to construct the high rise that will finish the job.

I note with some skepticism as to the motive the referral to "high rises" across the street from the proposed site. Most of the buildings on Ala Moana facing the Kaiser Hospital are 12-16 stories. That might have been "high rise" when they were put up, but they aren't now, particularly in contrast to the proposed 40-story Harbour View Plaza.

The State/City & County of Honolulu have a substantial vested interest in the preservation of a usable harbor. I think the potential damage

HENRY HALLILO PETERIS
Vice Mayor
DANIEL I. KIHANO
Mayor
RUSSELL BLAIR
Minority Floor Leader
HEBERT A. SEGAWA

DISTRICT REPRESENTATIVES

- 1st -- HERBERT A. SEGAWA
- 2nd -- ANDREW LEVIN
- 3rd -- VIRGINIA ISBELL
- 4th -- YOSHITO TAKAHARA
- 5th -- RICHARD M. MATSUURA
- 6th -- HERBERT J. HONDA
- 7th -- MARK T. ANDREWS
- 8th -- JOSEPH M. SOUKI
- 9th -- CLAYTON H.W. HEE
- 10th -- DONNA B. KEIDA
- 11th -- HAL JONES
- 12th -- BARBARA WILSON
- 13th -- FREDERICK WILLIAM ROHLFING
- 14th -- CALVIN K.Y. ZAY
- 15th -- KEN IYABU
- 16th -- DON HAYES
- 17th -- DAVID M. HADONO
- 18th -- BRIAN T. TANOUCHE
- 19th -- HARVIN S.C. DANG
- 20th -- MAZIE K. KIKOMO
- 21st -- RUSSELL BLAIR
- 22nd -- KATHLEEN STANLEY
- 23rd -- BOO YAM
- 24th -- BYRON W. BAKER
- 25th -- DWIGHT L. YOSHIMURA
- 26th -- GEORGE ALABANO
- 27th -- DENNIS M. MUKASATO
- 28th -- RYUICHIRO CHAULTY
- 29th -- DONNA MERCADO RUM
- 30th -- CONNOR C. CHUN
- 31st -- TOM OKAMURA
- 32nd -- CLARENCE Y. HANUMOTO
- 33rd -- AHMOUD MONGAHO
- 34th -- ELOISE YAMAMURA TUNG/PALAM
- 35th -- MITSUO "MITS" SHITO
- 36th -- AVIS LUYARUSABALLA
- 37th -- WESLEY CRUZER
- 38th -- HENRY HALLILO PETERIS
- 39th -- RON MCKON
- 40th -- DANIEL I. KIHANO
- 41st -- ROBERT BURDA
- 42nd -- ROSEMARY LEONG
- 43rd -- BOB MALATA
- 44th -- TERRANCE W.H. TOM
- 45th -- MARSHALL K. ICE
- 46th -- WHITNEY T. ANDERSON
- 47th -- KIM J. MEDERUS
- 48th -- MOKSHA WONG
- 49th -- PETER K. APO
- 50th -- ALFRED C. LAIDIGARAL
- 51st -- RICHARD A. KAWAKAMI

Minority Leader
Henry Floor Leader

Page 2

November 21, 1984

far outweighs the job creation of the Harbour View Plaza. There are other harbor-related industries which might well be encouraged to start up if the harbor was expanded by dredging of the filled land which makes up most of this site.

I attach a copy of a letter recently received from the Director of Transportation indicating that my suggestion to the Governor that the State acquire this property for this purpose is getting serious consideration. Furthermore, I have assurances from Senator Matsunaga that once the property is acquired by the State and plans have been drawn up, he feels confident he could obtain Federal funds for the necessary work.

I feel very strongly that the City should deny the application to construct this high rise right now, before the developer exercises his right of first refusal and purchases the land.

Sincerely,

Joan Hayes

Joan Hayes

JH:hp
enc.

GEORGE A. ANTONIO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
1555 KALANIANA'OLA DRIVE
HONOLULU, HAWAII 96813

WAYNE J. YAMASAKI
DIRECTOR

DEPUTY DIRECTORS
JONATHAN K. SHIMADA, Ph.D.
WALTER M. HO
CERIL D. SOON
ADAM D. VINCENT

IN REPLY REFER TO

November 9, 1984

HAR-BA 2032

The Honorable Joan Hayes
Representative, 16th District
The Twelfth State Legislature
State Capitol, Room 321
Honolulu, Hawaii 96813

Dear Representative Hayes:

Your letter of September 13, 1984, regarding the acquisition of the Kaiser Hospital site for the expansion of the Ala Wai Boat Harbor, which was addressed to Governor George R. Ariyoshi has been referred to me for follow-up action.

The site consists of very desirable land and will be very expensive to acquire; however, we are working on a thorough analysis of acquisition and construction cost. You will be contacted as soon as we have more positive information.

In the meantime, if you have any additional information or questions, please contact me.

Very truly yours,

Wayne J. Yamasaki
Director of Transportation

cc: The Honorable George R. Ariyoshi

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUEZ
PRESIDENT

December 7, 1984

Representative Joan Hayes
House of Representatives
The Twelfth Legislature
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Representative Hayes:

We are in receipt of your comments dated November 21, 1984 on the proposed Yacht Harbour Plaza project. We respond in the following:

Your concerns as stated, regard our impact statement document as not fully disclosing the impacts on the view corridors and recreational resources as required under the appropriate Ordinance No. 84-4 (City & County of Honolulu) and Chapter 343, HRS. We would not agree with the position that you have adopted on this basis and we would also take issue with the use of language describing the qualified unsolicited comments from Gil Budar and Mike Doyle as "two carefully chosen witnesses."

Further, it is not the intent or the treatment taken in the EIS document that because there is already existing high-rise buildings existing in Walkiki, one more will have no significant impact. There has been qualified study and analysis conducted by competent and qualified experts in the specific fields of interest (Dr. Arthur Chiu, Dr. Karl Bathen) and to hint at their abilities to discuss the potential problems that would be attributable to the proposed project as being less than qualified is unfortunate.

There is no statement in the EIS that in so many words says there will be no significant impact if this project is developed. On the contrary, there has been a sincere effort to describe the project's impacts in an analytical and technical manner, supported by research and data provided by competent, qualified experts in their field.

There is no doubt that there will be view plane impairment with the development of this project and the impacts could be evaluated from both a ground level perspective as well as an aerial view perspective. For residents who are most closely adjacent to the project site, there will be significant view plane impacts. At the present time, the existing structures on the site block views for ground level (pedestrian) as well as lower floors of buildings on Ala Moana Boulevard immediately mauka of the project site.

Finally, the possible acquisition of this parcel by the State for expansion of the Ala Wai Marina goes beyond the limits of this document's required review of alternatives. There would be an Environmental Impact Statement conducted specifically for this potential use as it would be a use totally different from the Resort-Hotel zoning that prevails at the present time.

Representative Joan Hayes

Page 2

December 7, 1984

We realize that the responses to your comments will not change your position on the project as designed; we have attempted in the response to disclose to the best of our ability, the potential impacts as our technical experts have provided to us.

Your comments are appreciated and your continuing concerns on the Walkiki District are acknowledged.

Very truly yours,



F. J. Rodriguez

FJR:ls

LA 11/84 - 5948



**DAVID MCFULL & DAVID PARKINS
OLYMPIC SAILING FUND**

DEPT. OF LAND UTILIZATION
& COUNTY OF HONOLULU

NOV 20 PM 2 02

November 18, 1984

City and County of Honolulu
Department of Land Utilization
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attn: Mr. Michael McElroy, Director

Subject: Proposed Yacht Harbour Plaza

Gentlemen:

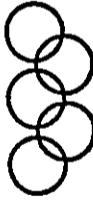
It has recently been brought to my attention that a developer has proposed constructing a hotel/condo project called Yacht Harbour Plaza on the site now occupied by Kaiser Hospital. I am strongly opposed to such a large structure, and I support Joan Hayes' option of dredging the subject site for creation of additional boat moorings, etc..

I have been sailing in the Ala Wai Yacht Harbor for 26 years. I learned to sail there when I was seven years old, and I've seen the negative impact of high rise construction as the years have gone by. The winds have become increasingly erratic and gusty. I still actively sail my Hobie 18 out of Maiki Yacht Club, and it is often difficult, even for a very experienced sailor like me, to get my boat back to the storage yard by the Ala Moana Blvd. bridge over the Ala Wai Canal. The proposed Yacht Harbor Plaza would destroy further by ability and the ability of countless other sail-powered boats to enjoy harbor sailing.

The Ala Wai Yacht Harbor was designed as a recreational boating harbor, but government planners allowed the wind resources to be "chopped up" by allowing such outrageous development like the Ilikai Hotel, Yacht Harbor Towers, and Discovery Bay. Planners in Marina Del Rey (CA) or Alamitos Bay (CA) have been far more "akamai" in their approach to planning, realizing that buildings of more than three or four stories will destroy the quality of the wind resources.

Because the Ala Wai is the prime resource for sailing instruction on the South Shore of Oahu, I ask you to consider young people who are now trying to learn small boat sailing. Don't make it irreversibly tough on them. Ms. Hayes' encouraging ideas could further young people's future enjoyment of sailing, both from preservation and public use standpoints.

David McFull
109 Pololu Place
Honolulu, Hawaii 96822



David Parkins
6400 Merit Drive
Long Beach, California 90803

We also have a great demand for mooring space that is not, at the present time, being adequately accommodated by the State government. The proposal to expand Ala Wai Harbor and create mooring space is consistent with the governments' obligation to encourage greater recreational use of our State's tremendous ocean resources.

We don't need more hotel/condos in this area for they are only going to increase an already bad traffic congestion.

I also understand that the Yacht Harbor Plaza proposal contravenes a number of existing ordinances.

Let's ensure preservation of the quality of the Harbor area and not allow special monied interests to exploit priceless resources.

David R. McFull
Vice Commodore, Hawaii Hobie
Cat Association

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

F. J. RODRIGUEZ
PRESIDENT

Mr. David McFaul
Vice Commodore, Hawaii Hobie
Cat Association
109 Pololu Place
Honolulu, Hawaii 96822

Dear Mr. McFaul:

We are in receipt of your comments dated November 18, 1984 on the proposed Yacht Harbour Plaza project. We respond in the following:

Your comments on further deterioration of existing wind patterns at the Ala Wai Marina due to the implementation of this project are accurate in their content and historical setting. The deterioration of winds, according to Mike Doyle and others who have depended on consistent wind patterns to power their non-motorized craft, have been an on-going situation since the development of the first building of consequence back in the late 1950s and early 1960s.

Land planning has been postulated in the interests of the community at large at the expense of recreational resources such as you describe at the Ala Wai Marina. This is regrettable however, an existing condition of land use policy permits Resort-Hotel development on the project site. Situations such as you describe at Marina Del Rey and Alamitos Bay are on the drawing boards at Ewa Marina and also at West Beach. At those locations, the potential for preserving prevailing trade wind patterns are within the abilities of the land use policy planners since, in those plans, the marina sectors will permit direct access to the open ocean and not limit sailing within the marina basin.

This does not give you the relief I know you are seeking, but the applicant-developer has planned his project based on prevailing land use policies which when adhered to, permit development of the nature he is seeking. The concept of having the marina expanded to increase the size and capacity of the Ala Wai Marina and extend the open space parameters has not been considered by the applicant-developer since the underlying zoning on the parcel is designated for Resort-Hotel use. We cannot comment on the feasibility of having the site purchased by government since the decisions and planning for this use would be beyond our required compliance.

Thank you for your comments and concerns on this meritorious issue.

Very truly yours,



F. J. Rodriguez

FJR:ls

WAIKIKI NEIGHBORHOOD BOARD NO. 9
99 WAIKIKI PAPANULU LIBRARY
600 KAPAHULU AVENUE
HONOLULU, HAWAII 96813



November 20, 1984

Michael M. McElroy, Director
Department of Land Utilization
City and County of Honolulu
650 S. King St.
Honolulu, HI 96813

Dear Mr. McElroy:

Subject: Environmental Impact Study, Yacht Harbor Plaza Hotel
and Condominium, 1697 Ala Moana Blvd. Present site
of Kaiser Hospital.

We understand that responses to the subject E.I.S. are due no later than November 22, 1984. This then is our response. This response is made possible thanks to your kindness in furnishing the writer with a copy of this Environmental Impact Study.

As a part of our presentation we attach a copy of a letter directed to me on this subject. This letter was prepared by Wright Hiatt (Col. USA Ret.) and Vice-Chair of our Neighborhood Board. Col. Hiatt is well qualified in the engineering field and currently active as a consultant engineer.

In addition to the above, there is attached a copy of a letter from Virginia B. Briggs dated November 2, 1984 on this subject. Mrs. Briggs presents some interesting data which also merits attention, consideration, and resolution before approval is given for the development.

We feel that the objection and comments by Col. Hiatt and Mrs. Briggs are well founded and meritorious.

This feeling is unanimously supported by our Neighborhood Board and we want the record to reflect that we are vigorously opposed to the granting of a permit for this project. Residents of Waikiki have been unduly subjected to unwarranted development projects in the past few years and this seems to be supported in the Hobron and Westbury cases. The Hobron, for example, continues to be a strong factor in snarled traffic patterns, and yet the proponents of the Harbor Plaza project would have us believe their traffic impact would be from minimal to none.

WAIKIKI NEIGHBORHOOD BOARD NO. 9
Michael M. McElroy, Director, DLU
November 20, 1984
Page 2

In conclusion, we feel your Department has a moral and legal obligation to reject this proposed development and support the environmental, economic, and social needs of the community, City, and public.

For example, you should give serious thought to alternative projects that would provide long awaited and deserved benefits for the community and its residents.

Thank you for your consideration as well as attention to the needs of the majority of our community.

Sincerely,

John W. Stunkard
John W. Stunkard
Chairman
RNL

cc: Mayor Eileen R. Anderson
Senator Bert Kobayashi
Senator-Elect Maryjane McMurdo
Representative Joan Hayes
Representative-Elect Kina'u Kamali'i
Councilmember Marilyn Bornhorst
F.J. Rodriguez, E.C.I.
Waikiki Neighborhood Board No. 9 members
Neighborhood Commission
Peter Arapoff, President, Ala Wai Marine Ltd.

NOV 23 1984

November 7, 1984

To Condominium Owners, Ala Moana-Hobron Area

Re: Proposed Yacht Harbor Plaza Development

Mr. John W. Stunkard,
Chairman
Waikiki Neighborhood Board No. 9
1717 Ala Mai Blvd., #1404
Honolulu, HI 96815

SUBJECT: YACHT HARBOR PLAZA HOTEL E.I.S.
1697 ALA MOANA BOULEVARD

Dear John:

I have reviewed the final "Environmental Impact Statement" on the subject project.

In the Board's earlier correspondence, based on the preliminary draft E.I.S., we raised serious questions concerning compliance with the Federal Shoreline Management Act and setback, traffic, access and egress to the project (particularly with respect to truck and bus parking and turnaround) and the necessary change in the present Development Plan Map for the Primary Urban Center. Those questions have either not been answered or answered unsatisfactorily, in the final E.I.S.

We now note that the proposed project is located within the tsunami zone, and subject to flooding to a depth of 2 feet. We also note that the questions raised by the State Department of Transportation, and Planning and Economic Development, as well as the City Departments of General Planning, Public Works, and Transportation Services, have not been satisfactorily answered.

In our opinion the E.I.S. is basically defective, as it fails to consider alternatives to the development, of which there are several. It is also deficient in economic detail. To amortize an investment of \$124,000,000 in a reasonable period would require annual payments, which, with the annual taxes, would make the project's economic viability subject to serious question. And we are not convinced that the "market place" will fully absorb the construction investment in 1 1/2 to 2 years. That judgment is based on the recent financial histories of the "Hobron", Mandarin and "Westbury" projects in that area of Waikiki.

Based on the above, we should not endorse this project. We recommend that further effort be devoted to the identification of economically viable alternative developments.

Very truly yours

Wright Hiatt

Wright Hiatt
Vice Chairman
Neighborhood Board No. 9

NOV 23 1984

November 22, 1984 will be the last date to write to the Department of Land Utilization to express your concerns about the present form of the proposed hotel-condominium on the Kaiser Hospital Land.

The City and County of Honolulu Development Plan, approved 6/8/83, is the result of our City/County government's concern that neighbors of any project in this area be protected from negative social impacts. The stated purpose of the Plan is "to allow the people of Oahu to live and work in harmony." (Population Objective C, Ordinance No. 83-25). While the land is zoned for hotel use and 350' height limit, the Ordinance mandates that any project be compatible with neighboring land uses (Sec. 2, (6), a).

The City and County, and the Department of Land Utilization are obliged to evaluate proposed projects in the light of the principles of the Ordinance. They are to consider whether a development will

1. Change the character or culture of the neighborhood (Sec. 10, (2), a(3)).
2. Affect the diversity of employment (Sec. 10(2)b(2)).
3. Affect property values of existing homes (Sec. 10, (2), c, (4)).
4. Affect recreational facilities (Sec. 10, (2), d, (3)).
5. Affect existing . . . scenic views, open space and the aesthetic quality of the area (Sec. 10, (2), e, (2), (3), and (4).)

In the part of the Ordinance that is concerned directly with Waikiki, a particular emphasis is placed on the control of Open Spaces:

The visibility, preservation, enhancement and accessibility of open spaces areas, as defined in Section 9 of this development plan, shall be given high priority in the design for adjacent and nearby development in the Primary Urban Center. These areas include, but are not limited to the steep slopes of valley and ridge areas, streams and the shoreline areas, Diamond Head, Punchbowl, Ala Mai Canal, Kevalo Basin, and Ala Mai Yacht Harbor. (Ordinance 83-25, Sec. 15, (2), b, (1).)

Ordinance 83-25, Sec. 15 (2) b (2) limits the number of visitor units in Waikiki to 30,000. The Waikiki Visitors Bureau statistician reports the present figure is 33,192. Yacht Harbor Plaza project as presently designed would add 408 hotel and 174 condominium units. They state there is an alternative plan "to go to 800 rooms by reducing or eliminating the condominium portion" of the plan.

The City/County will apply the following principle in evaluating projects:

In general, resort and related commercial activities shall be concentrated in the areas makai of Kuhio Avenue and Ala Moana Boulevard. Apartments intended for Honolulu's residents who prefer a higher density urban living environment shall be located mauka of Kuhio Avenue and in the Urban Core Area. (Sec. 15, (2), b, (1).)

NOV 23 1984

Section 15, (2), b, (3) states "Any additional high-density development shall be discouraged."

Importantly, the Ordinance affirms that the 90' view from the sidewalk to Ala Mai Yacht Harbor along the space between Marina Theatre and the hospital is protected by the following paragraphs:

Existing views of the mountains, ocean and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting, and setback. Such views shall be enhanced by appropriate landscaping requirements for private developments along view corridors and the appropriate landscaping of related streets. (Sec. 15 (2), b, (5).)

The present open space nature and character of dominant physical features along the perimeter of this area (Waikiki) shall be preserved and enhanced. These features directly contribute to the present attractiveness and quality of the area as well as to the surrounding communities. They include the Ala Mai Canal, Ala Mai Field, Ala Mai Golf Course, Kapiolani Park, Honolulu Zoo, Ala Mai Yacht Harbor, the Views of Diamond Head and the ocean.

All public and private developments or improvements shall be designed to preserve and enhance the visual and physical access to these features. (Sec. 15, (2), b, (7).)

The project as presently proposed does none of these things, nor does it enhance pedestrian access to the shoreline, as required in the following Section:

Public pedestrian access to the shoreline shall be increased in number, size and attractiveness. (Sec. 15, (2), b (10).)

The pedestrian traffic network within the area shall be substantially improved to recognize the unique visitor destination area requirements. Special consideration shall be given to pedestrian safety, comfort, and enjoyment since walking constitutes a major activity for the visitor, within this area. (Sec. 15, (2), b (11).)

Preservation of the 1/2 width of space is also addressed by the Ordinance where it gives special consideration to Ala Moana Boulevard "because of its function as the major ingress and egress route of visitors and as a major thoroughfare for residents":

The preservation and enhancement of views from this corridor shall be the major determinants of development controls along this corridor. (Sec. 15, (2), g, (1).)

Appropriate measures to enhance the attractiveness of this corridor and the public and private responsibilities to implement and maintain such improvements shall be adopted. (Sec. 15, (2), g, (2).)

Following is a partial count of condominiums whose residents will lose their view of Ala Mai Yacht Harbor if the project be permitted to eliminate the present 1/2 of view along the Ala Moana pedestrian corridor:

- Ala Mai Terrace-1684 28
- Big Surf 18
- Discovery Bay 271
- Driftwood 60
- Harbor View Plaza 78
- Hobron 134
- Ilihai 90
- Tradewinds West 65
- Tradewinds East 121
- Villa 62
- Westbury 136
- Yacht Harbor Towers 35

I urge residents to be emboldened by the concern shown in the Ordinance quoted above by our City/County government. They have expressed their desire to preserve the scenic views of existing neighboring residents (Sec. 10, (2), e, (2) and property values (Sec. 10, (2), c, (4).) I urge those concerned to study the Environmental Impact Statement now on file at regional libraries and to express their wishes before the November 22 deadline to:

Mr. Michael McElroy, Director
Department of Land Utilization, City and County of Honolulu
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

The developer has not bought the property, nor has his architect created working plans. His representative, Environmental Communications, Inc., has responded to an earlier complaint from one of the residents who would be losing the ocean view as follows, "Let the buyer beware," saying nothing could be done.

I believe the City and County of Honolulu is ready to stand behind their Development Plan. They need to hear from the residents whom they are pledged to protect. Please make this information available to your owners and residents.

Yours very truly,
Virginia B. Briggs

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

F. J. RODRIGUEZ,
PRESIDENT

Mr. John W. Stunkard
Chairman
Waikiki Neighborhood Board No. 9
1717 Ala Wai Boulevard, #1404
Honolulu, Hawaii 96815

Dear Mr. Stunkard:

We are in receipt of your comments on behalf of the Waikiki Neighborhood Board No. 9 dated November 20, 1984 which discusses the proposed Yacht Harbour Plaza project. The attached comments from Col. Wright Hiatt and Dr. Virginia Briggs were reviewed and we respond to them as follows:

1. It should be pointed out that the provisions governing land use controls over this project are Waikiki Special Design District Ordinance No. 4573 which designates specific land use policies for density, height, use, circulation, setbacks, and Floor Area Ratio. The Primary Urban Center Development Plan Ordinance provides guidelines for enabling legislation of the type as Ordinance No. 4573.
2. Comments on the flood hazard aspects of the project site are identified in the Final EIS.
3. Regarding the economics of this proposed project and other projects cited in Col. Hiatt's critique, the examples that he cites are not hotels and have not been designed as such. Further, it would remain to lending institutions to examine the project's financial feasibility in terms of operations, construction costs, and yield on investment before lending the amount of money that would be required to start this project.

We realize that the basic position of the Board is not in support of the project, but it behooves us to respond to the comments made and correct any misunderstandings that may exist.
4. Dr. Briggs' comments have been directed to her as a response to her comments which were duplicated throughout the 30-day review period.

Thank you for your comments and continuing interest.

Very truly yours,

F. J. Rodriguez

F. J. Rodriguez

FJR:els

Robert M. Jewell
PO Box 353
Honolulu HI 96809-0353

November 19, 1984

Mr. F. G. Rodriguez, President
Environmental Communications, Inc.
PO Box 536
Honolulu HI 96809

Dear Mr. Rodriguez:

Since the time of my earlier letter of August 18 to The Office of Environmental Quality Control, I have reviewed the Draft Environmental Impact Statement of October, 1984 pertaining to the proposed Yacht Harbor Plaza project.

In addition to the concerns outlined in my earlier letter, I note the following:

The proposed use of reflective glass seems to me to be quite unacceptable. As I recall, there have already been problems in the downtown area with heat reflections. The DEIS notes the already deteriorated condition wherein (cooling) winds in the harbor are blocked by existing high rise buildings. To compound this by erecting in effect a giant mirror with an area of 10's of thousands of square feet to reflect additional heat into the harbor area is obviously adverse to the comfort of persons using their boats and to the water temperature. Therefore, I believe that any ruling on this project should include a prohibition in use of reflective glass.

On the drawings of the area, a portion of the land adjacent (on the Makai side) to the Ala Wai Marine Ltd property is shown as public access. However, that land is currently under lease to AMM Ltd and is necessary for their operations, customer parking, etc. Most significantly, it is an area for crane use without which AMM Ltd would not be able to service boats such as the Clipper Cup Series. Therefore, I believe that area should be removed from public access classification and any related area calculations.

It is unclear from my reading of the DEIS exactly the impact on metered public parking, but the impression I get continues to be a significant reduction. Those spaces are currently useable on a monthly sticker basis (\$15/month I believe) for harbor slip users who need some place to park when visiting their boats. I am opposed to the project in its entirety, but in any event I believe that any ruling on this project should include a provision that harbor slip holders shall have a right to obtain sufficient and convenient parking inside the structure for no more than the monthly harbor fee now available.

I find unpersuasive the suggestions in the DEIS that negative sun shadow impact and or negative sun reflection impact on the harbor can be overlooked because they affect only one part of the harbor at a time.

I am unpersuaded that the existence of other high rise structures makes this proposed one satisfactorily "consistent" when in fact the negative environmental impacts of those earlier buildings is acknowledged.

I disagree with the thought in the DEIS that the negative impact on view corridors from existing buildings is satisfactorily "unavoidable" or is OK because there are tax revenues. The negative impacts are avoidable...by not allowing this project.

I agree with the DEIS observation that there would be a negative noise impact from tire squeal in the parking garage area.

I agree with the DEIS observation that there would be an impact on surface winds; that there could be severe downwash wind effects, etc.

I am given to understand that there are some legal conditions attached to the site requiring no interference with "the view of the ocean". It seems clear to me that the proposed structure would reduce or interfere with view of the ocean for anyone not standing on the Mauka side of this large structure.

NOV 21 1984

Based on information cited by Mrs. Joan Hayes, I am given to understand that the land has a restriction for use for public recreation and/or a roadway. I do not see that a hotel/condo would meet that requirement. In contrast, I believe returning the land to water use and creation of an expansion of Ala Wai Boat Harbor by up to 400 more slips would have a far more favorable impact on recreation facilities in Hawaii than one more condo.

In view of these and my previous comments, I continue to find that this proposed project would have an unacceptably high negative impact on the Ala Wai Boat Harbor and other adjoining areas.

Sincerely,

Robert M. Jewell
RMJ:j

ENVIRONMENTAL
COMMUNICATIONS
INC.

December 7, 1984

F. J. RODRIGUEZ
PRESIDENT

Mr. Robert M. Jewell
P.O. Box 353
Honolulu, Hawaii 96809-0353

Dear Mr. Jewell:

We are in receipt of your letter dated November 19, 1984 on the proposed Yacht Harbour Plaza project. We would like to respond to your comments which are germane to Ordinance No. 84-4 and which were discussed in the Draft Environmental Impact Statement.

The proposed project will not use any reflective surface material as defined by Ordinance No. 82-35. This ordinance governs and establishes reflectivity level limits for building materials. As you had mentioned, there had been problems in the downtown area with heat reflection, hence, it was these problems which instigated the need for Sunlight Reflectivity Regulations Ordinance No. 82-35.

The public access classification for the area makai of the Ala Wai Marine Ltd. site is made by the Department of Transportation, Harbors Division. The site, as it is used now, is leased from the DOT for use by AWM Ltd. for their operations. Any land use classification changes for the area in question lie outside of the scope of this project and are not addressed by the EIS; however, current use of the site is not expected to change in the near future.

Negotiations are currently underway between the project developer and the State Harbors Division for lands around the project site. Parking availability impacts are not known in light of these negotiations, however, there is still expected to be ample parking in the project area after the hospital site is vacated. The hospital generates tremendous volumes of short-term visitor traffic and employee shift change traffic. In the proposed hotel-condominium use, the volume of traffic and parking demand would not be as significant due to the nature of the project. The availability of parking spaces within the hotel parking structure is under consideration and discussion with the applicant and the State of Hawaii.

Your comments on shadow and reflection impacts are noted and appreciated.

The development of this project utilizes the site efficiently and is consistent with the underlying Hotel-Resort zoning provided by the City and County of Honolulu prior to its current hospital use. It is unfortunate that additional negative environmental impacts may occur with the construction of this project, however, impacts are likely to occur in any use and therefore, should be weighed against all positive aspects as well.

Mr. Robert M. Jewell
Page 2
December 7, 1984

Your comments on view corridors, noise and wind impacts are noted and appreciated.

The legal restrictions mentioned in your last comment are unnamed, however there is some confusion on the sites land use. The project site is zoned for Hotel and Public Facility use and, as mentioned earlier, the proposed project is consistent with these land use designations.

Very truly yours,



F. J. Rodriguez

FJR:ls

LU 1184 - 5977

Days Kennedy Daly
Harbor View Plaza
1676 Ala Moana Blvd.
Honolulu, Hawaii 96815

November 18, 1984

Dear Sir:

As resident-owners at Harbor View Plaza, my husband and I are greatly disturbed by the announced plans for the current site of the Kaiser Hospital.

In view of the current noise level on the boulevard and the congested current traffic conditions, the only property value of our condominium lies in the ocean view. If this is removed, all privacy, aesthetic appeal and comfort will become null and void along with its resale value.

We are deeply concerned about adherence to the City and County Honolulu development plan and the principle therein. We have already suffered from
(over)

the unrightly Harbor Hotel development. Please do not further erode our neighborhood with additional incompatible commercial complexes, as we will not sit idly by and allow this to continue.

Sincerely,

Days K. Daly

(v) Patrick J. Daly

1984 NOV 21 PM 2:05
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

LU 1184 - 6035

Apr. #1303
1676 Ala Moana Blvd
Honolulu, HI 96815
11/16/84

Mr. Michael McElroy, Director
Dept of Land Utilization,
City + County of Honolulu
650 S. King Street 7th Floor
Honolulu, HI 96813

Dear Sir:
Re: Proposed Yacht Harbor
Plan Development

I am writing to express my objection
to the proposed hotel-condo on Kaiser
Hospital land on Ala Moana Blvd.

Waikiki already has more visitor units
than are approved by Ordinance 83-25,
Sec. 15. This huge new project will
totally mangle this shoreline area,
killing hundreds of acres from long
established condos in the area. The
Yacht Harbor area is beautiful -
the most attractive part of Waikiki -
and it should be blocked off.

Please, let's keep this property
open and permit it to serve as an
existing entrance to Waikiki instead of
just another massive highway which,
in the face of it, would violate as
many of the Terms of the Ordinance.

Yours sincerely,
Dorlie R. May
(Resident/owner #1303,
1676 Ala Moana)

LC 11/84-5829

2114 Manoa Road
Honolulu, HI 96822
November 12, 1984

Dept. of Land Utilization
City and County of Honolulu
650 S. King St. 7th Floor
Honolulu, HI 96813

RE: Proposed Yacht Harbor Plaza Development
ATTN: Michael McElroy, Director

Dear Mr. McElroy:

I wish to state my opposition to the above proposed development as it is not within the parameters of the City and County of Honolulu's Development Plan.

The scenic views of existing neighboring residents, property values, open space for the public, preservation of views from Ala Moana for the visitors, and the limit of number of visitor units in Waikiki would all be affected contrary to Ordinance 83-25, Sec. 15, (2).

The Dept. of Land Utilization is requested to seriously consider the public view of this project while not jeopardizing the owners right to develop the property within the Development Plan.

My husband and I are in serious financial difficulties and 17 3 and 2 bedroom units directly across from the project now on the market would be seriously affected in sales price (valued over \$2,000,000) and property value. (see 83-25, Sec. 10, (2), e, (2) and Sec. 10, (2), c, (4).

Sincerely,



LILY S. M. LIM
co-owner of 20
units in the Big Surf

1984 NOV 14 PM 2:09
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

NA 11/84 - 5867

1984 NOV 15 PM 1:34

DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

1690 Ala Moana Blvd. 1401
Honolulu, HI 96815
November 12, 1984

Dept. of Land Utilization
City and County of Honolulu
650 S. King St. 7th Floor
Honolulu, HI 96813

RE: Proposed Yacht Harbor Plaza Development
ATTN: Michael McElroy, Director

Dear Mr. McElroy:

The above proposed development is contrary to existing ordinance as follows:

- Ordinance 83-25, Sec. 15, (2), b, (1)
- Sec. 15, (2), b, (3)
- Sec. 15, (2), b, (5)
- Sec. 15, (2), b, (7)
- Sec. 15, (2), b, (10)
- Sec. 15, (2), b, (11)
- Sec. 15, (2), g, (1)
- Sec. 15, (2), g, (2)

We trust that your department will not approve the project as it now stands and will work with them to perhaps go back to their original twin tower idea similar to the Liliuokalani Gardens on the Ala Wai and preserve the scenic views and open space.

Sincerely,
Bruce French
Bruce French for
Apt. # 1401

LU 11/84 - 5836

1984 NOV 14 PM 2:14
DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU

1690 Ala Moana Blvd. 1405
Honolulu, HI 96815
November 12, 1984

Dept. of Land Utilization
City and County of Honolulu
650 S. King St. 7th Floor
Honolulu, HI 96813

RE: Proposed Yacht Harbor Plaza Development
ATTN: Michael McElroy, Director

Dear Mr. McElroy:

The undersign objects to the proposed project as it now stands because it completely takes away the open space and does not preserve, enhance or leave accessible the existing open space we now enjoy. This is contrary to Ordinance 83-25, Sec. 15, (2), b, (1).

Sec. 15 (2), b, (5) specifically states the "Existing views of the mountains, ocean and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting, and setback."

It is hoped that your department will not approve the project as it is now proposed and urge more open space for the public.

Sincerely,
Evan Cropp
EVAN CROPP, Owner
of Apt. 1405

ENVIRONMENTAL
COMMUNICATIONS
INC.

F. J. RODRIGUES,
PRESIDENT

December 7, 1984

Mr. & Mrs. Patrick J. Daly
1676 Ala Moana Blvd.
Apt. 1405
Honolulu, Hawaii 96815

Dear Mr. & Mrs. Daly:

We are in receipt of your letter dated November 15, 1984 commenting on the proposed Yacht Harbour Plaza project. We respond to your comments as follows:

Your citing of Ordinance No. 83-25 outlines the development plan guidelines for the Primary Urban Center. It should be noted at this point that these are guidelines that are in turn translated into specific zoning legislation such as the Walkiki Special Design District, Ordinance No. 4573 which was enacted in 1975. In this ordinance, the requirements governing height, building mass, setbacks, circulation patterns, use, and other criteria are specifically cited as to what is allowable. I can sympathize with your problem since I have lived on Hobron Lane at Chateau Walkiki and watched other high rise buildings come up before my eyes and block my view plane towards Walkiki and Diamond Head. There was little I could do to stop this from happening since the underlying zoning permitted development in compliance with prevailing zoning. I regret that this proposed project will affect your views of the ocean and also create other impacts that are associated with high density development. Walkiki is both home to residents such as yourself and also the prime destination resort area for Hawaii's largest industry, and in this sense it is conflicting by design.

I realize that this response will not change your individual position, but it does provide you with the fact that there is understanding that these impacts will negatively affect you and your location in relationship to the proposed project. You can be assured that decision makers who are faced with the decision on whether this project will proceed, will take into consideration your respective position on the project.

Thank you for your comments and I hope that I have responded adequately.

Very truly yours,



F. J. Rodrigues

FJR:ls

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APPENDIX I

TRAFFIC REPORT
FOR THE
PROPOSED HOTEL/CONDOMINIUM PROJECT
ON THE EXISTING
KAISER MEDICAL CENTER SITE
HONOLULU, HAWAII

PREPARED FOR
ENVIRONMENTAL COMMUNICATIONS, INC.



By

AUSTIN, TSUTSUMI & ASSOCIATES, INC.
ENGINEERS * SURVEYORS
HONOLULU, HAWAII

AUGUST 15, 1984



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DONALD S. AUSTIN, P.E.
CAESAR S. TSUTSUMI, P.E.
TED S. KAWAHIGASHI, P.E.
GEORGE M. NEUFFER, P.E.
KENNETH K. KUROKAWA, P.E.

TRAFFIC REPORT
FOR THE
PROPOSED HOTEL/CONDOMINIUM PROJECT
ON THE EXISTING
KAISER MEDICAL CENTER SITE

I. INTRODUCTION

A. Purpose and Scope

The purpose of this traffic study is to assess the impact of the trips generated by the proposed hotel/condominium located on the existing Kaiser Medical Center site. This assessment is preliminary in nature and is intended to make a determination whether or not a comprehensive traffic impact study is warranted.

The scope of this study includes developing the traffic generation characteristics of the existing medical center facility and the proposed hotel/condominium complex. Traffic counts were obtained on roadways adjacent to the proposed project. Field observations during the morning and afternoon peak periods were conducted during the investigation.

This study will not analyze the existing traffic conditions, nor will it quantify the impacts of the proposed development on the surrounding street system.

B. Location

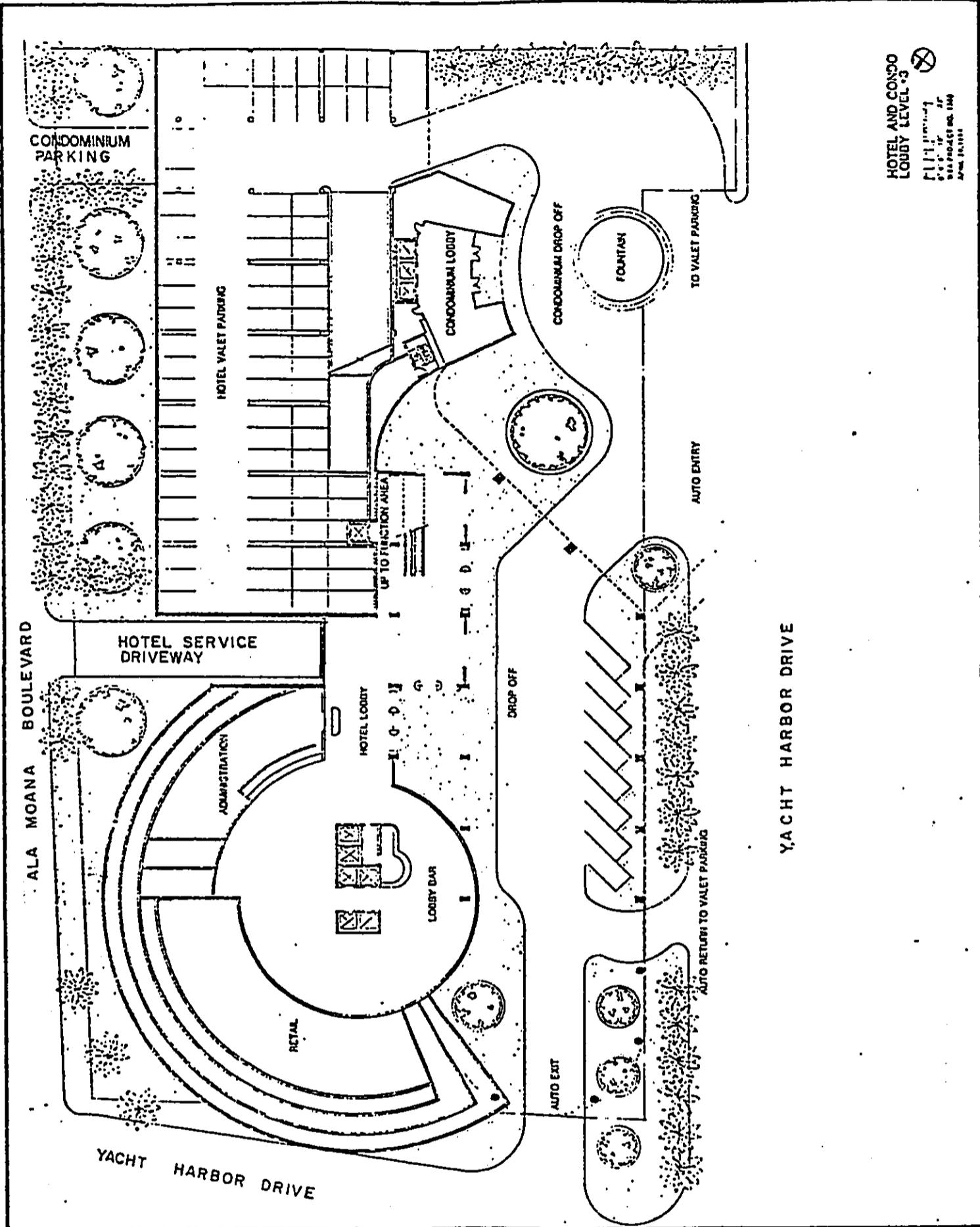
The hotel/condominium project is proposed to be built on the existing Kaiser Medical Center site. The 2.54 acre property, shown on Exhibits 1 and 2, is identified as Tax Map Key: 2-6-10:6, 10 and 12. It fronts both Ala Moana Boulevard and the Ala Wai Yacht Harbor and what will be called, for purposes of this study, Yacht Harbor Drive. The site is located between Hobron Lane and the Ala Wai Canal.

C. Project Description

The proposed development, shown on Exhibits 3 and 4, consists of a hotel and a residential condominium located "under the same roof", but functioning as separate entities with separate facilities and operations.

The hotel is proposed to consist of 406 guest rooms and offer a full range of hotel facilities including meeting and banquet facilities, a fine restaurant, lounge, discotheque, lobby bar, health club, and pool facilities. Access to the hotel is proposed off Yacht Harbor Drive via its intersections with Ala Moana Boulevard and Hobron Lane. Access for service vehicles is proposed directly off Ala Moana Boulevard.

The condominium is proposed to consist of 174 one- and two-bedroom units and its own separate recreational facilities. Access to the condominium is proposed off both Ala Moana Boulevard and Yacht Harbor Drive. The lobby entrance and dropoff/pickup point are located on Yacht Harbor Drive and the entrance/exit for the parking lot is located on Ala Moana Boulevard.



HOTEL AND CONDO
LOBBY LEVEL '3'

DATE: 11/11/11
SCALE: AS SHOWN
SEE PROJECT NO. 1144
APRIL 18, 2011

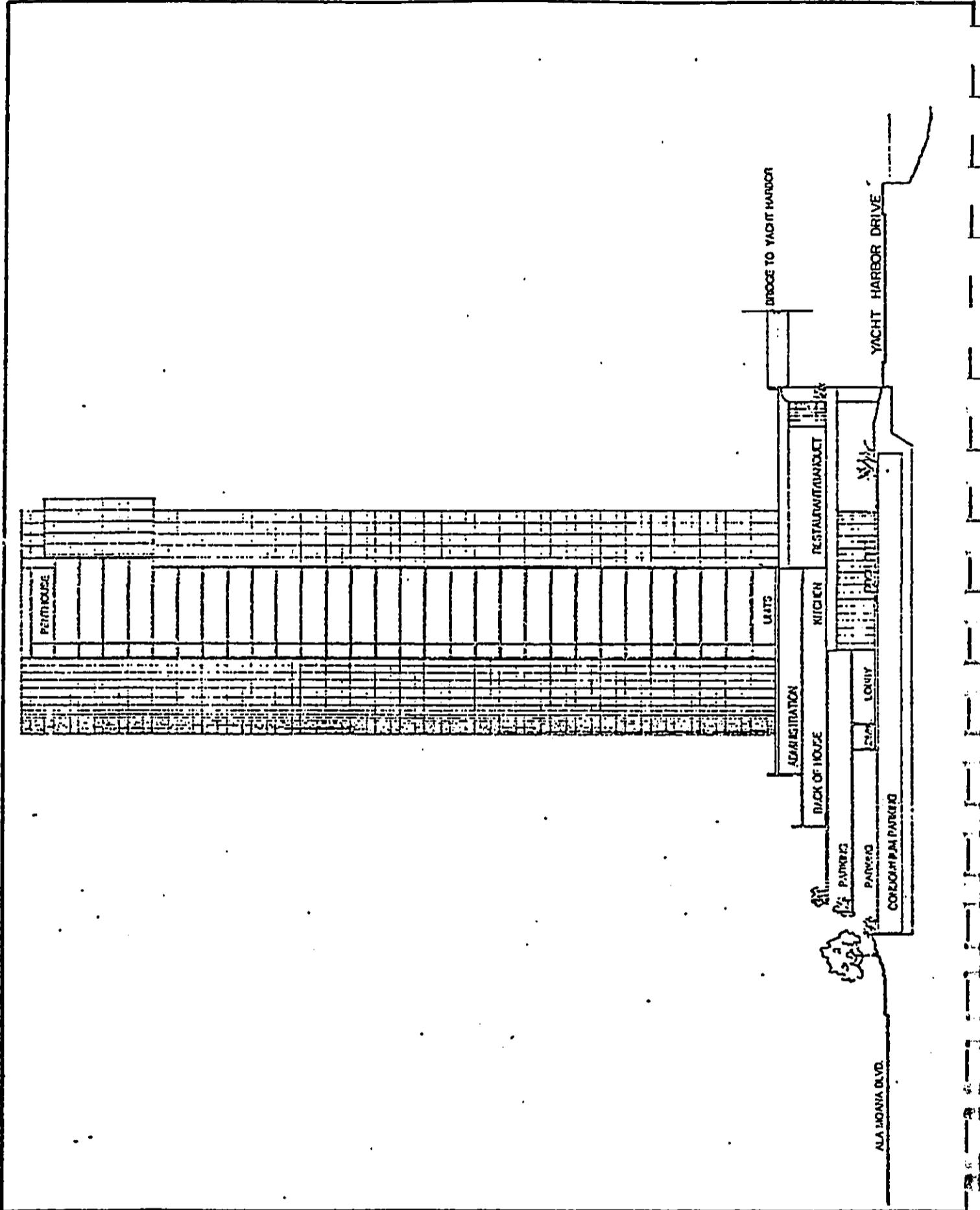
ENVIRONMENTAL COMMUNICATIONS, INC.
TRAFFIC REPORT FOR THE
PROPOSED HOTEL/CONDOMINIUM
PROJECT ON THE EXISTING
KAISER MEDICAL CENTER SITE
HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
ENGINEERS SURVEYORS • HAWAII, GUAM

EXHIBIT

PROPOSED SITE PLAN

3



ENVIRONMENTAL COMMUNICATIONS, INC.
 TRAFFIC REPORT FOR THE
 PROPOSED HOTEL/ CONDOMINIUM
 PROJECT ON THE EXISTING
 KAISER MEDICAL CENTER SITE
 HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
 ENGINEERS, SURVEYORS • HAWAII, GUAM

EXHIBIT
4

ELEVATION DIAGRAM



II. EXISTING CONDITIONS

A. General

The project site is the current location of the Kaiser Medical Center housed in two structures, the 216,953 square foot hospital and the 33,193 square foot Pacific Insurance Building - containing some administrative and clinic facilities. The Medical Center employs some 1,080 workers composed of 601 hospital employees and 479 clinic employees.

The Kaiser Medical Center consists of a 174 bed hospital and a clinic providing both in-patient and out-patient health care services, respectively. Their operations are separate and distinct; however, they are integrated. Their proximity provides mutual benefits of convenience and shared facilities.

The project site is located along the airport-to-Waikiki corridor at the entrance to Waikiki. The proposed hotel extends the chain of hotels along the Waikiki shoreline, of which the Ilikai Hotel is its immediate neighbor to the east (Diamond Head). Mauka of Ala Moana Boulevard lies a high-rise residential area, while to the west (Ewa) and makai of the proposed development lies recreational areas including the Ala Wai Yacht Harbor and Ala Moana Beach Park.

B. Roads

Ala Moana Boulevard is a 120-foot right-of-way, six-lane divided arterial, providing the eastern half of the airport-to-Waikiki highway corridor. Ala Moana Boulevard is signalized at Atkinson Drive/Ala Moana Park Drive, Hobron Lane and End Road/

Kalia Road. These four-legged intersections consist of six-phase coordinated signals.

Hobron Lane, makai of Ala Moana Boulevard, is a 60-foot right-of-way, two-way, five-lane local street connecting to Yacht Harbor Drive.

The Yacht Harbor Drive is a two-way, two-laned road running along the edge of the harbor basin. It forms a stop-controlled T-intersection with Hobron Lane and continues past the Ilikai to the Hilton Hawaiian Village, becoming a four-laned roadway leading to the marina parking. Perpendicular parking stalls are also provided on both sides of the roadway along the project site frontage. At the west end, Yacht Harbor Drive connects to Ala Moana Boulevard, providing right-turn-in and right-turn-out movements only. This access point will be maintained and will serve as the primary entrance along with Hobron Lane, to the proposed hotel/condominium complex.

C. Traffic

1. Traffic Count Data

Traffic counts were taken on Hobron Lane and Yacht Harbor Drive at Ala Moana Boulevard on July 5-6, 1984 (Thursday-Friday). Twenty-four hour count totals show 12,138 vehicles per day (vpd) on Hobron Lane with a 50/50 directional split and 2656 vph with an 80/20 directional split, makaibound. The afternoon peak hour occurs roughly between 3:00 PM and 4:00 PM with 871 vehicles per hour (vph) and 251 vph on Hobron Lane and Yacht Harbor Drive,

respectively. There was no apparent morning peak period of traffic.

Additional traffic counts on Ala Moana Boulevard at the Ala Wai Canal Bridge were obtained from the State Department of Transportation. The January 11-12, 1983 (Tuesday--Wednesday) counts show 47,487 vph with a 55/45 split, westbound. The morning peak hour occurs between 7:30 AM to 8:30 AM with 3,222 vph, total for both directions. The afternoon peak hour occurs between 4:00 PM and 5:00 PM with 3,824 vph, total for both directions.

These counts were obtained for the purpose of documenting the existing baseline condition. No further analysis was performed at this preliminary stage.

2. Field Investigation

Field investigation during the morning and afternoon peak periods showed queueing in the right lane of Ala Moana Boulevard in the eastbound direction up to the Yacht Harbor Drive intersection. Because of the upstream signal control at Atkinson Drive/Ala Moana Park Drive, the vehicular platoons arrive in regular intervals and volumes. The traffic congestion during the morning peak period is not as heavy as in the afternoon peak period due primarily to the relatively light side street demands. The eastbound lanes clear on most signal cycles. However, while the through lanes clear, the left turn lane stores vehicles for the next signal cycle. During the afternoon peak period,

the left turn lane is usually full and sometimes queues into the through lane.

During the afternoon peak period, Hobron Lane queues in the maukabound direction back to Yacht Harbor Drive. Yacht Harbor Drive experiences occasional congestion when vehicles turning into the Kaiser Medical Center parking lot queue back onto the roadway, blocking both directions of traffic.

The existing traffic conditions are generally heavy during the peak periods and throughout most of the afternoon. Traffic is generally heavy on weekends during the afternoons and evenings.

III. TRIP GENERATION

A. General

The proposed hotel/condominium project is a redevelopment of an existing hospital and clinic. In terms of traffic generation, a hospital and a clinic are considered higher land use intensities than a comparable hotel and condominium development. Therefore, a net reduction in traffic demand can be expected with the redevelopment of the existing Kaiser Medical Center site into the proposed hotel/condominium development. Based upon this premise, this preliminary study was conducted to assess the net impact on traffic demand resulting from the proposed project.

Comparative trip generation rates for both the hospital/clinic facility and the hotel/condominium development are based upon generally accepted methods developed by the Institute of Transportation Engineers (ITE) and published in a report entitled



"Trip Generation, Third Edition - 1982". These empirical rates are developed by correlating traffic demand with various independent variables commonly used to define the magnitude of land development in terms of trip generation potential.

B. Existing Conditions

The Kaiser Medical Center consists of integrated hospital and clinic functions. However, in terms of trip demand, each is represented as a distinct traffic generator. In order to separate this facility in terms of these two operations, a common independent variable was used to estimate trip generation. The number of employees for each facility was the most readily available information useful in separating the trip demand.

As of March 31, 1984, the hospital employed 601 workers and the clinic employed 479 workers. Table 1 shows the trip generation rates and demand for each generator under various conditions.

C. Proposed Development

The trip generation rates for the proposed hotel and condominium are derived using occupied rooms and dwelling units, respectively. Table 2 shows the trip rates and corresponding traffic demand for each generator under various conditions.

D. Discussion

The trip generation totals for the existing development and for the proposed development are shown in Table 3. The hospital/clinic and the hotel/condominium have different trip generating characteristics; the first being a destination and the

TABLE 1 - EXISTING TRIP GENERATION CHARACTERISTICS

Land Use or Bldg. Type	HOSPITAL	ITE Code	610
Location	KAISER HOSPITAL PROPERTY	TMK: 2-6-10:6, 10 & 12	
Independent Variable	EMPLOYEES	Units	601

			AVE TRIP RATE	VOLUME
AVERAGE WEEKDAY VEHICLE TRIP ENDS			4.90	2945
PEAK	A.M.	Enter	0.17	102
HOUR	Between	Exit	0.08*	48
OF	7 and 9	Total	0.25	150
ADJACENT	P.M.	Enter	0.17	102
STREET	Between	Exit	0.12*	72
TRAFFIC	4 and 6	Total	0.29	174
PEAK	A.M.	Enter	0.23	138
HOUR		Exit	0.06*	36
OF		Total	0.29	174
GENERATOR	P.M.	Enter	0.21*	126
		Exit	0.36	216
		Total	0.57	342
SATURDAY VEHICLE TRIP ENDS			4.42	2656
PEAK		Enter	0.31*	188
HOUR OF		Exit	0.54*	323
GENERATOR		Total	0.85	511
SUNDAY VEHICLE TRIP ENDS			3.33	2001
PEAK		Enter	0.22*	133
HOUR OF		Exit	0.38*	228
GENERATOR		Total	0.60	361

TABLE 1 - EXISTING TRIP GENERATION CHARACTERISTICS
(CONTD.)

Land Use or Bldg. Type	MEDICAL CLINIC	ITE Code	630
Location	KAISER HOSPITAL PROPERTY	TMK: 2-6-10:6, 10 & 12	
Independent Variable	EMPLOYEES	Units	479
		AVE TRIP RATE	VOLUME
AVERAGE WEEKDAY VEHICLE TRIP ENDS		5.90	2826
PEAK	A.M. Enter	0.30	144
HOUR	Between Exit	0.15	72
OF	7 and 9 Total	0.45	216
ADJACENT	P.M. Enter	0.46	220
STREET	Between Exit	0.65	311
TRAFFIC	4 and 6 Total	1.11*	531
PEAK	A.M. Enter	0.45	216
HOUR	Exit	0.45	216
OF	Total	0.90	432
GENERATOR	P.M. Enter	0.65	311
	Exit	0.65	311
	Total	1.30*	622
SATURDAY VEHICLE TRIP ENDS		3.40	1629
PEAK	Enter	0.29*	139
HOUR OF	Exit	0.29	139
GENERATOR	Total	0.58*	278
SUNDAY VEHICLE TRIP ENDS		N/A	0
PEAK	Enter	N/A	0
HOUR OF	Exit	N/A	0
GENERATOR	Total	N/A	0

*RATES DERIVED FROM OTHER TRIP GENERATION CHARACTERISTICS

TABLE 2 - PROPOSED DEVELOPMENT TRIP GENERATION CHARACTERISTICS

Land Use or Bldg. Type	HOTEL		ITE Code	310
Location	KAISER HOSPITAL PROPERTY		TMK: 2-6-10:6, 10 & 12	
Independent Variable	OCCUPIED ROOM		Units	406
Occupancy Ratio	0.80			
			AVE TRIP RATE	VOLUME
AVERAGE WEEKDAY VEHICLE TRIP ENDS			10.50	3410
PEAK	A.M.	Enter	0.57*	185
HOUR	Between	Exit	0.28*	91
OF	7 and 9	Total	0.85	276
ADJACENT	P.M.	Enter	0.36	117
STREET	Between	Exit	0.37	120
TRAFFIC	4 and 6	Total	0.73	237
PEAK	A.M.	Enter	0.60*	195
HOUR		Exit	0.30*	97
OF		Total	0.90	292
GENERATOR	P.M.	Enter	0.43*	140
		Exit	0.44*	143
		Total	0.87	283
SATURDAY VEHICLE TRIP ENDS			8.10	2631
PEAK		Enter	0.33*	107
HOUR OF		Exit	0.34*	110
GENERATOR		Total	0.67	217
SUNDAY VEHICLE TRIP ENDS			8.80	2858
PEAK		Enter	0.30*	97
HOUR OF		Exit	0.31*	101
GENERATOR		Total	0.61	198

TABLE 2 - PROPOSED DEVELOPMENT TRIP GENERATION CHARACTERISTICS
(CONTD.)

Land Use or Bldg. Type	CONDOMINIUM		ITE Code	230
Location	KAISER HOSPITAL PROPERTY		TMK:2-6-10:6, 10 & 12	
Independent Variable	DWELLING UNIT		Units	174
Occupancy Ratio	1.00			
			AVE TRIP RATE	VOLUME
AVERAGE WEEKDAY VEHICLE TRIP ENDS			5.20	905
PEAK	A.M.	Enter	0.07	12
HOUR	Between	Exit	0.38	66
OF	7 and 9	Total	0.45*	78
ADJACENT	P.M.	Enter	0.34*	59
STREET	Between	Exit	0.17*	30
TRAFFIC	4 and 6	Total	0.51	89
PEAK	A.M.	Enter	0.07	12
HOUR		Exit	0.37	64
OF		Total	0.44*	76
GENERATOR	P.M.	Enter	0.34*	59
		Exit	0.17*	30
		Total	0.51	89
SATURDAY VEHICLE TRIP ENDS			5.29	920
PEAK		Enter	0.24*	42
HOUR OF		Exit	0.20*	35
GENERATOR		Total	0.44	77
SUNDAY VEHICLE TRIP ENDS			4.60	800
PEAK		Enter	0.20*	35
HOUR OF		Exit	0.21*	37
GENERATOR		Total	0.41	72

*RATES DERIVED FROM OTHER TRIP GENERATION CHARACTERISTICS

TABLE 3 - TRIP GENERATION SUMMARY

			EXISTING	PROPOSED	NET CHANGE %
AVERAGE WEEKDAY VEHICLE TRIP ENDS			5771	4315	-25
PEAK	A.M.	Enter	246	197	-20
HOUR	Between	Exit	120	157	+31
OF	7 and 9	Total	366	354	-3
ADJACENT	P.M.	Enter	322	176	-45
STREET	Between	Exit	383	150	-61
TRAFFIC	4 and 6	Total	705	326	-54
PEAK	A.M.	Enter	354	207	-42
HOUR		Exit	252	161	-36
OF		Total	606	368	-39
GENERATOR	P.M.	Enter	437	199	-54
		Exit	527	173	-67
		Total	964	372	-61
SATURDAY VEHICLE TRIP ENDS			4285	3551	-17
PEAK		Enter	327	148	-54
HOUR OF		Exit	462	145	-69
GENERATOR		Total	789	294	-63
SUNDAY VEHICLE TRIP ENDS			2001	3658	+83
PEAK		Enter	133	132	-1
HOUR OF		Exit	228	138	-39
GENERATOR		Total	361	270	-25

latter being an origin. The proposed development shows significant decreases in traffic demand over the existing development, especially during the peak hours of generator.

On the average weekday, the morning peak period of a hospital or clinic is relatively low, primarily consisting of employees. The afternoon peak hour of generator generally occurs between 3:00 PM and 4:00 PM during the afternoon employee shift change which coincides with the after-work hospital visitation and out-patient trips to the clinic. On the other hand, the hotel and condominium will exhibit two distinct peak periods between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM. The proposed project shows an increase in exiting traffic during the AM peak hour, as can be expected by an origin trip generator; however, the overall demand shows a net decline. The PM peak hour for the proposed development shows the most dramatic decrease in traffic generation over the existing medical center.

On weekends, the hospital and clinic trip activity shows higher peak period conditions, except on Sunday, when the clinic is closed. The hotel and the condominium exhibit a more balanced entering and exiting traffic demand as opposed to what can be expected during a workday. On Saturday, the existing medical center's peak hour of generator is generally about midday. On the other hand, the hotel peak hour of generator should coincide with banquet activities, i.e., between 6:00 PM and 7:00 PM at the beginning of the festivities and between 9:30 PM and 10:30 PM at the end of these functions. However, the ITE trip rates

generally show a higher trip generation potential during the average weekday's PM peak period than that on Saturday. Therefore, the PM peak hour in the average weekday, which has been shown to have the greatest decrease in traffic generation over the existing conditions, is the more critical period. The proposed hotel/condominium is expected to generate more daily traffic on Sunday than the hospital/clinic due to the clinic being closed. However, the peak period conditions still show a net decline in total traffic demand for the proposed development.

Overall, the trip generation for the proposed hotel/condominium shows a dramatic decrease in travel demand over the existing hospital/clinic as was hypothesized prior to undertaking this study.

IV. PROPOSED ACCESS

Access for the hotel is primarily off Yacht Harbor Drive, with a service entrance on Ala Moana Boulevard. This confines the hotel traffic circulation on Yacht Harbor Drive and separates it from service vehicle traffic. The intersections of Yacht Harbor Drive with Hobron Lane and Ala Moana Boulevard may require curb widening to facilitate bus turning movements. Generally, the hotel entrance on Yacht Harbor Drive removes the frictional effects associated with driveways off Ala Moana Boulevard and onto a local road.

The proposed access for the condominium, however, is split between the lobby access on Yacht Harbor Drive and parking access on Ala Moana Boulevard. The parking access driveway for the condominium is restricted to right-turn in/right-turn-out movements. Therefore,

eastbound motorists on Ala Moana Boulevard, bound for the proposed condominium, must turn left at Hobron Lane, circle around Yacht Harbor Drive, and turn onto Ala Moana Boulevard once again to enter the condominium parking. Motorists circulating between the parking and the lobby area must perform a similar driving pattern. The right lane on Ala Moana Boulevard, eastbound, is already queued back across the proposed driveway location during the peak periods, making access and egress difficult. The additional traffic load on Ala Moana Boulevard resulting from the condominium traffic circulation will further aggravate this situation. Furthermore, westbound motorists exiting the parking lot will have difficulty crossing three lanes of through traffic on Ala Moana Boulevard, to maneuver into the left turn lane at the Hobron Lane intersection to make a U-turn and head westbound on Ala Moana Boulevard. The proposed driveway is located opposite the beginning of the left turn storage lane which is often full. During congested conditions, this maneuver would be almost impossible. These westbound motorists would have to continue in the easterly direction on Ala Moana Boulevard, then make a U-turn at the Kalia Road/Ena Road intersection and finally proceed westbound on Ala Moana Boulevard. This, in effect, doubles the traffic impact at the intersection of Ala Moana Boulevard and Hobron Lane by requiring condominium motorists to approach the intersection first in the eastbound direction, then backtrack to the intersection in the westbound direction. Finally, the unrestricted access and egress to and from the proposed condominium off Hobron Lane is more convenient to the future residents of the development.

V. CONCLUSIONS AND RECOMMENDATIONSA. Conclusions

1. Existing traffic conditions are generally heavy throughout the afternoon and into the evenings.
2. The proposed hotel/condominium development should result in a significant decrease in traffic demand and should not deteriorate the existing conditions.
3. The restricted access driveway to the condominium parking on Ala Moana Boulevard creates a negative impact on the surrounding street system and poses potential traffic safety problems.

B. Recommendations

1. The access driveway to the condominium parking be relocated onto Yacht Harbor Drive.
2. Further consideration be given to upgrading the intersections of Ala Moana Boulevard/Yacht Harbor Drive and Hobron Lane/Yacht Harbor Drive during the design phase of the development to facilitate bus turning movements.
3. Based upon the proposed development plan presented herein and the conclusions and recommendations stated above, a comprehensive traffic impact study is not required for the proposed hotel/condominium project on the existing Kaiser Medical Center site.

APPENDIX II

AIR QUALITY ANALYSIS
FOR
PROPOSED HOTEL/CONDOMINIUM PROJECT
ON THE EXISTING
KAISER MEDICAL CENTER SITE
HONOLULU, HAWAII

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September 24, 1984

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1. PROJECT DESCRIPTION

The proposed project involves demolition of the existing Kaiser Medical Center and construction of a hotel/condominium on the site. Project location, street plan, site plan, and elevation diagrams are shown in Exhibits 1 through 4.

2. AIR-QUALITY STANDARDS

State of Hawaii and Federal Ambient Air Quality Standards (AQS) have been established for six classes of pollutants as shown in Table 1. An AQS is a concentration not to be exceeded over a specified time period which varies for each pollutant depending upon the type of exposure that has been associated with adverse effects. Each of the regulated pollutants has the potential to cause some form of adverse health effect or to produce environmental degradation when present in sufficiently high concentration.

Federal AQS for some pollutants have been divided into Primary and Secondary levels. Primary AQS are designed to prevent adverse health impacts while Secondary AQS refer to welfare impacts such as decreased visibility, diminished comfort levels, damage to vegetation, animals or property, or a reduction in the overall aesthetic quality of the atmosphere. State of Hawaii AQS have been set at single levels which for most pollutants are significantly more stringent than comparable Federal limits.

3. PRESENT AIR QUALITY

A summary of air pollutant measurements from State of Hawaii long term monitoring stations located nearest to the project is presented in Table 2. Data from several different sampling stations are included in the tabulation.

The sampling station for particulates and sulfur dioxide was originally located at the sewer pumping station in Ala Moana Park, but in February, 1977, it was moved to the park's McCoy Pavilion, and then in December, 1979, it was moved again to Fort DeRussy in Waikiki. The Ala Moana Park monitoring stations were less than one mile west of the project site while the Waikiki location is less than one mile east of the project. In 1983 sulfur dioxide monitoring at the Fort DeRussy site was discontinued and the nearest sulfur dioxide monitoring site to the project became the Department of Health building at Punchbowl and Beretania Streets in urban Honolulu, about 1.7 miles northwest of the project site.

Carbon monoxide concentrations were monitored at the Department of Health building until September 1979. During 1981 carbon monoxide was monitored at Fort DeRussy in Waikiki, but during 1982 the only carbon monoxide monitoring station was located at Leahi Hospital in Kaimuki, about 2.6 miles east southeast of the project. In June 1983, carbon monoxide sampling was resumed at the Department of Health building.

Ozone levels were also measured at the Department of Health building until December, 1980, when the monitor was relocated to Sand Island (about 2.7 miles west of the project site). During 1981 nitrogen dioxide was also monitored at the Sand Island location.

Lead measurements collected at the Department of Health Building are summarized in Table 3. Data for 1982 and 1983 are not available but measurements for the first quarter of 1984 show an average of 0.3 micrograms per cubic meter.

From the data presented in Table 2 it appears that the State of Hawaii 24-hour AQS for particulates is presently being exceeded in the Ala Moana/Waikiki area at a rate of not more than once per year. No values above Federal AQS have occurred during the last seven years, and the last high particulate reading in 1980 was recorded during a January windstorm which created greatly increased levels of natural pollutants such as blowing dust and sea spray. A once-per-year particulate level of this nature is of no major regulatory concern and it seems reasonable to conclude that there are no present problems with particulate pollution in the project area. Table 2 also shows that sulfur dioxide and nitrogen dioxide levels in the area are running well below allowable AQS.

On the other hand, Table 2 indicates that there could be a potential problem with carbon monoxide concentrations in urban areas of Oahu. During the years from 1975 to 1979 when carbon monoxide was measured at the Department of Health building there were numerous violations of the State of Hawaii peak one-hour AQS for this pollutant. There was, however, an encouraging trend toward fewer violations each year and average peak hour values were steadily decreasing until the monitor was moved to Leahi in late 1979. The Leahi site is low density residential and the 1982 readings shown in Table 2 from that site are probably indicative of background levels of carbon monoxide at locations well removed from major highways and urban traffic.

In any case the data in Tables 2 and 3 show that carbon monoxide would be the primary pollutant of concern in evaluating the impact of new residential development on Oahu.

4. DIRECT AIR QUALITY IMPACT OF PROJECT CONSTRUCTION

During the site preparation and construction phases of this project it is inevitable that a certain amount of fugitive dust will be generated. Field measurements of such emissions from shopping center and apartment construction projects has yielded an estimated emission rate of 1.2 tons of dust per acre of activity per month of activity. This figure assumes medium level activity in a semi-arid climate with a moderate soil silt content. In fact actual emissions from this project can be expected to vary daily depending upon the amount of activity and the moisture content of the exposed soil in work areas.

The major generator of fugitive dust is heavy construction equipment moving over unpaved surfaces. This problem can be mitigated to a certain extent by completing and paving work areas as early in the development process as possible. Given that some areas adjacent to the project site are already in residential use, dust control will have to be an item of special concern.

It is also inevitable that construction equipment will emit some air pollutants in their exhausts as they are used at various points within or adjacent to the project site. The largest equipment is generally diesel-powered. Carbon monoxide emissions from large diesel engines are usually no more than those of the average automobile, but nitrogen dioxide emissions can be quite high. Fortunately nitrogen dioxide emissions from other sources in the area should be relatively low and the overall impact of pollutant emissions from construction equipment should be minor compared to levels generated by normal traffic on Ala Moana Boulevard nearby.

5. INDIRECT AIR QUALITY IMPACT OF DECREASED TRAFFIC

Once construction is completed the proposed project will not in itself constitute a significant direct source of air pollutants. By serving as an attraction for motor vehicle traffic in the area, however, the project must be considered to be a significant indirect air pollution source. This project is somewhat unique, however, in that the hospital complex that currently occupies the site generates more traffic than the planned hotel/condominium is expected to produce. It is therefore expected that this project will result in a net reduction of automobile-related pollutants in the project area.

Motor vehicles, especially those with gasoline-powered engines, are prodigious emitters of carbon monoxide. They also produce measurable quantities of nitrogen dioxide. Those burning fuel which contains lead as an additive contribute some lead particles to the atmosphere as well. The major control measure designed to limit lead emissions is a Federal law requiring the use of unleaded fuel in most new automobiles. As older cars are removed from the vehicle fleet, these lead emissions are expected to exhibit a steadily decreasing rate. Federal control regulations also call for increased efficiency in removing carbon monoxide and nitrogen dioxide from vehicle exhausts. By 1995 carbon monoxide emissions from the vehicle fleet then operating are mandated to be just a little more than half the amounts now emitted.

In order to quantitatively evaluate the expected air quality improvement resulting from replacing the Kaiser Hospital complex with the proposed hotel/condominium a detailed carbon monoxide modeling study has been carried out. This study was designed to yield carbon monoxide concentration values which could be directly compared to allowable State and Federal Air Quality Standards.

6. CARBON MONOXIDE DIFFUSION MODELING

Three critical receptor sites (shown on Exhibit 2) were selected for analysis. Expected worst case concentrations of carbon monoxide were computed at these receptor sites as described below for the afternoon peak hour period with and without the proposed project.

The traffic study for the project shows current traffic generation rates for the existing hospital complex and for the proposed hotel/condominium. It was assumed for the purposes of this study that these generation rates would be valid for the year 1985 and that year is taken as project completion date. Peak hour traffic volumes on Ala Moana Boulevard and Hobron Lane were determined by a peak hour traffic count conducted on Friday, September 7, 1984. Peak hour was determined to be between 4 and 5 P.M. as stated in the traffic study. Traffic volumes on these roadways for 1995 and 2005 were estimated using a growth factor of 10 percent for each 10 year period.

Vehicular carbon monoxide emission rates for the years studied were determined using the EPA's computerized Mobile Source Emissions Model (MOBILE 2). The existing mix of vehicles on Ala Moana Boulevard during afternoon rush hour was observed to be approximately 83% gasoline-powered automobiles, 12% gasoline-powered light duty trucks (pickups and vans), 0.5% heavy duty gasoline-powered trucks, 1% diesel-powered automobiles, 3% heavy duty diesel-powered trucks and buses, and 0.5% motorcycles and mopeds. It was assumed that this vehicle mix would not change substantially over the years studied.

An ambient temperature of 68 degrees F was used to simulate worst case emissions for a winter afternoon rush hour. About 20 percent of all traffic was assumed to be operating in the less efficient cold start mode.

Green to cycle ratios for each direction of traffic movement at the Ala Moana/Hobron signalized intersection during the afternoon rush hour were determined by observation. It was assumed that these ratios would not change substantially in future years either.

The EPA computer model HIWAY-2 was used to calculate carbon monoxide concentrations at the selected receptor sites under existing and proposed project site usage. Stability category D (4) was used for determining diffusion coefficients. This stability category represents the most stable (least favorable) atmospheric condition that is likely to exist in an urban area such as this.

To simulate worst case wind conditions a uniform wind speed of one meter per second was assumed with the worst case wind direction for site 1 from the east; site 2 from the west; and site 3 from the south.

At each receptor site concentrations were computed at a height of 1.5 meters to simulate levels that would exist within the normal human breathing zone.

Background concentrations of carbon monoxide from sources or roadways not directly considered in the analysis were assumed to be zero.

Results of the peak hour carbon monoxide analysis with either the proposed project or the existing hospital complex are presented in Table 4. At all three of the critical receptor sites concentrations of carbon monoxide are predicted to be within allowable State and Federal AQS under both alternatives even under the worst case traffic and meteorological conditions considered in this analysis.

Predicted worst case eight hour carbon monoxide levels at these same receptor sites are presented in Table 5. These values are based on the results of the peak hour analysis as modified by the application of a 'meteorological persistence factor' of 0.6 as recommended in EPA guidelines to account for the fact that meteorological dispersion conditions are likely to be more variable (and hence more favorable) over an eight hour period than they are for a one hour period.

For this time period the State of Hawaii AQS would be slightly exceeded by either alternative during the early years of the study period, but well before 1995 predicted levels of carbon monoxide would fall to levels within allowable standards because of the increasing effectiveness of Federal emission controls. As was the case for the peak hour period, all projected carbon monoxide concentrations for the eight hour period are well within the allowable Federal AQS.

7. MITIGATION MEASURES

A. SHORT TERM

As indicated by the foregoing analysis, the only direct adverse air quality impact that the proposed project is likely to create is the emission of fugitive dust during demolition and construction. State of Hawaii Department of Health Administrative Rules stipulate the control measures that are to be employed to reduce this type of emissions. Primary control consists of wetting down loose soil areas with water or suitable chemicals. An effective watering program can reduce particulate emission levels from construction sites by as much as 50 percent. Other control measures include good housekeeping on the jobsite and pavement or landscaping of bare soil areas as quickly as possible.

B. LONG TERM

Once completed, the proposed project is expected to have little direct impact on the air quality of the surrounding area. The only potential long term indirect impact will be in the form of vehicular air pollutant emissions from traffic entering and leaving the project. In this case the proposed project is expected to generate less traffic than the existing Kaiser Hospital complex and the project itself can be viewed as a mitigative measure.

C. DESIGN CONSIDERATIONS

Exhibit 3 shows that the only planned access to condominium parking is via direct connection to Ala Moana Boulevard. The traffic study for the project recommends that this design be changed for safety reasons. The computations in this study assume that condominium traffic will enter or exit the project via Yacht Harbor Drive and Hobron Lane. If condominium traffic were allowed to exit directly onto Ala Moana Boulevard, then those exiting motorists who wanted to go in the Ewa direction would have to pass through the Ala Moana/Hobron intersection once in the Diamond Head direction in order to execute a turn to reverse direction at some downstream connecting street and then pass through this intersection again in the desired direction, thus unnecessarily increasing traffic congestion in Waikiki and doubling their contribution of vehicular pollutants in the immediate project area. Project design should be changed to avoid this undesirable impact.

It should be noted in this regard that the existing Kaiser Hospital complex at one time had a direct access to Ala Moana Boulevard, but this access has been chained off for the last several years at least partly to avoid the problems described above.

8. SUMMARY

1. The proposed project involves demolition of the existing Kaiser Medical Center and construction of a Hotel/condominium on the site.

2. Present air quality in the project area is estimated to be acceptable for all regulated pollutants with the possible exception of carbon monoxide.

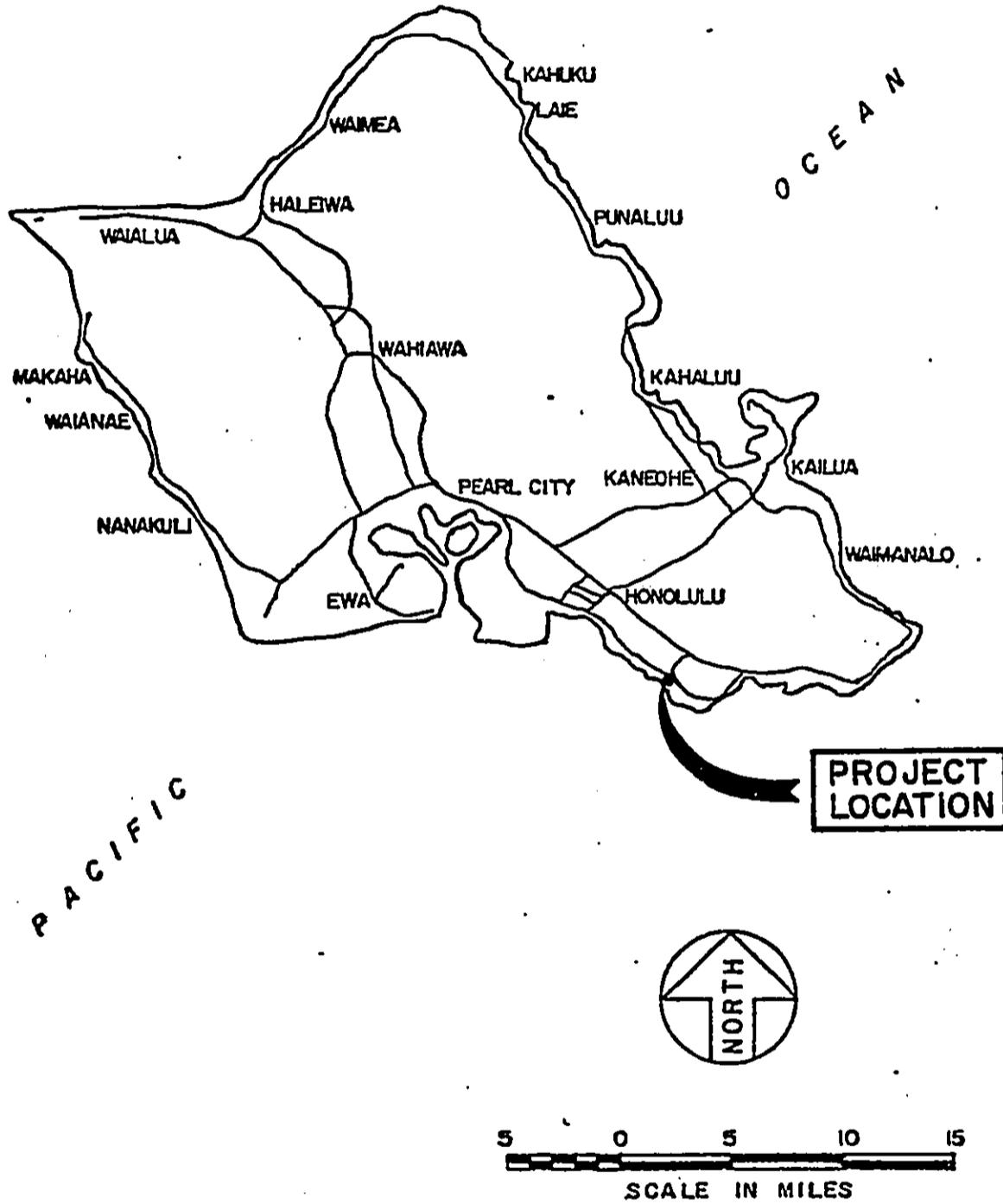
3. Except for short term dust emissions during the construction phase of the project no significant direct air quality impacts are expected.

4. Traffic generated by the project will contribute to emissions of carbon monoxide in the project area, but the proposed project is expected to generate less traffic than does existing use of the site. Computer modeling of carbon monoxide levels under existing or proposed site usage indicate that State of Hawaii eight hour standards for that pollutant are likely to be exceeded under worst case traffic and meteorological conditions in the years immediately following construction, but well before 1995 carbon monoxide concentrations are predicted to decrease to levels within all allowable State and Federal Ambient Air Quality Standards.

5. Adequate control measures are available to limit emissions of fugitive dust from construction activities. Because forecast traffic generation by the proposed project is lower than existing traffic levels, the project itself could be considered to constitute an air pollution mitigative measure, but it is recommended that the existing design be changed to avoid the potential increase in air pollution levels that could be associated with direct access of condominium parking traffic onto Ala Moana Boulevard.

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3. U.S. ENVIRONMENTAL PROTECTION AGENCY, Guidelines for Air Quality Maintenance Planning and Analysis, Volume 9: Evaluating Indirect Sources, January, 1975.
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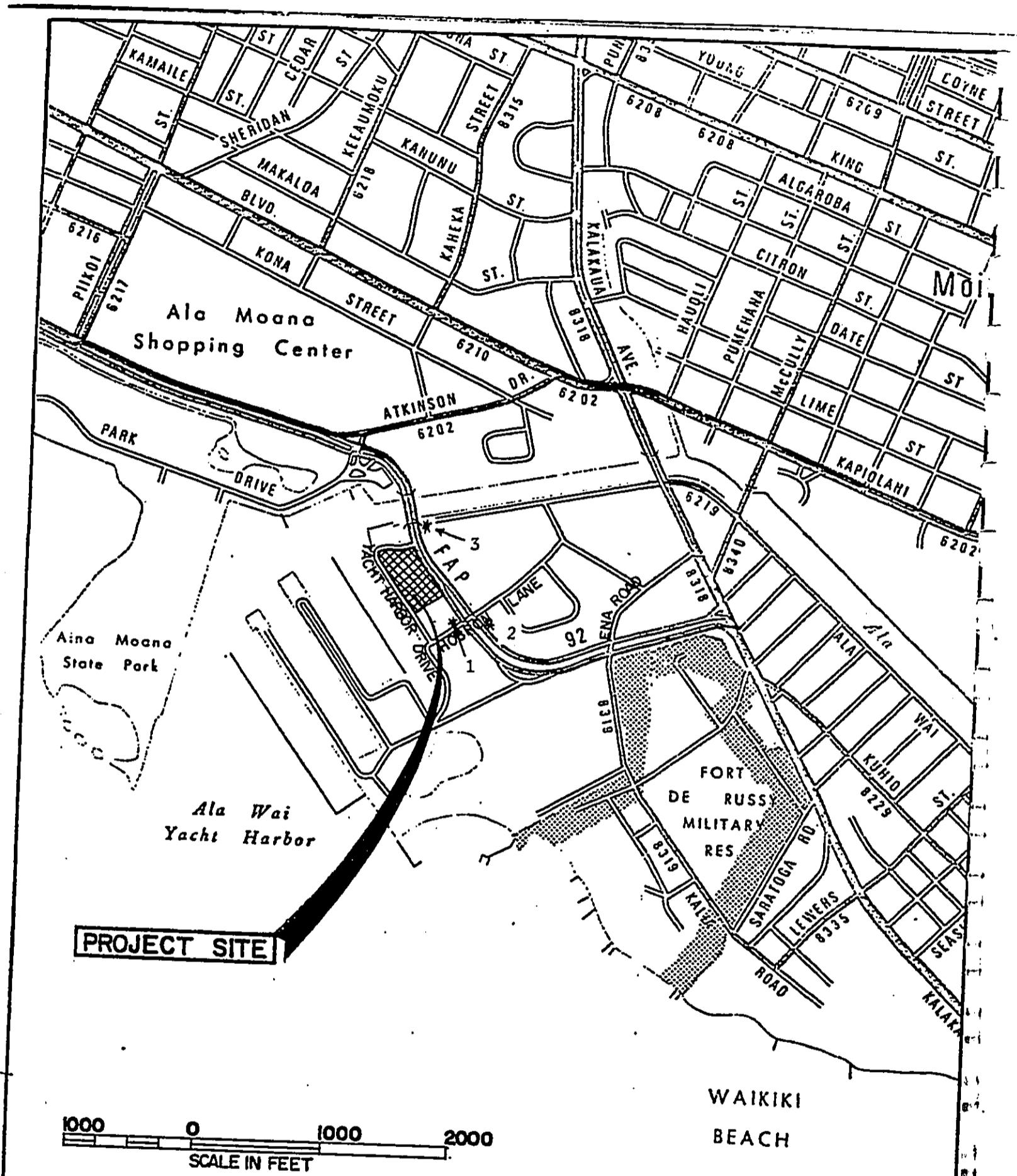
ENVIRONMENTAL COMMUNICATIONS, INC.
 TRAFFIC REPORT FOR THE
 PROPOSED HOTEL/CONDOMINIUM
 PROJECT ON THE EXISTING
 KAISER MEDICAL CENTER SITE
 HONOLULU, OAHU, HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
 ENGINEERS, SURVEYORS • HAWAII, GUAM

LOCATION MAP

EXHIBIT

1



* LOCATION OF CARBON MONOXIDE RECEPTOR SITES

ENVIRONMENTAL COMMUNICATIONS, INC.
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 PROPOSED HOTEL/CONDOMINIUM
 PROJECT ON THE EXISTING
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 HONOLULU OAHU HAWAII

ATA AUSTIN, TSUTSUMI, & ASSOC., INC.
 ENGINEERS, SURVEYORS - HAWAII, GUAM

EXHIBIT

TABLE 1

SUMMARY OF HAWAII AND NATIONAL AMBIENT AIR QUALITY STANDARDS
(Micrograms per Cubic Meter)

POLLUTANT	SAMPLING PERIOD	AMBIENT AIR QUALITY STANDARDS		
		Primary	Secondary	HAWAII
Particulates	Annual Geometric Mean	75	60	--
	Annual Arithmetic Mean	--	--	55
	Maximum 24-Hour Average	260	150	100
Sulfur Dioxide	Annual Arithmetic Mean	80	--	20
	Maximum 24-Hour Average	365	--	80
	Maximum 3-Hour Average		1300	400
Nitrogen Dioxide	Annual Arithmetic Mean		100	70
	Maximum 1-Hour Average		240	100
Carbon Monoxide	Maximum 8-Hour Average		10	5
	Maximum 1-Hour Average		40	10
Lead	Calendar Quarter		1.5	1.5

Notes: 1. Carbon Monoxide Standards are in milligrams per cubic meter.
2. National Standards based on 40 CFR Part 50; Hawaii Standards based on Title 11, Administrative Rules, Chapter 59.

TABLE 2

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT NEAREST MONITORING STATIONS

POLLUTANT	1977	1978	1979	1980	1981	1982	1983
PARTICULATE MATTER							
No. of Samples	53	61	57	57	40	51	53
Range of Values	18-109	21-79	20-102	20-116	18-78	15-52	18-59
Average Value	40	38	39	36	36	29	33
No. of Times							
State AQS Exceeded	1	0	1	1	0	0	0
SULFUR DIOXIDE							
No. of Samples	54	61	48	52	32	30	56
Range of Values	<5-<5	<5-<5	<5-13	<5-<5	<5-<5	<5-<5	<5-16
Average Value	<5	<5	<5	<5	<5	<5	<5
No. of Times							
State AQS Exceeded	0	0	0	0	0	0	0
CARBON MONOXIDE							
No. of Samples	359	365	207		286	311	169
Range of Values	0-19.6	0-20.7	0-17.3		1.2-13.8	0-4.6	0-8.6
Average Value	3.5	3.1	2.9		5.1	1.2	2.4
No. of Times							
State AQS Exceeded	22	19	10		13	0	0
OXIDANT (OZONE)							
No. of Samples	300	284	338	295	314	335	349
Range of Values	4-61	10-84	10-80	10-84	10-104	0-151	0-123
Average Value	25	33	39	48	37	32	46
No. of Times							
State AQS Exceeded	0	0	0	0	1	2	2
NITROGEN DIOXIDE							
No. of Samples					46		
Range of Values					6-77		
Average Value					25		
No. of Times							
State AQS Exceeded					0		

NOTES: See text for locations of monitoring stations. Carbon monoxide reported in milligrams per cubic meter; other pollutants in micrograms per cubic meter. Carbon monoxide and ozone readings are daily peak one hour values; other pollutant values are for a 24 hour sampling period.

SOURCE: State of Hawaii Department of Health

TABLE 3

Pollutant	Method	Units	Station	Data Type	Project Classification
Lead	High Volume Emission Spectra	ug/m ³	Department of Health Bldg. 1250 Punchbowl Street Honolulu, Hawaii 96813	Quarterly Composite	Urban

Air Quality Data Summary for Lead
State of Hawaii

Year	Measured Concentration				Year Average	Maximum Quarterly Average
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		
1977	0.89	0.59	0.48	0.80	0.705	0.89
1978	--	--	--	0.72	0.72	0.72
1979	0.39	0.25	0.26	0.42	0.33	0.42
1980	0.41	0.23	0.21	0.20	0.26	0.41
1981	0.25	--	--	--	--	0.25

Source: U.S. Environmental Protection Agency, Region IX

National Primary and Secondary Ambient Air Quality Standard: 1.5 ug/m³ maximum arithmetic mean averaged over a calendar quarter.

TABLE 4

RESULTS OF PEAK HOUR CARBON MONOXIDE ANALYSIS
(milligrams per cubic meter)

	1985	1995	2005
SITE 1			
Without Project	8.1	4.7	5.1
With Project	7.2	4.2	4.6
SITE 2			
Without Project	9.3	5.5	6.0
With Project	8.6	5.1	5.6
SITE 3			
Without Project	9.8	5.8	6.4
With Project	9.2	5.5	6.0

STATE OF HAWAII AQS: 10
FEDERAL AQS: 40

NOTE: See Exhibit 2 for location of receptor sites.

TABLE 5

RESULTS OF EIGHT HOUR CARBON MONOXIDE ANALYSIS
(milligrams per cubic meter)

	1985	1995	2005
SITE 1			
Without Project	4.9	2.8	3.1
With Project	4.3	2.5	2.8
SITE 2			
Without Project	5.6	3.3	3.6
With Project	5.2	3.1	3.4
SITE 3			
Without Project	5.9	3.5	3.8
With Project	5.5	3.3	3.6

STATE OF HAWAII AQS: 5
FEDERAL AQS: 10

NOTE: See Exhibit 2 for location of receptor sites.

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APPENDIX III

DATE:

JULY 27, 1984

PREPARED BY:

YOICHI EBISU
DARBY-EBISU & ASSOCIATES, INC.

EVALUATION OF POTENTIAL
NOISE IMPACT AND MITIGATION
MEASURES RELATED TO THE
PROPOSED HOTEL/CONDOMINIUM DEVELOPMENT
KAISER HOSPITAL SITE

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I. SUMMARY

The proposed hotel/condominium project at the site of the existing Kaiser Hospital is not expected to produce adverse noise impacts, except for short term construction noise impacts. The site, proposed tower design features, and the low traffic generation attributable to the project are all favorable in minimizing future noise impacts on surrounding properties and on future project occupants.

Noise mitigation measures are not required since construction noise has been, and will continue to be, successfully regulated by the State Department of Health. Also, standard construction features can be implemented to control tire squeal noise and complaint risks. The proposal appears to be relatively problem-free in respect to adverse noise impacts, and optimally situated for minimizing noise exposure to future building occupants.

II. NOISE DESCRIPTORS* AND THEIR RELATIONSHIP TO LAND USE COMPATIBILITY

A general consensus has developed for using the Day-Night Sound Level (L_{dn}) in describing environmental noise in general, and for relating the acceptability of the noise environment for various land uses. The Day-Night Sound Level represents the 24-hour average sound level for a given day, with nighttime noise levels (10:00 P.M. to 7:00 A.M.) increased by 10 decibels prior to computation of the 24-hour average.

TABLE 1, extracted from Reference 1, categorizes the various L_{dn} levels of outdoor noise exposure with severity classifications. TABLE 2, extracted from Reference 1, presents the general effects of noise on people in residential use situations. FIGURE 1, extracted from Reference 2, presents suggested land use compatibility guidelines for residential and non-residential land uses. A general consensus among federal agencies has developed whereby residential housing development is considered acceptable in areas where exterior noise does not exceed $65 L_{dn}$. This value of $65 L_{dn}$ is used as a federal regulatory threshold for determining the necessity for special noise attenuation and abatement measures.

Federal agencies (HUD, DOT, and EPA) recognize $55 L_{dn}$ as a desirable goal for exterior noise in residential areas for protecting the public health and welfare with an adequate margin of safety. Although $55 L_{dn}$ is significantly quieter than $65 L_{dn}$ (see FIGURE 2), the lower level has not been adopted for regulatory purposes by federal agencies due to economic and technical feasibility considerations.

In Hawaii, where open-living conditions prevail throughout the year, and where natural ventilation is a prevalent characteristic of residential housing, the more conservative levels of $55 L_{dn}$ and $60 L_{dn}$ should be used to evaluate potential noise impacts at single and multi-family residences respectively. These values of $55 L_{dn}$ and $60 L_{dn}$ are consistent with the "Compatible" designations of FIGURE 1 for single and multiple family, and multi-story land use categories.

*A brief description of the acoustic terminology and symbols used are provided in Appendix A of this report.

TABLE 1
 EXTERIOR NOISE EXPOSURE CLASSIFICATION
 (RESIDENTIAL LAND USE)

<u>Noise Exposure Class</u>	<u>Day-Night Sound Level (L_{dn})</u>	<u>Federal Standards</u> ⁽¹⁾
Minimal Exposure	Not Exceeding 55 L_{dn}	Unconditionally Acceptable
Moderate Exposure	Above 55 L_{dn} , But Not Exceeding 65 L_{dn}	Acceptable
Significant Exposure	Above 65 L_{dn} , But Not Exceeding 75 L_{dn}	Normally Unacceptable
Severe Exposure	Above 75 L_{dn}	Unacceptable

Note: (1) Federal Housing Administration, Veterans Administration, and Department of Defense Agencies.

Source: Reference 1

TABLE 2
EFFECTS OF NOISE ON PEOPLE
(Residential Land Uses Only)

Effects ¹	Hearing Loss	Speech Interference		Annoyance ²	Average Community Reaction ⁴	General Community Attitude Towards Area
		Indoor	Outdoor			
Day-Night Average Sound Level In Decibels	Qualitative Description	% Sentence Intelligibility	Distance in Meters for 95% Sentence Intelligibility	% of Population Highly Annoyed ³		
75 and above	May Begin to Occur	98%	0.5	37%	Very Severe	Noise is likely to be the most important of all adverse aspects of the community environment.
70	Will Not Likely Occur	99%	0.9	25%	Severe	Noise is one of the most important adverse aspects of the community environment.
65	Will Not Occur	100%	1.5	15%	Significant	Noise is one of the important adverse aspects of the community environment.
60	Will Not Occur	100%	2.0	9%	Moderate to Slight	Noise may be considered an adverse aspect of the community environment.
55 and below	Will Not Occur	100%	3.5	4%	Slight	Noise considered no more important than various other environmental factors.

1. "Speech Interference" data are drawn from the following tables in EPA's "Levels Document": Table 3, Fig. D-1, Fig. D-2, Fig. D-3. All other data from National Academy of Science 1977 report "Guidelines for Preparing Environmental Impact Statements on Noise, Report of Working Group 69 on Evaluation of Environmental Impact of Noise."

2. Depends on attitudes and other factors.

3. The percentages of people reporting annoyance to lesser extents are higher in each case. An unknown small percentage of people will report being "highly annoyed" even in the quietest surroundings. One reason is the difficulty all people have in integrating annoyance over a very long time.

4. Attitudes or other non-acoustic factors can modify this. Noise at low levels can still be an important problem, particularly when it intrudes into a quiet environment.

NOTE: Research implicates noise as a factor producing stress-related health effects such as heart disease, high-blood pressure and stroke, ulcers and other digestive disorders. The relationships between noise and these effects, however, have not as yet been quantified.

Source: Reference 1

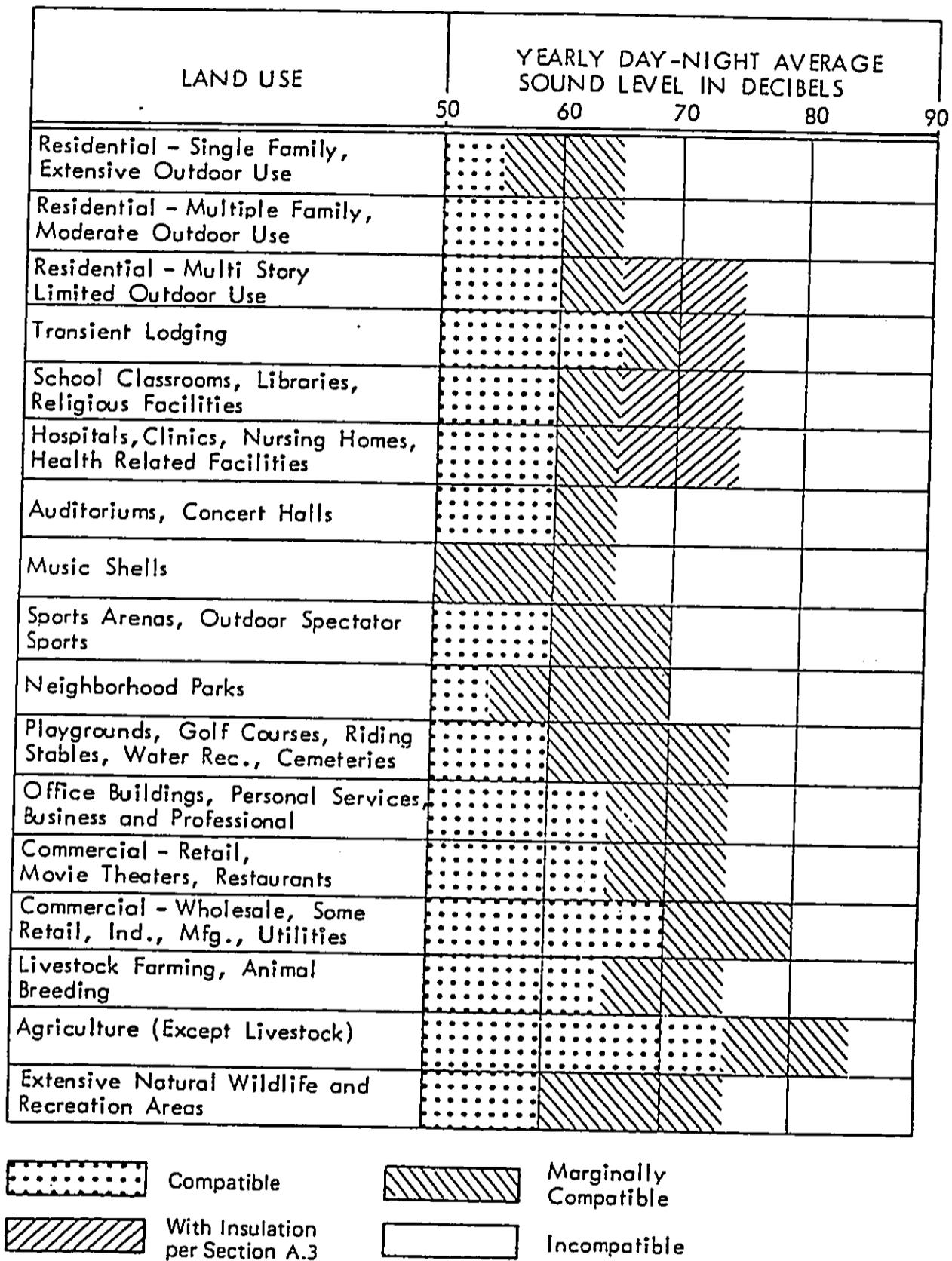
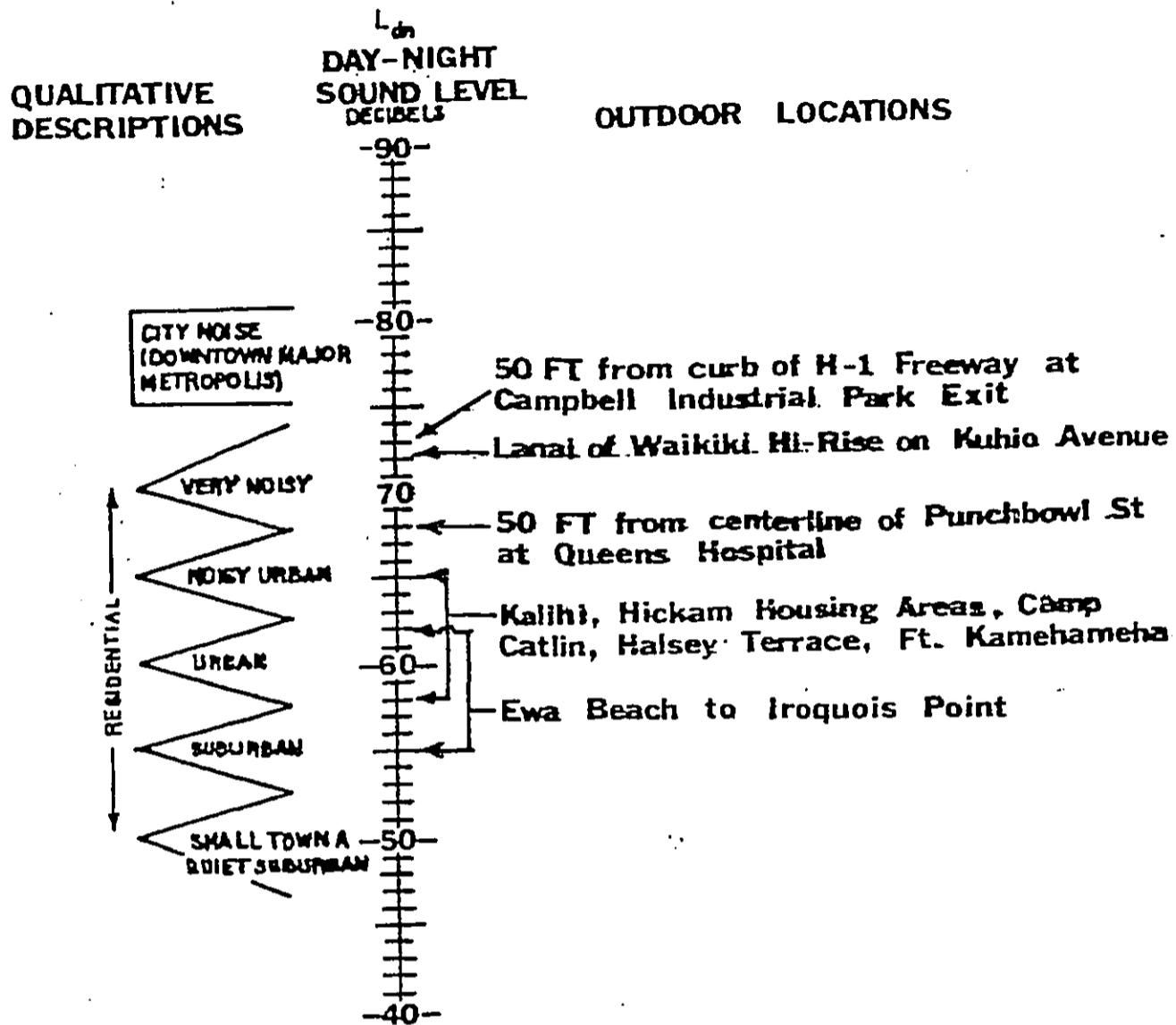


FIG. 1. Land use compatibility with yearly day-night average sound level at a site for buildings as commonly constructed. [For information only; not a part of American National Standard for Sound Level Descriptors for Determination of Compatible Land Use S3.23-1980.]

FIGURE 2

RANGE OF EXTERIOR BACKGROUND AMBIENT NOISE LEVELS



Source: Darby-Ebisu & Associates, Inc.

For commercial, industrial, and other non-noise sensitive land uses, exterior noise levels as high as 75 L_{dn} are generally considered acceptable. Exceptions to this occur when naturally-ventilated office and other commercial establishments are exposed to exterior levels which exceed 65 L_{dn} . Interior noise levels of typical naturally-ventilated establishments are approximately 9 L_{dn} units below noise levels exterior to the units. Interior noise levels of typical air conditioned establishments are approximately 25 L_{dn} units below exterior noise levels.

III. EXISTING NOISE ENVIRONMENT

In order to determine the existing noise levels in the area of the proposed hotel/condominium, continuous noise measurements were obtained from the 8th floor lanais at the mauka and makai ends of the Yacht Harbor Tower, Ilikai Hotel. The mauka location was selected to measure noise from traffic on Ala Moana Boulevard. The makai location was selected to measure noise from local traffic on the yacht harbor entrance road, from Ala Wai Heliport, and from transiting fixed-wing aircraft.

The hour-by-hour noise data collected are summarized in TABLE 3. On July 19 - 20, from 12:00 noon until 11:34 AM at the lanai of Rm. #870, measured traffic noise was 65.3 $L_{eq}(h)$ during the PM peak hour, and 69.1 L_{dn} for the 24-hour measurement period. Dominant noise sources were sirens, horns, and buses on Ala Moana Boulevard. As is typical of the Waikiki area, nighttime traffic noise (between 10:00 PM and 7:00 AM) is a significant contributor to the total daily noise, and as such, the measured L_{dn} was 3.8 units higher than the measured peak hour L_{eq} of 65.3 dB. Slant distance from the 8th floor lanai to the traffic lane was approximately 115 ft.

From 12:00 noon until 11:52 AM on July 21, noise measurements were obtained from the lanai of Rm. #856 on the makai side of the hotel. Due to shielding effects of the hotel structure, traffic noise was reduced significantly (approximately 7 L_{dn} units). The hourly noise data is shown in TABLE 3, with the PM peak hour $L_{eq}(h)$ of 58.1, and with 62 L_{dn} for the 24-hour period. The relatively high noise levels during the 5:00 to 6:00 PM period on July 20, and during the 9:00 AM to 11:00 AM period on July 21 were attributable to an auto horn and an aerobic dancing class (at pool side). Traffic noise was the dominant noise source on the makai side, with approximately 50 percent (or 59 L_{dn}) attributable to Ala Moana Boulevard traffic, and 50 percent (of 59 L_{dn}) attributable to local traffic along the yacht harbor entrance road.

Aircraft noise was audible on the makai side due to the lower traffic noise, but was generally below 65 dB (L_{max}) and below 55 L_{dn} . Tour helicopters operating from the Ala Wai Heliport generally remained makai of the shoreline, and were barely audible above the background noise. Aircraft noise was not considered to be a dominant noise source on the makai side of the hotel.

In summary, the existing noise environment at the project site can be characterized as follows:

- Noisy to very noisy at setback distances of 100 ft. or less from the centerline of Ala Moana Boulevard, and with direct line-of-sight to the boulevard. Existing federal noise criteria for residences are exceeded by 2 to 5 L_{dn} units.
- Moderately noisy to quiet on the makai side of the buildings when direct line-of-sight to Ala Moana Boulevard is obstructed. Existing federal noise criteria for residences are not exceeded under these conditions.
- The hourly noise pattern is typical of the Waikiki area, in that the traffic noise persists through the night and into the early morning hours.

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Job No.: 84-34

Date: 7/19/84

Location: Lanai of #870-Ilikai

TABLE 3
 NOISE MEASUREMENT RESULTS

TIME (HRS)	L ₉₉ (dB)	L ₉₀ (dB)	L ₅₀ (dB)	L ₃₃ (dB)	L ₁₀ (dB)	L _{max} (dB)	L _{eq} (dB)
0000-0100							
0100-0200							
0200-0300							
0300-0400							
0400-0500							
0500-0600							
0600-0700							
0700-0800							
0800-0900							
0900-1000							
1000-1100							
1100-1200							
1200-1300	53	55	59	61	65	77	62.5
1300-1400	55	57	61	62	67	77	63.8
1400-1500	58	59	62	64	69	81	65.6
1500-1600	57	59	62	64	68	83	65.1
1600-1700	57	59	62	64	68	81	65.3
1700-1800	55	58	61	63	67	79	64.5
1800-1900	56	58	62	64	68	79	64.7
1900-2000	56	58	61	63	67	84	64.5
2000-2100	57	59	62	64	68	78	65.5
2100-2200	57	59	64	66	69	82	67.0
2200-2300	56	58	62	64	68	89	66.0
2300-2400	52	54	57	59	63	77	60.8
L _{dn} =							69.1

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Job No.: 84-34

Date: 7/20/84

Location: Lanai of #870 then #856 - 11 ca

TABLE 3 (CONTINUED)
 NOISE MEASUREMENT RESULTS

TIME (HRS)	L ₉₉ (dB)	L ₉₀ (dB)	L ₅₀ (dB)	L ₃₃ (dB)	L ₁₀ (dB)	L _{max} (dB)	L _{eq} (dB)	
0000-0100	52	54	58	59	62	84	60.0	
0100-0200	52	55	58	59	62	75	60.0	
0200-0300	53	55	57	58	61	85	59.5	
0300-0400	53	54	56	58	61	81	58.9	
0400-0500	53	54	57	58	61	75	58.9	
0500-0600	53	55	58	60	63	82	61.7	
0600-0700	56	58	62	64	69	80	66.0	
0700-0800	56	57	61	63	68	91	65.8	
0800-0900	56	58	61	63	67	78	64.0	
0900-1000	56	58	61	63	67	78	64.0	
1000-1100	53	55	58	60	64	74	61.3	
1100-1134	54	55	59	61	65	78	61.7	End #870
1200-1300	49	51	54	56	59	80	55.8	Start #856
1300-1400	51	53	55	56	58	72	56.8	
1400-1500	51	53	55	56	59	73	57.3	
1500-1600	52	54	56	57	60	78	58.3	
1600-1700	52	54	56	57	60	75	58.1	
1700-1800	51	54	57	57	60	93	61.3	
1800-1900	50	52	55	56	59	76	57.7	
1900-2000	51	53	55	57	59	71	57.5	
2000-2100	51	52	55	56	59	78	57.9	
2100-2200	52	54	56	57	59	77	57.9	
2200-2300	52	54	57	58	60	78	58.6	
2300-2400	50	52	54	56	58	71	56.0	
L _{dn} =								

IV. PREDICTED NOISE IMPACTS

Possible noise impacts associated with the project include the additional traffic noise generated by the hotel/condominium, tire squeal noise emanating from the proposed parking garage, environmental noise impacts on future residents/hotel guests, and short term construction noise impacts on adjacent properties. Possible noise impacts associated with traffic were evaluated thru use of the methodology of Reference 3, the traffic counts of Reference 4, and the traffic projection of Reference 5. Tire squeal noise and construction noise evaluations were based on previous work on similar projects.

A. Tire Squeal Noise From Parking Garage

Tire squeal noise in indoor parking structures has been the cause of complaints from persons residing in adjacent properties in Hawaii where year round open windows are the norm. Tire squeal is produced by high-frequency vibration of tire-tread elements when cornering a vehicle. The factors which influence the inception and intensity of tire squeal noise include: road surface texture, vehicle forward speed, vehicle weight, tire-tread design, and slip angle (difference between tire steering angle and direction of vehicle movement).

Tire squeal noise at the perimeter of the proposed parking garages could range from 75 to 83 dB (L_{max}). At these sound levels, and because of the distinctive nature of the source, tire squeal noise may be audible at adjoining properties and across Ala Moana Boulevard. Because of the valet parking proposed for the hotel guests, administrative controls may be adequate to prevent high-speed cornering of vehicles and subsequent tire squeals. The restriction of condominium vehicles to the underground level will minimize tire squeal emanations from building openings. The potential tire squeal impact does exist, and mitigation measures are recommended.

B. Aircraft Noise

Existing aircraft noise levels in the project area are below 55 L_{dn} , and are not anticipated to change significantly by the year 2000. As long as current traffic patterns of rotary and fixed-wing aircraft are maintained, serious noise impacts resulting from aircraft fly-bys are not anticipated. Mitigation measures for aircraft noise reduction are not considered necessary.

C. Construction Noise

Short-term noise impacts associated with construction activities will occur as a result of the proposed project. These impacts are unavoidable due to the general noisiness of heavy construction activities, and the proximity (with 100 ft.) of the site to adjacent residential/hotel structures. Noise exposure from construction activities at any one location will be intermittent during the construction period as the various phases are completed.

Noise levels of diesel-powered construction equipment typically range from 80 to 90 dB at 50 ft. distance (see TABLE 4). Pile driving, which may be required, results in impulsive noise levels in excess of 100 dB at 50 ft. FIGURE 3 depicts the anticipated range of construction noise at various distances from operating diesel equipment. Peak noise levels from pile driving may be 15 dB higher than the values shown in FIGURE 3. Construction noise levels at existing structures mauka and Diamond Head of the site will intermittently exceed 75 dB when site preparation, pile driving, and pouring work is being performed.

State Department of Health Regulations (Reference 6) currently regulate noise from construction activities under a permit system. Noise levels from construction activities could exceed 95 dB at the project boundary lines. Under current DOH permit procedures, noisy construction activities which exceed 95 dB at the project boundary line will be restricted to the hours between 9:00 AM and 5:30 PM, from Monday through Friday, and excluding certain holidays. These restrictions would minimize noise impact on surrounding residents and hotel/condominium guests during noisy construction operations such as earth moving, jack hammering, pile driving and concrete pouring, but will not mitigate noise impact on commercial or business operations. Under the present permit procedures, high noise levels in excess of 95 dB at the project boundary line are permitted to occur during hours when fewer residents and guests are anticipated to be exposed. The current state regulations and enforcement procedures have generally been successful in minimizing adverse noise impacts from construction activities. It is anticipated that current procedures will be continued, and additional mitigation measures are not required.

TABLE 4

A-WEIGHTED SOUND LEVELS (dB) FOR
CONSTRUCTION EQUIPMENT (AT 50 FOOT DISTANCE)

Bulldozers	85 dB
Compactors	85 dB
Graders	83 dB
Front End Loaders	83 dB
Scrapers	85 dB
Hand Tampers	85 dB
Backhoes	80 dB
Rollers	85 dB
Trenchers	83 dB
Compressors	80 dB
Forklifts	80 dB
Cement Trucks	85 dB
Mobile Crane	85 dB
Jackhammers	98 dB
Pile Drivers	101 dB

D. Project Generated Traffic Noise

The trip generation projections for the project, when compared to existing hospital/clinic trip generation characteristics (Reference 5), indicate that the proposed hotel/condominium traffic should, at worst, replace the existing traffic associated with Kaiser Hospital operations. Total peak hour traffic volume associated with the proposed hotel/condominium is projected at approximately 350 VPH. Tour bus traffic is anticipated to be minimal at the proposed project due to the type of clientele expected.

Because it is assumed that the project traffic will essentially replace existing traffic associated with present hospital operations, no increase in traffic noise along Ala Moana Boulevard or Hobron Lane is predicted to be attributable to the project. Along the yacht harbor entrance road, hotel guest traffic will essentially replace existing traffic associated with hospital operations, and increases in traffic noise attributable to the project are not expected. Because of the minimal traffic anticipated from the proposed project, and the elimination of current traffic associated with the hospital, the noise impacts resulting from project-related traffic are not considered significant.

E. Exterior Noise at Project Site

In order to predict the probable impact on future guests/residents of the hotel/condominium, base year traffic noise levels were calculated along the exterior walls of the proposed building. Of interest was the predicted noise levels at the proposed living units, and the relationship of these exterior noise levels to existing compatibility guidelines and criteria. The results of the July 19 - 21 noise measurements, and the most recent (Reference 4) traffic counts for Ala Moana Boulevard were used to predict the traffic noise levels. The traffic noise predictions apply for the 1984 time period (base year), since future traffic projections were not performed. In any event, a 25 percent increase in base year traffic volume along Ala Moana Boulevard is required before the traffic noise predictions increase by 1 L_{dn} unit.*

* Assuming current average speed (17 MPH) and traffic mix (92% auto, 4% medium truck and 4% heavy trucks & buses) do not change.

FIGURE 4 depicts the variation in exterior noise with building floor levels in the vicinity of Condominium Unit B. On the mauka side of the unit, traffic noise from Ala Moana Boulevard will range from 65 to 67 L_{dn} (except at the lowest floor where shielding effects will occur). FIGURE 5 depicts the predicted traffic noise levels at the 8th floor elevation and along the exterior walls. FIGURE 5 also depicts the base year traffic noise contours of 70 L_{dn} and 65 L_{dn} at the 8th floor elevation. Due to shielding effects, exterior noise levels along the makai walls of the proposed tower is predicted to be approximately 60 L_{dn} or less.

Referring to FIGURE 5, it can be seen that the major portion of the mauka walls adjoin a corridor, lobby, or elevator shaft. These non-noise sensitive spaces will serve as a noise buffer for the majority of the hotel/condominium units. Except for 1 hotel and 1 condominium unit, base year exterior noise levels should not exceed the federal criteria level of 65 L_{dn} . Also, the majority (approximately 75 percent) of the units will not be exposed to base year noise levels above 60 L_{dn} .

The proposed design of the hotel/condominium appears to be near optimum in respect to minimizing traffic noise at hotel/condominium units. The majority of the units will meet the more stringent recommendations of 60 L_{dn} (see FIGURE 1) exterior noise exposure for multi-family and multi-story dwellings. The majority of the hotel units (93 percent) will also meet the 65 L_{dn} recommendation for transient lodging units (see FIGURE 1). Because of these results, and the probable availability of airconditioning, mitigation measures are not considered necessary.

V. RECOMMENDATIONS

Because of minimal noise impacts associated with the proposed project, mitigation measures beyond standard design practices are not required. The project as envisioned is compatible with the existing noise environment.

Risks of complaints from tire squeal noise exist. In order to minimize the risks of complaints resulting from tire squeal noise, high speed cornering (in excess of 10 MPH) should be discouraged by controlling the width and turning radius of the cornering rights-of-way in the circulation paths and/or by the introduction of speed bumps. The use of two-way circulation paths will also contribute towards reducing speeds. Rough textured concrete surfaces (coarse brush finish) or asphaltic concrete can be used throughout the vehicular circulation paths to prevent tire squeal generation at low vehicle speeds. Circular down ramps should be avoided if possible. If these design features are not adequate for control of vehicle speeds, or if excessively noisy vehicles use the garage on a regular basis, administrative controls could also be implemented to minimize the risks of noise complaints from the neighboring dwelling units.

REFERENCES

1. "Guidelines for Considering Noise in Land Use Planning and Control," Federal Interagency Committee on Urban Noise, June, 1980.
2. American National Standard, "Sound Level Descriptors for Determination of Compatible Land Use," ANSI S3.23-1980, Acoustical Society of America.
3. "Hand-Held Calculator Listings for the FHWA Highway Traffic Noise Prediction Model;" FHWA T5040.5; September 5, 1978 and October 17, 1978.
4. 24-Hour Traffic Counts; Station SL-50; Ala Moana Boulevard at Ala Wai Canal Bridge; State Dept. of Transportation; January 11-12, 1983.
5. Traffic Generation Characteristics of the Existing Kaiser Hospital and the Proposed Hotel/Condominium; Austin, Tsutsumi & Associates, Inc.; July 20, 1984.
6. "Title II, Administrative Rules, Chapter 43, Community Noise Control for Oahu", State Department of Health; November 6, 1981.



TEXT

EXCERPTS FROM EPA'S ACOUSTIC TERMINOLOGY GUIDE

Descriptor Symbol Usage

The recommended symbols for the commonly used acoustic descriptors based on A-weighting are contained in Table I. As most acoustic criteria and standards used by EPA are derived from the A-weighted sound level, almost all descriptor symbol usage guidance is contained in Table I.

Since acoustic nomenclature includes weighting networks other than "A" and measurements other than pressure, an expansion of Table I was developed (Table II). The group adopted the ANSI descriptor-symbol scheme which is structured into three stages. The first stage indicates that the descriptor is a level (i.e., based upon the logarithm of a ratio), the second stage indicates the type of quantity (power, pressure, or sound exposure), and the third stage indicates the weighting network (A, B, C, D, E.....). If no weighting network is specified, "A" weighting is understood. Exceptions are the A-weighted sound level and the A-weighted peak sound level which require that the "A" be specified. For convenience in those situations in which an A-weighted descriptor is being compared to that of another weighting, the alternative column in Table II permits the inclusion of the "A". For example, a report on blast noise might wish to contrast the L_{Cdn} with the L_{Adn} .

Although not included in the tables, it is also recommended that " L_{PN} " and " L_{EPN} " be used as symbols for perceived noise levels and effective perceived noise level, respectively.

It is recommended that in their initial use within a report, such terms be written in full, rather than abbreviated. An example of preferred usage is as follows:

The A-weighted sound level (L_A) was measured before and after the installation of acoustical treatment. The measured L_A values were 85 and 75 dB respectively.

Descriptor Nomenclature

With regard to energy averaging over time, the term "average" should be discouraged in favor of the

term "equivalent". Hence, L_{eq} is designated the "equivalent sound level". For L_d , L_n , and L_{dn} , "equivalent" need not be stated since the concept of day, night, or day-night averaging is by definition understood. Therefore, the designations are "day sound level", "night sound level", and "day-night sound level", respectively.

The peak sound level is the logarithmic ratio of peak sound pressure to a reference pressure and not the maximum root mean square pressure. While the latter is the maximum sound pressure level, it is often incorrectly labelled peak. In that sound level meters have "peak" settings, this distinction is most important.

"Background ambient" should be used in lieu of "background", "ambient", "residual", or "indigenous" to describe the level characteristic of the general background noise due to the contribution of many unidentifiable noise sources near and far.

With regard to units, it is recommended that the unit decibel (abbreviated dB) be used without modification. Hence, dBA, PNdB, and EPNdB are not to be used. Examples of this preferred usage are: the Perceived Noise Level (L_{PN} was found to be 75 dB. $L_{PN} = 75$ dB.) This decision was based upon the recommendation of the National Bureau of Standards, and the policies of ANSI and the Acoustical Society of America, all of which disallow any modification of bel except for prefixes indicating its multiples or submultiples (e.g., deci).

Noise Impact

In discussing noise impact, it is recommended that "Level Weighted Population" (LWP) replace "Equivalent Noise Impact" (ENI). The term "Relative Change of Impact" (RCI) shall be used for comparing the relative differences in LWP between two alternatives.

Further, when appropriate, "Noise Impact Index" (NII) and "Population Weighted Loss of Hearing" (PHL) shall be used consistent with CHABA Working Group 69 Report Guidelines for Preparing Environmental Impact Statements (1977).

TABLE I: A-Weighted Recommended Descriptor List

Term	Symbol
1. A-Weighted Sound Level	L_A
2. A-Weighted Sound Power Level	L_{WA}
3. Maximum A-Weighted Sound Level	L_{max}
4. Peak A-Weighted Sound Level	L_{Apk}
5. Level Exceeded x% of the time	L_x
6. Equivalent Sound Level	L_{eq}
7. Equivalent Sound Level over Time (T) (1)	$L_{eq}(T)$
8. Day Sound Level	L_d
9. Night Sound Level	L_n
10. Day-Night Sound Level	L_{dn}
11. Yearly Day-Night Sound Level	$L_{dn}(y)$
12. Sound Exposure Level	L_{SE}

(1) Unless otherwise specified, time is in hours (e.g. the hourly equivalent level is $L_{eq}(1)$). Time may be specified in non-quantitative terms (e.g., could be specified a $L_{eq}(WASH)$ to mean the washing cycle noise for a washing machine.)

TABLE II: Recommended Descriptor List

TERM	A-WEIGHTING	ALTERNATIVE (1) A-WEIGHTING	OTHER WEIGHTING (2)	UNWEIGHTED
1. Sound (Pressure) (3) Level	L_A	L_{pA}	L_B, L_{pB}	L_p
2. Sound Power Level	L_{WA}		L_{WB}	L_W
3. Max. Sound Level	L_{max}	L_{Amax}	L_{Bmax}	L_{pmax}
4. Peak Sound (Pressure) Level	L_{Apk}		L_{Bpk}	L_{pk}
5. Level Exceeded x% of the time	L_x	L_{Ax}	L_{Bx}	L_{px}
6. Equivalent Sound Level	L_{eq}	L_{Aeq}	L_{Beq}	L_{peq}
7. Equivalent Sound Level Over Time(T) (4)	$L_{eq(T)}$	$L_{Aeq(T)}$	$L_{Beq(T)}$	$L_{peq(T)}$
8. Day Sound Level	L_d	L_{Ad}	L_{Bd}	L_{pd}
9. Night Sound Level	L_n	L_{An}	L_{Bn}	L_{pn}
10. Day-Night Sound Level	L_{dn}	L_{Adn}	L_{Bdn}	L_{pdn}
11. Yearly Day-Night Sound Level	$L_{dn(y)}$	$L_{Adn(Y)}$	$L_{Bdn(Y)}$	$L_{pdn(Y)}$
12. Sound Exposure Level	L_S	L_{SA}	L_{SB}	L_{Sp}
13. Energy Average value over (non-time domain) set of observations	$L_{eq(e)}$	$L_{Aeq(e)}$	$L_{Beq(e)}$	$L_{peq(e)}$
14. Level exceeded x% of the total set of (non-time domain) observations	$L_x(e)$	$L_{Ax(e)}$	$L_{Bx(e)}$	$L_{px(e)}$
15. Average L_x value	L_x	L_{Ax}	L_{Bx}	L_{px}

(1) "Alternative" symbols may be used to assure clarity or consistency.

(2) Only B-weighting shown. Applies also to C,D,E,..... weighting.

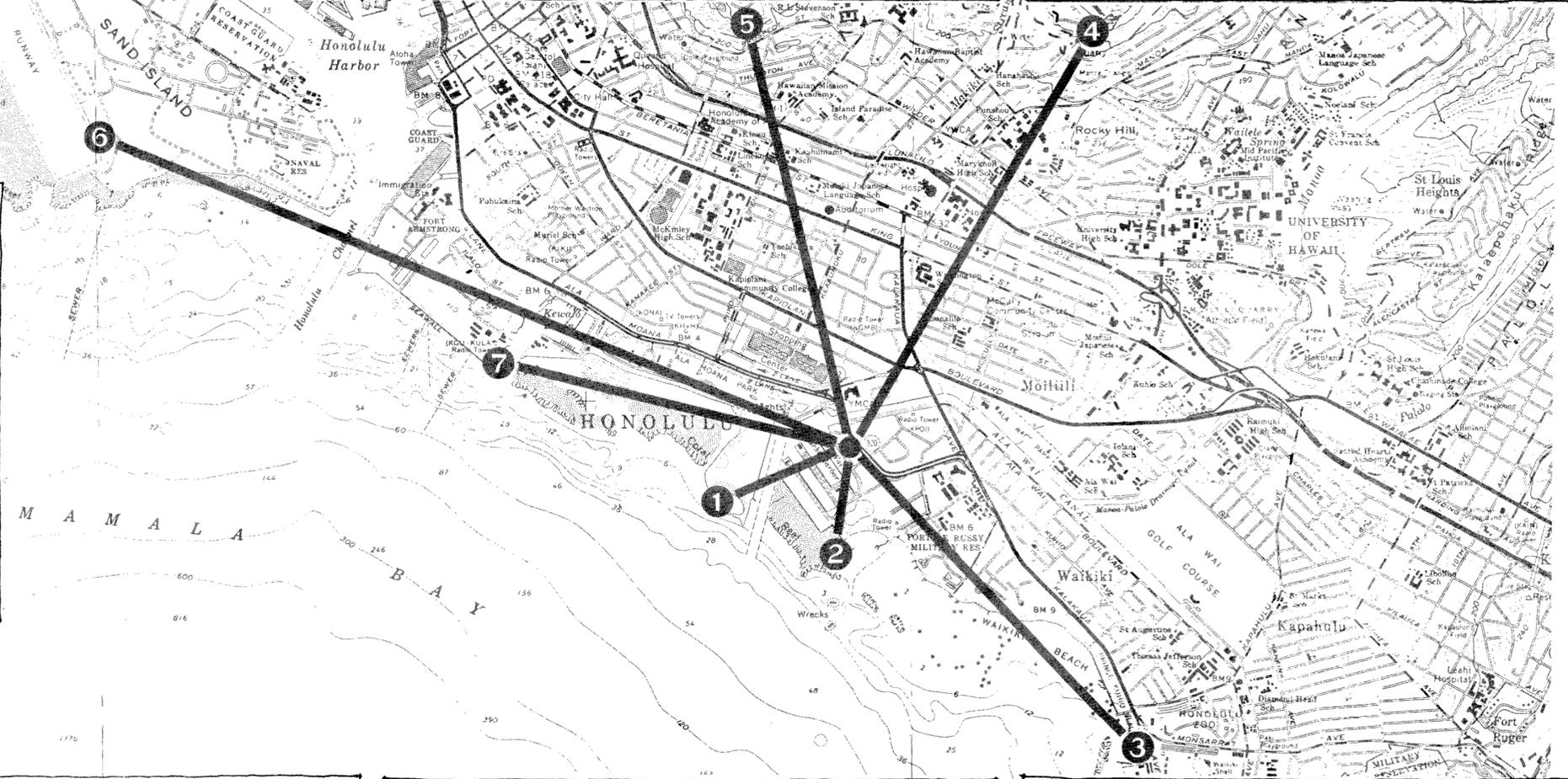
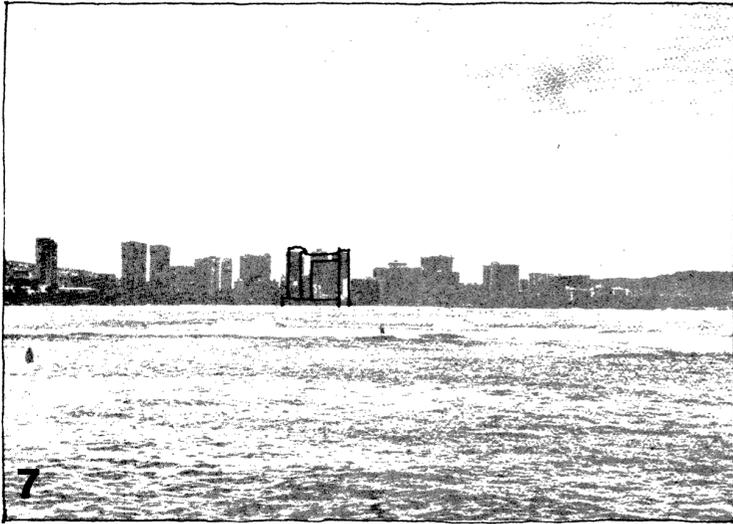
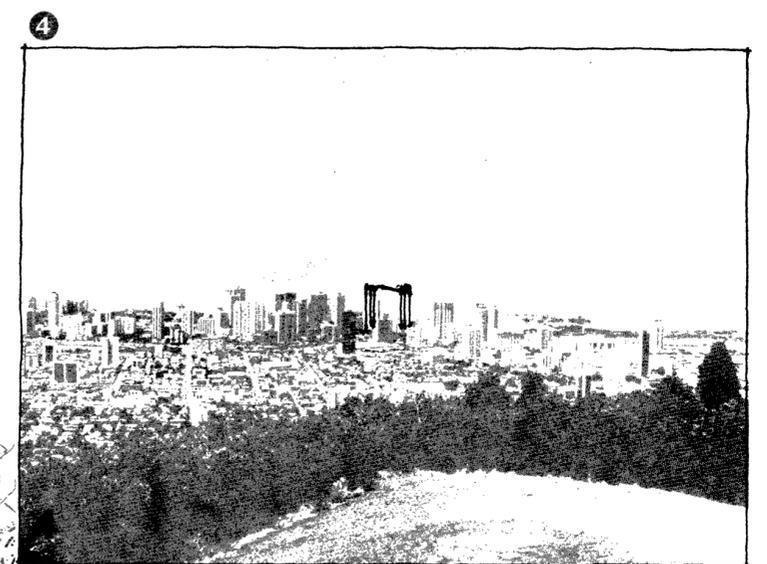
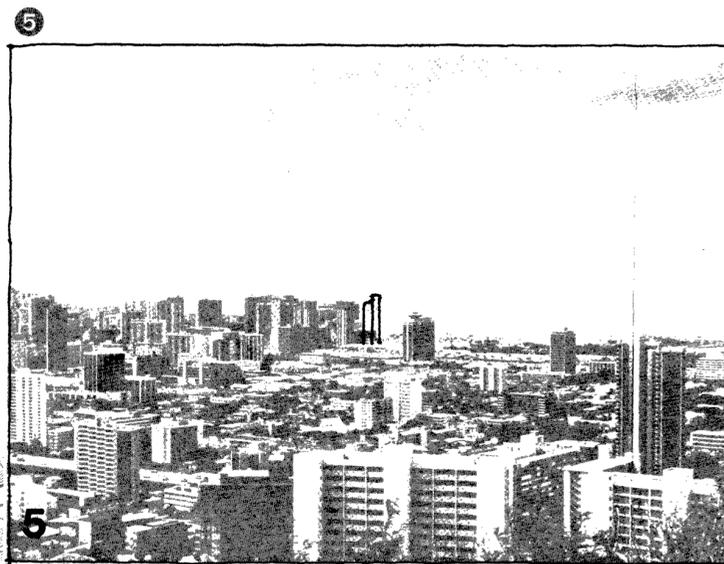
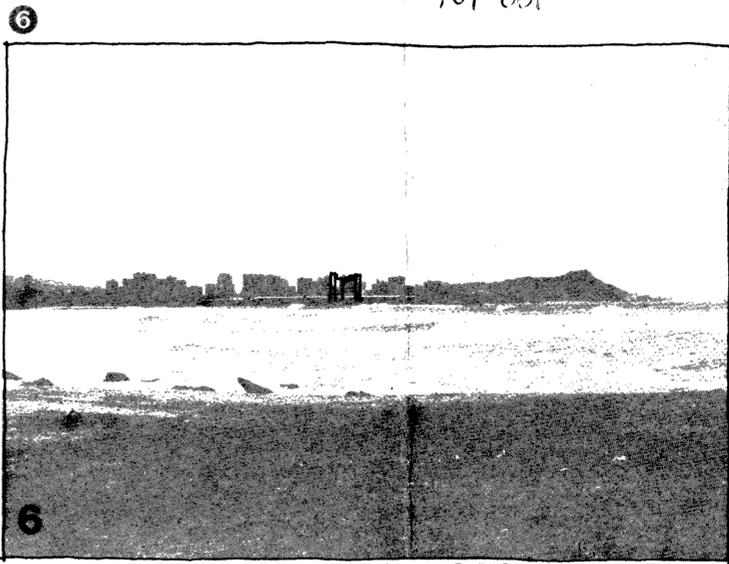
(3) The term "pressure" is used only for the unweighted level.

(4) Unless otherwise specified, time is in hours (e.g., the hourly equivalent level is $L_{eq(1)}$). Time may be specified in non-quantitative terms (e.g., could be specified as $L_{eq(WASH)}$ to mean the washing cycle noise for a washing machine).

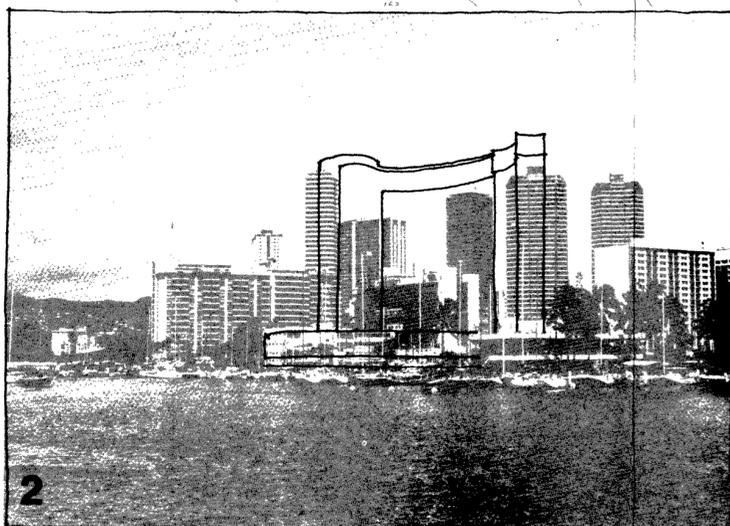
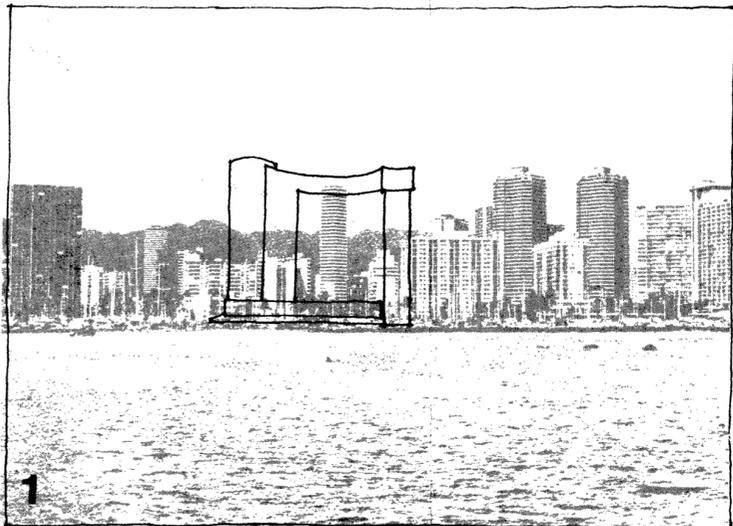
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Ground Level View Plane Analysis

- 1 Ground level view towards Project taken from Magic Island Beach Park. Project Site directly in front of TV antenna tower.
- 2 Ground level view towards Project Site taken from Heli-Port area.
- 3 Ground level view towards Project Site taken from Kapahulu Avenue breakwater. Sheraton-Waikiki Hotel is dominant feature.
- 4 Ground level view towards Project Site from Round Top Drive. Kapiolani Business District in middle of photo, Century Center and Westbury buildings also in middle of photo.



- 5 Ground level view from Punchbowl towards Project Site. Ala Moana Center and 1441 Kapiolani Boulevard building in center of photo.
- 6 Ground level view towards Project Site from Sand Island Beach Park. Diamond Head on left corner.
- 7 Ground level view towards Project, shot from "Point Panic," beyond Hawaii Institute of Marine Biology. Discovery Bay Condominium and Ilikai Hotel in middle of photo.



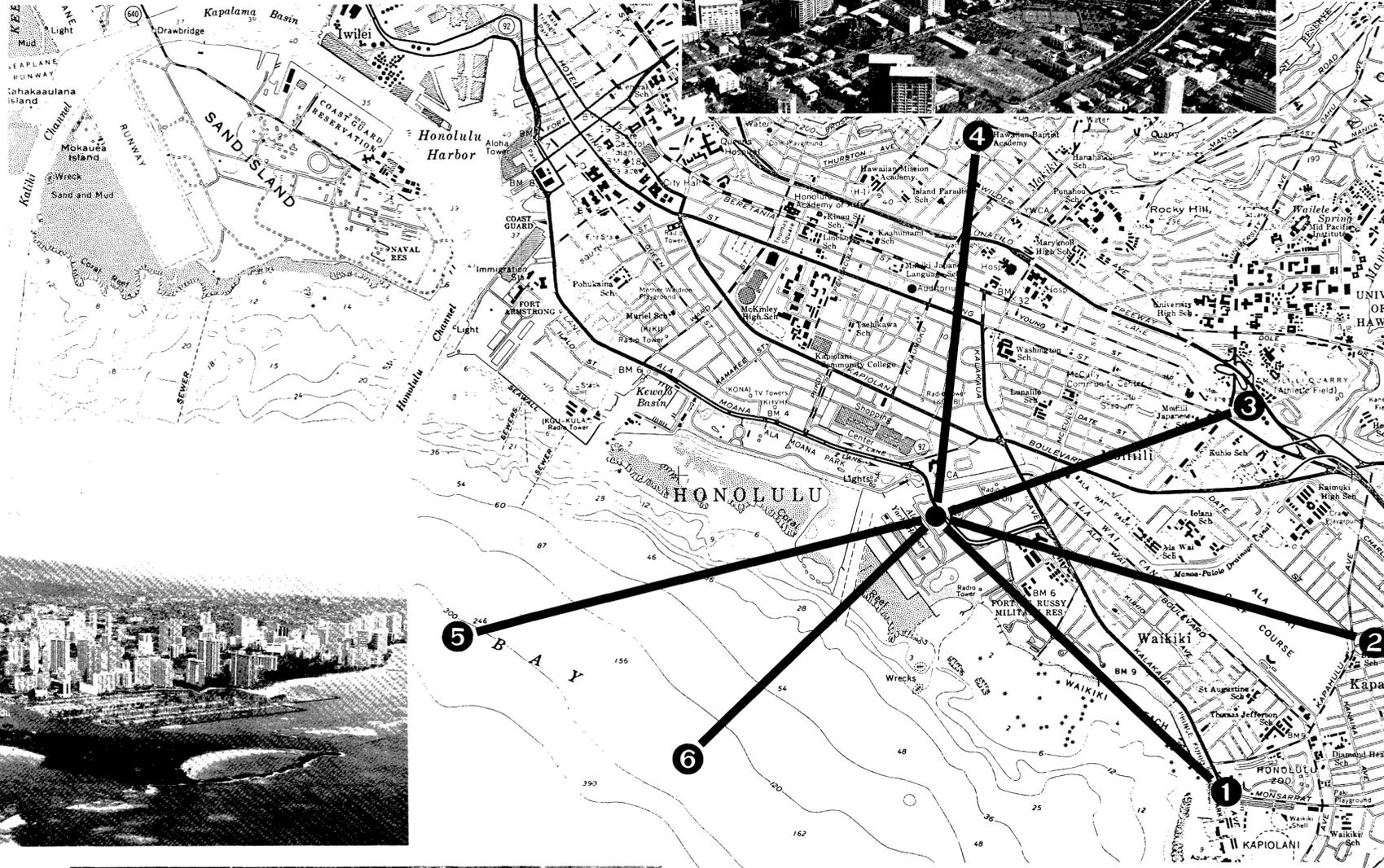
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Aerial View Plane Analysis

- 1 Aerial view towards Ewa and Downtown Honolulu. Kapahulu Avenue and Kalakaua Avenue Junction in foreground.
- 2 Aerial view of Waikiki, with Kapahulu Avenue in foreground, Ala Wai Canal on right, and beach frontage on left.
- 3 Aerial view from behind Magic Island towards Waikiki. Ala Wai Marina in foreground, Ala Wai Canal in left-center, and Koko Head in background.
- 4 Aerial view of Project Site with Ala Wai Marina in foreground. Magic Island is at bottom of picture.
- 5 Aerial view towards Project Site from Mauka direction towards Ewa, Kalakaua Avenue-Ala Moana Boulevard intersection in middle of picture, Ft. DeRussy in left-center, and Magic Island in background.
- 6 Aerial View from Makiki-Punchbowl towards Waikiki. Diamond Head at upper left corner and Ala Wai Marina at upper right corner.



5 Aerial view towards Project Site from Mauka direction towards Ewa, Kalakaua Avenue-Ala Moana Boulevard intersection in middle of picture, Ft. DeRussy in left-center, and Magic Island in background.

6 Aerial View from Makiki-Punchbowl towards Waikiki. Diamond Head at upper left corner and Ala Wai Marina at upper right corner.



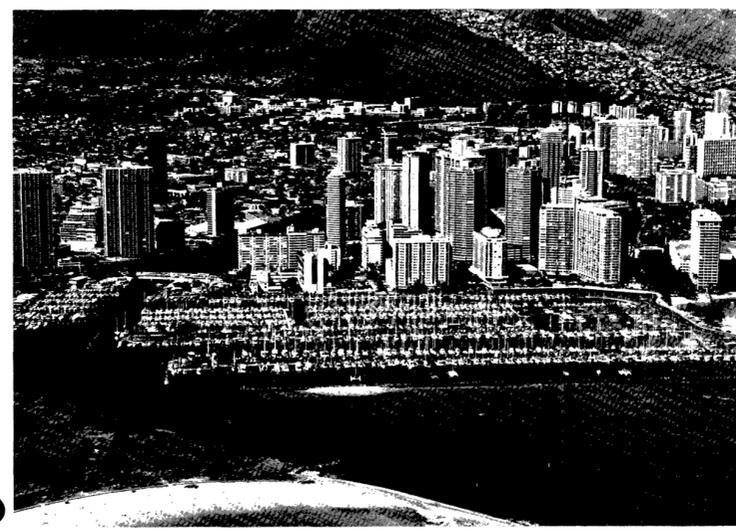
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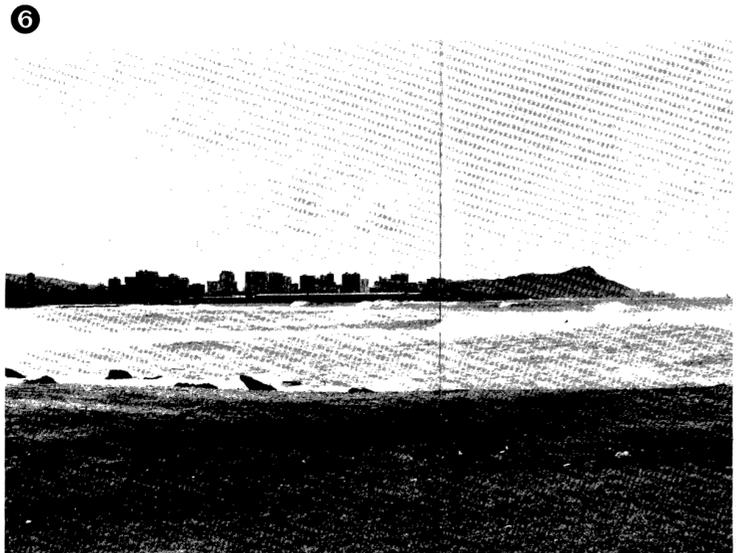


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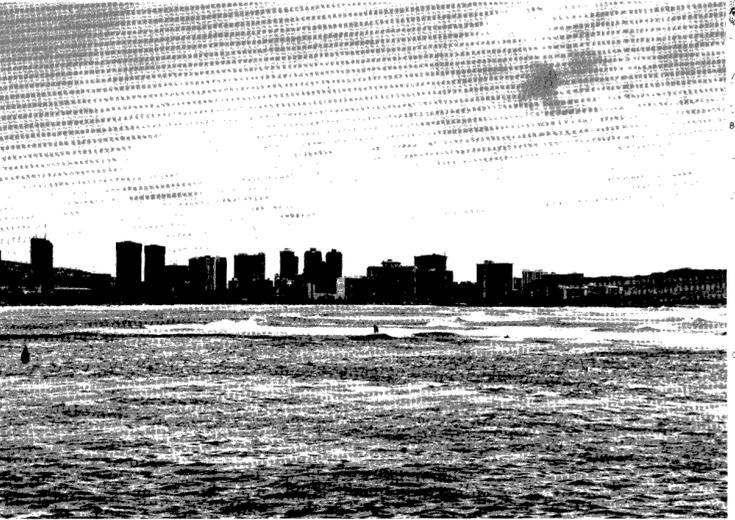
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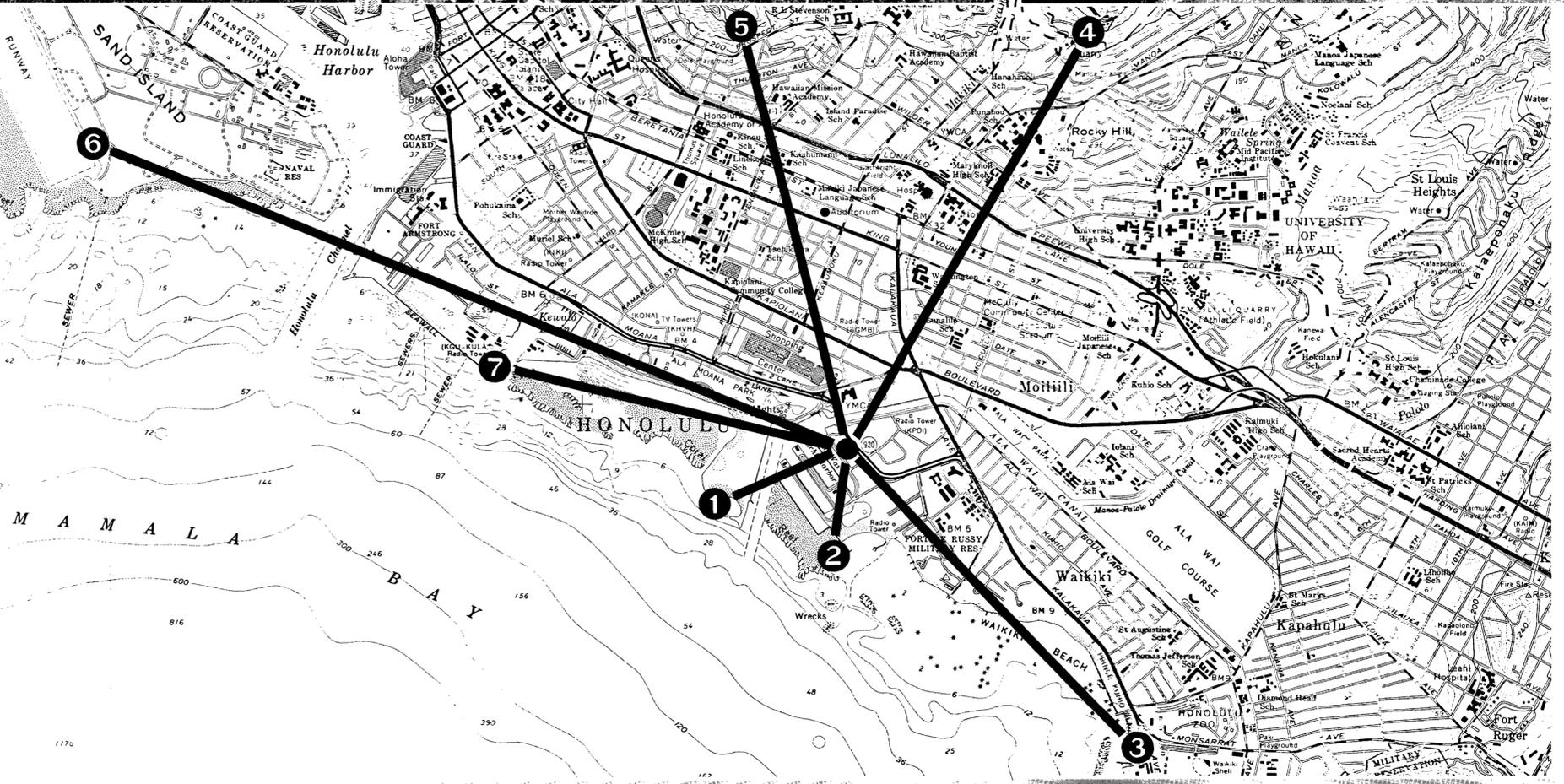


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