1995 - Oahu - FEIS -
Convention Center II

FILE COPY

Hawai'i Convention Center

Honolulu, Hawaii

DRAFT ENVIRONMENTAL IMPACT STATEMENT
VOLUME II
THE CONVENTION CENTER AUTHORITY, STATE OF HAWAII
JANUARY 1995

TABLE OF CONTENTS

VOLUME II

SECTION

- EISPN Notice of Availability
- Convention Center Authority Notice of Determination
- Group Memory from May 31, 1994 public informational meeting
- Helber Hastert and Fee Acknowledgment Letter

COMBINED PRE-ASSESSMENT AND EA COMMENT AND RESPONSE LETTERS:

- Pre-Assessment Distribution List and Respondents
- EISPN Distribution List and Respondents
- Draft Environmental Impact Statement Distribution List
- Pre-Assessment Consultation Issues Matrix
- EISPN Consultation Issues Matrix

1. FEDERAL AGENCIES
2. STATE OF HAWAII
3. STATE LEGISLATURE
4. CITY AND COUNTY OF HONOLULU
5. CITY COUNCIL
6. UTILITIES
7. OTHER ORGANIZATIONS
8. COMMUNITY ORGANIZATIONS
9. CONDOMINIUM ASSOCIATION BOARDS
10. INDIVIDUALS

Proposing Agencies:
Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1898
Attention: Owen Miyamoto (838-8600)
and
Federal Aviation Administration (FAA)
800 Independence Avenue, SW
Washington, D.C. 20591
Attn: FAA Asst. Administrator for Airports (ARP-1)(202)267-8938
Consultant:
Edward K. Noda and Associates, Inc.
615 Piikoi Street, Suite 1000
Honolulu, Hawaii 96814
Attention: Brian Ishii (591-8553)
Deadline: June 22, 1994

The State of Hawaii, Department of Transportation, Airports Division (DOTA), in cooperation with the Federal Aviation Administration (FAA) will prepare a Joint Environmental Impact Statement (EIS) for proposed improvements at Kahului Airport. The Joint EIS will be prepared in accordance with the requirements of the National Environmental Policy Act of 1969, as amended, and Chapter 343, Hawaii Revised Statutes (HRS 343), as revised. Upon completion and approval, this EIS will supersede all previous HRS 343 environmental documents for these proposed improvements at Kahului Airport.

The Joint Lead Agencies for the preparation of the EIS will be the Federal Aviation Administration and the State of Hawaii, Department of Transportation, Airports Division.

The proposed improvements at Kahului Airport include, but are not limited to:

1. Extend and Strengthen Runway 2/20 from 7,000 feet to 9,600 feet.
2. Construct a new airport access road.
3. Relocate the Instrument Landing System (ILS) and Approach Lighting System (ALS) on Runway 2.
4. Acquire land for Runway 2 approach protection, and approach lighting system.
5. Other development items recommended in the June 1993 Master Plan.
6. Potential long range projects not currently planned in the Master Plan or shown on the Airport Layout Plan including:
   a. Construct Phase II of the passenger terminal building
   b. International flight operations and facilities
   c. Long term helicopter facility

The alternatives to the proposed development that will be examined in the EIS include the following:

1. The proposed alternative;
2. Alternative expansion at Kahului Airport such as a parallel runway or different runway lengths;
3. Alternative modes of travel;
4. Utilization of other existing State airports;
5. Reactivation of the the abandoned Puunene Airfield;
6. Consideration of potential other general aviation airports sites; and
7. No action.

OAHU

CONVENTION CENTER

District: Honolulu
TMK: Div. 2, Zone 3, Plat 35, Parcels 1,2,4,5,8/Plat 36, Parcels 18,24,25
Accepting Authority:
Governor, State of Hawaii
c/o Office of Environmental Quality Control
220 South King Street, Suite 400
Honolulu, Hawaii 96813
Proposing Agency:
Convention Center Authority
841 Bishop Street, Suite 2222
Honolulu, Hawaii 96813
Attention: Alan Hayashi (586-2340)
Consultant:
Helber Hastert and Fee, Planners
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Attention: Leslie Kurisaki (545-2055)
Deadline: June 22, 1994

The State of Hawaii Convention Center Authority ("Authority") is currently requesting proposals from qualified design/builders for the design and construction of a convention center facility on a 9.65-acre site at the intersection of Kapiolani Boulevard and Kalakaua Avenue, in Honolulu. An environmental assessment (EA) has been completed as the first step in the Chapter 343, HRS process, prior to the selection of a design/build team. The EA identifies major environmental issues and known mitigation measures to minimize environmental impacts associated with the project. Based on the EA, the Authority has determined that the project has the potential for sufficient environmental impact, and that preparation of an Environmental Impact Statement (EIS) is required.

The convention center will be a "world class," stand-alone facility, without additional private development on site. The convention center should express the Aloha Spirit and reflect a "Hawaiian sense of place." The convention center must feature a minimum of 675,000 square feet, including exhibit halls, meeting rooms, ballroom, pre-function, registration and other support space, plus 800 parking spaces. It must also be expandable by an additional 150,000 square feet and 200 additional parking spaces.

The project will include adequate storm drainage, erosion control and pollution control to mitigate impacts on Ala Wai Canal water quality. The historic character of the Ala Wai Canal, Ala Wai Promenade and Kalakaua Bridge will be preserved. Although all known hazardous materials have previously been removed from the site, the design/builder is instructed to prepare a hazardous materials contingency plan, in the event that contaminated soil or groundwater is encountered during construction.

Without appropriate mitigation, the project has the potential for short and long-term impacts on air quality and noise, primarily from increased motor vehicle traffic. It could also significantly impact traffic and transportation systems, public transportation and pedestrian circulation. The project will increase demands on existing infrastructure and public services. The project may impact recreational users of the Ala Wai Canal, if improvements affecting the Canal are included in the project.

No adverse impacts to important public views are anticipated, although the structure will adversely impact private views across the site from nearby highrise buildings.

The EA includes a preliminary visual analysis of the building "envelope" derived from the RFP design program. Specific visual impacts of the proposed convention center will be fully evaluated in the EIS, when a design is selected. The EIS will also evaluate the proposal based on the design criteria for a "Hawaiian sense of place."

The project also has the potential for significant socio-economic impacts. The convention center will generate short-term construction and long-term employment, attract a new type of higher spending visitor and significantly increase public tax revenues. The project will also have a major impact on the character and quality of life in the adjacent neighborhood, particularly on the low-rise Kahakai Drive residential area. The development will affect land use and development in the project vicinity, and will likely stimulate the transition to higher density development in the area.

A public information meeting on the environmental assessment will be held on Tuesday, May 31, 1994, 7:00 p.m. to 9:00 p.m. in the Washington Intermediate School Cafeteria, 1633 South King Street, Honolulu.

DRAFT ENVIRONMENTAL IMPACT STATEMENTS

A forty-five day review period commences with the initial publication of these projects in the bulletin (see listed deadline dates). EIS's listed in this section are available for review at the following repositories:

- Office of Environmental Quality Control
- Legislative Reference Bureau
- Municipal Reference and Records Center (Oahu EISs)
- University of Hawaii Hamilton Library
- Hawaii State Library (Main Branch)
- Kaimuki Regional Library
- Kaneohe Regional Library
- Pearl City Regional Library
- Hilo Regional Library
- Kahului Regional Library
- Lihue Regional Library
- Branch library in closest proximity to the project

Please send the original copy of your comments to the accepting authority and duplicate copies of the comments to the applicant or proposing agency, consultant and OEQC.

HAWAII

WAIAKEA ICE HOUSE ADDITIONS AND RELATED IMPROVEMENTS

District: South Hilo
TMK: 2-1-3:24 and por. 23
Accepting Authority:
County of Hawaii, Planning Department
25 Aupuni Street
Hilo, Hawaii 96720
Attention: Rodney Nakano/Susan Gagorik (961-8288)
Applicant:
Mauna Kea Holding Company, Inc.
P. O. Box 1210
Hilo, Hawaii 96721
Attention: Paul J. Kierkiewicz
Consultant:
Case and Lynch
460 Kilauea Avenue
Hilo, Hawaii 96720
Attention: Sandra Pechter Schutte (961-6611)
Deadline: June 7, 1994

The applicant proposes to construct a second-floor addition to an existing building known as the Ice House, situated along Banyan Drive on the Waiakea peninsula in the City of Hilo. Along with the second story addition to the Ice House Structure, the applicant is also proposing to construct a three story addition which will be attached to the north side of the existing structure. The second story addition would provide space for a restaurant with banquet facilities and a museum commemorating the Waiakea peninsula prior to the 1960 tsunami. The three story addition will consist of covered parking spaces on the ground level, commercial office space on the second level and residential apartments on the third level. Also proposed are on-site improvements for additional parking and exterior lighting and renovations to the facing of the entire building. The applicant also proposes to completely renovate the refrigeration system in the existing Ice House and to continue the existing Ice House operations.

OAHU

KAILUA 272 RESERVOIR

District: Koolaupoko
TMK: 4-2-03:16, por. 9 and 17
Accepting Authority:
City and County of Honolulu, Board of Water Supply
630 South Beretania Street
Honolulu, Hawaii 96843
Attention: Kazu Hayashida (527-6180)
Proposing Agency:
City and County of Honolulu, Board of Water Supply
630 South Beretania Street
Honolulu, Hawaii 96843
Attention: Barry Usagawa (527-5235)

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

May 4, 1994

Dr. Bruce Anderson
Acting Director
Office of Environmental Quality Control
State of Hawaii
220 South King Street, 4th Floor
Honolulu, Hawaii 96813

Dear Dr. Anderson:

Subject: Notice of Determination for the Proposed Convention Center, Honolulu, Hawaii Tax Map Keys 2-3-35: 1,2,4,5,8; 2-3-36: 18,24,25

This is to notify you that the Convention Center Authority, State of Hawaii, has determined that an Environmental Impact Statement (EIS) is required for the proposed subject project. Pursuant to Section 11-200-11 of Chapter 200, Title 11 (Environmental Impact Statement Rules) of the Hawaii Administrative Rules, this EIS Preparation Notice should be published in the May 23, 1994 edition of the OEQC Bulletin.

A description of the proposed action is contained in the summary section of the attached OEQC Bulletin Publication Form. We have also attached four (4) copies of the Environmental Assessment.

If you have any questions or would like additional information, please feel free to call me or Ms. Leslie Kurisaki at Helber Hastert & Fee, Planners, 545-2055.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/mo:318

Attachments

OEQC BULLETIN PUBLICATION FORM

TITLE OF PROJECT: Convention Center
Honolulu, Hawaii

LOCATION: ISLAND Oahu DISTRICT

TAX MAP KEY : Division 2, Zone 3, Plat 35, Parcels 1,2,4,5,8/Plat 36, Parcels 18,24,25

PLEASE CHECK THE FOLLOWING CATEGORIES:

Type of Action: AGENCY_____ APPLICANT_____

Applicable State or Federal Statute:

___ Chapter 343, HRS ___ Chapter 205A, HRS ___ NEPA (Federal Actions Only)

Type of Document:

___ Draft Environmental Assessment (Negative Declaration anticipated)
___ Draft EIS
___ NEPA NOP

___ Final Environmental Assessment (Negative Declaration)
___ Final EIS
___ NEPA Draft EIS

X Final Environmental Assessment (EIS Preparation Notice)
___ NEPA FONSI
___ NEPA Final EIS

Type of Revision (if applicable):

___ Revised ___ Supplemental ___ Addendum ___ Other (please explain)

Prior to general distribution, please submit to OEQC: 4 copies of the Draft EA, Final EA (Negative Declaration or EIS Preparation Notice), 4 copies of the Draft EIS or Final EIS (For Draft and Final EISs an additional copy is mailed to OEQC.)

PROPOSING AGENCY OR APPLICANT SHOULD SUBMIT COPIES OF THE DOCUMENTS TO THE APPROVING AGENCY OR ACCEPTING AUTHORITY PRIOR TO SUBMITTING COPIES TO OEQC.

APPROVING AGENCY OR ACCEPTING AUTHORITY: Governor John Waihee
ADDRESS: State of Hawaii

CONTACT: PHONE:

PROPOSING AGENCY OR APPLICANT: Convention Center Authority
ADDRESS: State of Hawaii
841 Bishop Street, Suite 2222
Honolulu, Hawaii 96813

CONTACT: Mr. Alan Hayashi, Executive Director PHONE: 586-2340

CONSULTANT: Helber Hastert & Fee, Planners
ADDRESS: 733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

CONTACT: Ms. Leslie Kurisaki, Project Planner PHONE: 545-2055

COMMENT PERIOD END DATE:

CONDITIONS WHICH TRIGGERED THE EIS LAW: PLEASE CHECK ALL THAT APPLY TO THE PROPOSED ACTION.

X *Use of State or County lands or funds*
HRS 343-5(a)(1)

____ *Use of Conservation District Lands*
HRS 343-5(a)(2)

____ *Use of Shoreline Setback Area*
HRS 343-5(a)(3)

____ *Use of Historic Site or District*
HRS 343-5(a)(4)

____ *Use of lands in the Waikiki Special District*
HRS 343-5(a)(5)

____ *Amendment to a County General Plan*
HRS 343-5(a)(6)

____ *Reclassification of Conservation Lands*
HRS 343-5(a)(7)

____ *Construction or modification of helicopter facilities*
HRS 343-5(a)(8)

OTHER CONDITIONS:

____ *Use of Special Management Area (City & County of Honolulu)*

____ *Other** _____

* *If the project does not trigger HRS 343, please explain why document is being submitted to OEQC.*

SUMMARY of the proposed action or project to be published in the OEQC Bulletin. Please submit it as a summary ready for publication. The description should be brief (300 words or less), yet provide sufficient detail to convey the full impact of the proposed action.

(See Attached Summary)

NOTE: Since the deadline for EIS submittal is so close to the publication date for the OEQC Bulletin, please assist us by bringing the Document for Publication Form and a computer disk with the project description (size 3 1/2" or 5 1/4" disk are acceptable; preferably WordPerfect 5.1 or ASCII text format) to the Office of Environmental Quality Control as early as possible. Thank you.

EIS Preparation Notice
Convention Center
Honolulu, Hawaii

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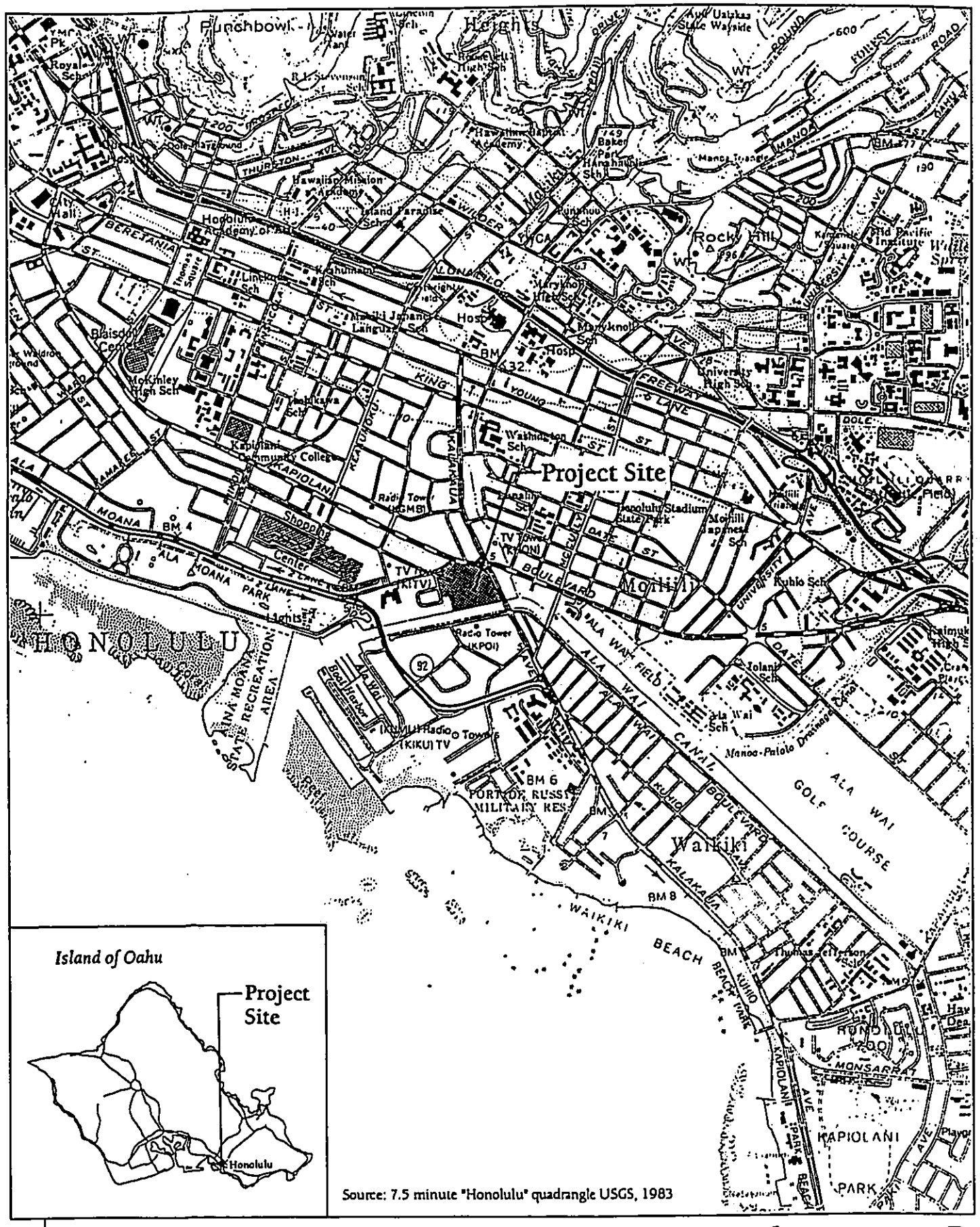

FIGURE

Location Map

CONVENTION CENTER ENVIRONMENTAL ASSESSMENT

Prepared for: Convention Center Authority
Prepared by: Helber Hastert & Fee, Planners

PUBLIC FORUM
SPONSORED BY THE CONVENTION CENTER AUTHORITY
ENVIRONMENTAL ASSESSMENT
MAY 31, 1994

GROUP MEMORY

AGENDA

1. Greetings and Introduction
   Alan Hayashi
2. Process and Agenda
3. Project Background and Environmental Assessment Process
   Tom Fee
4. Summary of Environmental Assessment Issues
   Leslie Kurisaki
   A. Ala Wai Canal
   B. Archaeology
   C. Hazardous Materials
   D. Trees, Air Quality, Noise
   E. Visual
   F. Social and Economic
   G. Infrastructure
   H. Traffic
5. Summary
6. Audience Comment and Additional Questions
7. Wrap-up, Pau.

QUESTIONS, COMMENTS AND SUGGESTIONS
FOLLOWING EACH PRESENTATION

PROJECT BACKGROUND AND ENVIRONMENTAL ASSESSMENT PROCESS

Q. What happens in the Environmental Assessment (EA) process during the period of 6/22/94 to 9/94?

A. Final comments on the EA will be assembled and submitted to the CCA.

Q. There's nothing in the process involving us, the public?

A. The CCA Board of Directors will be meeting on June 8, 1994. After the meeting, there will be a detailed schedule available for meetings for public participation.

Q. Will the traffic and archaeological studies be available to the public?

A. Yes, they are in the EA.

Q. The period following the filing of the Draft Environmental Impact Survey (EIS), during which the public may comment, is very short; 45 days is barely enough. Can the Draft EIS be made available sooner, and can the period for comment be extended?

A. Good idea; will check schedule and ramifications.

SUMMARY OF ENVIRONMENTAL ASSESSMENT ISSUES

A. ALA WAI CANAL

Comments:

It's not only the water quality that's a concern; We should also be looking at improvements to the canal. Improvements to the canal are necessary to the project's success, based on findings of studies already done.

Approximately one year ago, money was appropriated by the legislature to look at flushing wells along the Ala Wai. There may not be enough resources to complete the flushing. This August, the project goes to Budget & Finance. Want to involve others in the cleanup.

Q. Are you planning any more structures across the Ala Wai?

A. The generic Convention Center model does not require more structures.

Comment:

The Ala Wai is subject to Section 106, National Historic Preservation Act, and therefore any new structures across the canal would have to be evaluated in accordance with Section 106 criteria.

Q. The use of the Ala Wai for commercial transportation, and the conflict with recreational uses, does not seem to be addressed. There has been vociferous objections on the part of the community to using the Ala Wai for commercial transportation.

A. The EA looked at the use of water transportation, and it was determined that water transportation will not mitigate the traffic problem. At best, water transportation will be ancillary, as a support of the Hawaiian sense of place. CCA recognizes that there are competing uses of the Ala Wai Canal.

B. ARCHAEOLOGY

No comments or questions.

C. HAZARDOUS MATERIALS

Q. If there turns out to be localized contamination, who will pay for the clean up?

A. In the $200 million budget, there's $100,000 for contingency clean up costs. CCA does not anticipate any large clean up costs, because of the No-Action Letter it has received.

Q. The EA mentions possible ground water contamination. What will be the impact on the project if any is found?

A. The words used in the EA were very cautious. Persons with specific concerns should read the due diligence assessment of the previous remediation work done at the site. CCA is confident that no major contamination will be found. But remember, it was a used car lot.

Q. After the project is built, what about the run-off from the parking lot?

A. The parking lot design will have sumps to take care of this. However, the EA will underscore the need to address this issue.

D. TREES, AIR QUALITY AND NOISE

Q. Regarding the noise of the construction process: previous projects in the neighborhood have been very noisy. We hope that this project will be more careful and use mitigating measures to control the noise. Compliance with Department of Health (DOH) standards is not enough.

Comments:

Perhaps the construction equipment (pile drivers) can be muffled.

Perhaps the construction contract can require auguring to set piles.

Q. Besides the "exceptional trees" along the Ala Wai, there are monkeypod trees along Kapiolani Blvd which are already stressed. Can the contractor promise to take care of these trees, and replace any that die during the construction process?

Comment:

We should be investigating the best methods for garbage recycling now.

E. VISUAL

Q. Regarding future expansion of the Convention Center: how do you maintain the integrity of the original design? Who's responsible?

A. CCA has asked the design teams to come up with visual presentations on what the expansion will look like--it's a requirement of the Request for Proposal (RFP).

Comments:

We need to make sure that the Convention Center in Hawaii is not a "mainland" project, all chrome and steel. It has to be the kind of design that makes visitors want to come to Hawaii, just to attend a meeting at the Center. There should be palm trees and Hawaiian ambiance. The Bishop Museum has offered to help, provide input to create this ambiance.

We should incorporate all the arts and lots of greenery.

Reply to comments:

This is a great concern. The requirements are already in the legislation, and the RFP as to the art, CCA has already met with Wendell Silva of the State Foundation for Culture and the Arts.

Q. We thought this project was two stories tall, but you're talking about 105 to 145 feet?

A. The 105 feet assumes the following configuration: parking, 5 feet underground and 5 feet above; lobby, 20 feet; 2 stories at 40 feet each. To get to 145 feet, add one more story at 40 feet.

Comment:

Sounds like a mini skyscraper. It's going to be hard to keep that Hawaiian sense of place.

Reply to comment:

These are preliminary numbers. The public will want to look at the EIS, when it's done. It will incorporate the actual design from the design/build teams.

Q. The setback on Kahakai Street is only 5 feet, which is ridiculously inadequate. Kahakai Street should have the same setbacks as all the other perimeters.

A. The site has space constraints, and the setbacks take into account the need to accommodate a 200,000 square foot, single level, exhibition floor, as required by the legislation.

Q. Why is there a zero set back on the Ala Wai Promenade?

A. Remember that there's no design in place. The design/build teams understand the importance of the Ala Wai Canal and Promenade. They will have to creatively use the space. We have to wait for the proposals, to see how they're laid out.

Q. The residents of Kahakai Loop are concerned, because the Loop is already crowded with traffic and parked cars. Will Kahakai be widened?

A. This question will be addressed in the Traffic presentation.

F. SOCIAL AND ECONOMIC

Q. The setbacks specified are very modest. Does the RFP require public open space? If not, we suggest that public open space should be a requirement.

A. The 20 foot setbacks are the outer edge of the building envelope. The provision and treatment of open space will be evaluated in the RFP. The amount will be up to the design/build teams.

Comments:

It would be desirable not to have a straight, solid wall running along the street.

Regarding land use in the vicinity of the Convention Center: there will be pressure for hotel development, which will generate secondary traffic, if it occurs. The EIS should address the impact of this pressure for development.

It was recommended that there be no access to the Convention Center from Kahakai Street. Left turns into Kahakai Street will cause traffic to back up on to Atkinson.

Q. Is the VFW site related to the Convention Center site? Should the EIS be addressing the development of the VFW site?

A. The project does not incorporate the VFW site. That site, with another, will be conveyed to the former land owner of the Convention Center site, as part of the acquisition.

Comments:

The EA says that 35% of the visitors going to the Convention Center will be pedestrians. Just moving the light posts on the Ala Wai bridge will not be enough to accommodate all this foot traffic. Maybe we need a separate pedestrian bridge. The EIS should address the amount of space needed for pedestrian passage.

The figures used to estimate how many visitors will attend conventions are out of date. Convention attendance, nation-wide, is down. The figures should be updated.

Q. Can we get the Convention Center site declared a foreign trade zone?

A. The CCA is considering this. It might help market the Convention Center to a broader audience.

Q. Where did the visitor spending numbers come from?

A. From a study done by SMS Research. The $5,000 per visitor came from: $400 per day times 600,000 times 10-12 days.

Comment:
Few visitors actually spend that much. Those figures are too high.

G. INFRASTRUCTURE

Q. The Convention Center is located in the Kapiolani Design District. Will the utilities be underground?

A. CCA believes that they will be (but City and utility requirements will govern).

H. TRAFFIC

Q. With an additional 10,000 people coming into the area for a convention, how can the traffic projections only show an increase of a few cars?

Q. How does the left hand movement work?

A. There will have to be driveway access on Kahakai Street. A signal will be needed.

Q. Can you widen Kahakai Street?

A. It's possible.

Q. If you widen Kalakaua, do you take away the pedestrian walkway on the bridge?

A. The widening is only along the Convention Center frontage.

Q. If you widen at all, at some point you're going to cut out the sidewalks.

A. The sidewalks will be shifted onto the Convention Center property.

Q. At what point can we expect a complete traffic flow plan for Waikiki?

A. The City has started a plan. CCA is not sure when it will be done, or if information on the plan is available.

Comment:
We need to look at an overall traffic plan now.

Q. You mentioned 75 bus trips?

A. Yes.

Q. If 2,000 people walk, and 2,400 drive, then you expect each bus to hold 75 people?

A. Please look at Tables 4-2 and 4-3 in the EA. 2,700 people are expected to take the shuttle buses in the morning peak hour. The attendance of 10,000 people is the total for a convention, not necessarily the number of people arriving at the peak hour.

Comment:
The numbers should be broken down better. Is it a high number of riders per bus?

When the project starts construction, will there be arrangements in place for the large trucks going in and out? The planning for this traffic problem should be done before construction starts.

Waikiki has a number of problems already:

The center will make traffic worse.

There's not enough land, and the center will crowd out the beaches. We should make it smaller.

Maybe there should not be parking in the building, for employees. Discourage people from driving--it's the wave of the future.

Comment:
The Convention Center will provide employment, but it's service jobs. We need to diversify away from service jobs.

We should use boats for transportation.

We need to be more creative in our solutions.

Q. Is there a carrying capacity for the surrounding intersections? What percentage capacity are they at now?

A. In the EA, at the back of the document, Table 4-5.

Kapiolani/Kalakaua is already, now, at capacity, and will be over capacity when the Convention Center is built. With the mitigation, the over-capacity situation will be reduced.

Q. What does that mean?

A. The waiting time at the lights will be reduced.

Q. At the Kalakaua driveway--will people have to turn right into the traffic flow?

A. Yes.

Q. Did you look at the traffic patterns at night and on weekends.

A. No, for the purposes of the EA, did not address those times. The weekday mornings were considered to be the worst case situation and therefore the most appropriate to use in the evaluation.

Comment:
The traffic patterns and capacities are mind-boggling. It takes 4-5 lights now to get across the intersection, so a reduction of 45 seconds is not enough.

There has not been enough concern given to the residents of the neighborhood, especially on Kahakai Street. There has not been enough planning.

The speaker questions whether he will be able to get into or out of his properties on Kahakai Street.

Comment:
Is the CCA ready to say the #2 Waikiki Bus is critical?

Comment by CCA:
The concerns that have been raised are not new. What level of traffic congestion will be deemed to be acceptable to the community? Especially since the congestion is already bad.

Comment:
Mitigation should result in something better than what we have now.

A. CCA is focused on mitigating the Convention Center's impact on the traffic it will cause. It's project scope does not include the entire region. The City is doing a study of Waikiki traffic, and the connection of the local streets to the Freeway.

Comment:
If the Convention Center is the first major project for the area, then the EIS process should identify what collaborative efforts should be made to solve the traffic problems.

Is there a City task force, and can the CCA work with it? Can we find a way to come up with a plan, and find funding, and set an acceptable standard of service?

A. The CCA is attempting to work with the City-DTS to come up with a plan. The City has not given CCA any direction as to the traffic circulation pattern it prefers, or is planning.

Funding of studies and improvements is an issue. CCA understands the catalytic effect it will have on the area.

CCA cannot solve all of Waikiki's problems. It will do its part to develop an integrated plan.

HR 37 was to take care of some of the problems.

Regarding Waikiki Bus #2, CCA will work with the City. It's interested in trying to solve problems, but the Convention Center is only part of the problem.

Q. Kahakai as an exit/entrance to the Convention Center: there will be a major traffic impact, and blocked access to the residents. A light will not help. The morning rush hour will be major congestion, and a bottleneck.

A. This is a legitimate concern. The Design/Build teams will have to look at that issue. All the entrances and exits, as planned, will affect the issue.

Q. I would like to clarify: Is the City supposed to put together a traffic master plan? When the project was going to be done by a private developer, all the lane widening was supposed to be paid for by the developer. Who's responsible for traffic management?

A. The operator of the Convention Center will be responsible for coordinating trucks arriving and departing. The overall traffic plan should be an integrated plan, and merge with the City's capabilities. It's a City traffic pattern.

Q. The only State road is Kalakaua. Who's going to pay for the traffic lights and street improvements?

A. CCA will pay for the improvements to the area immediately around the Convention Center.

Q. So that means Kalakaua, Kapiolani, Atkinson. Not Ala Moana. The traffic management plan still seems to be a question. We need one plan, but the City is NOT doing it. It seems that we should start pushing now. Who's in charge?

A. DTS should be in charge.

Joe Magaldi at DTS should be in charge. However, the resolution was not passed, so CCA is uncertain how to go forward. CCA will do its part, but funding is an issue. There are no State funds available.

Q. Are you looking to the City Council for planning funds?

Could the City Department of Transportation start the joint planning effort?

A. Yes. But there may already be a planning effort in process.

Q. Where does the footage come from for sidewalks?

A. From the Convention Center property.

Q. Does that lessen the landscaping?

A. It will come out of the design.

Q. We should look at getting all these new visitors back and forth from the airport. The McCully Bridge is already crowded. Has there been any planning for that area? Is it in the plan? All those visitors will have to come in to Waikiki.

A. That is not in the Convention Center plan.

Q. The residents of lower Manoa are very worried about the increase in traffic.

A. CCA only has a budget to look at the immediate area of the Convention Center.

Q. The impact on the other areas of this increase in traffic was a concern of the legislature from the very beginning.

A. By the next meeting, CCA will try to get answers to these larger issues. It will be hard to get these answers, because they will come from two areas, State and City. However, the issues need to be examined. CCA does not have the mandate or the funding to solve these problems.

Comments:

We should require the buses to go clockwise, and run in from Atkinson. Kahakai should only be used for service vehicles.

The amount of parking should be re-examined. We'll need more parking for local events.

Q. The emphasis in the plan has been that the Convention Center would be primarily used by offshore meetings.

A. Yes, but the Convention Center should be used for local events during the "dark" times for offshore meetings.

Q. The number of cars in/out doesn't seem to balance on your graphs.

A. The chart only addresses peak times, one hour in the morning and one hour in the afternoon. People and cars will be coming and going all during the day.

Q. What's this one-way couplet?

A. The City has an on-going traffic study of Waikiki, looking at taking a section of Ala Moana and making it one-way, and making a corresponding section of Kalakaua one-way in the other direction. They have not made a decision yet, and are looking at other possible traffic flow changes.

PLEASE SIGN IN

Convention Center EA
Informational Meeting
May 31, 1994, Washington Intermediate School

Name	Address	Check if you'd like a copy of tonight's "Group Memory"
Muriel Poyner	1848 Kahakai Dr #1801	
Royce A. Ferguson	1848 KAHAKAI DR #2408	✓
Richard R Barnes	1848 KAHAKAI DR #1805	
Gary Furuta	936 Uwao St 96825	
Robin E. Smith	445 Kaiolu St #514 96815	✓
Anita Benfatti	430 Kaiolu St #409 96815	✓
Charlene Sims	3228 Moanalua Rd. Hon 96819	
MICHAEL CARR	1049 KIKOWAENA PL HN 96819	
ANDY MIRIKITANI	Honolulu Hale, City Council	✓
LOWELL CHUN	47-510 HUI IWA ST., KANEOHE, HAWAII 96744 / AMI PARTNERS	✓
Anthony Clang	State Office Tower 303, 96813	
BRETT WHITE	1909 ALA WAI BLVD, 96815	~~HH~~
Peggy Ferrie	1547 Ala Wai Blvd. #442 Hon 96815	✓
HENRY ROBINSON	1848 KANAKAI DRIVE HON 96814	✓
KEVIN FUNASAKI	1164 BISHOP ST. SUITE 1000 HON., HI 96813	✓

PLEASE SIGN IN

Name	Address	Check if you'd like a copy of tonight's "Group Memory"
EUGENE WATANABE	2222 KALAKAUA AVE SUITE 1501	✓
Philip J. Rowell	567 S. King St #105 Honolulu 96813	✓
Frances Delany	469 Ena Rd # 2207 Honolulu 96815	✓
MYRON OKUBO	1907 S. BERETANIA St #900 HON 96826	
Carol Fukunaga	Rm. 302, State Ofc. Tower, Hon. 96813	✓
Noni Cazimero	222 Kawaikui Pl. Honolulu 96821	
SAM BIEN	1717 ALAWAI #504 - 96815	✓
Ann Kobayashi	State Office Tower 510	✓
Duke BAINUM	STO, # 1208	✓
Les Ihara, Jr.	235 S. Beretania #1110 Hon 96813	✓
Ann Asakura	3604 Pahoa Ave 96816	✓
Bob Oshiro	6231 Keōkea Pl #130 96825	✓
JOE TANAKA	STATE SENATE #304	
Rene Mansho	City Council	✓

PLEASE SIGN IN

Name	Address	Check if you'd like a copy of tonight's "Group Memory"
FRANKLIN SASAHARA	1721 YOUNG ST. #12	YES
DAVID HULSE	1001 BISHOP #650	YES
Gene Dashiell	1219 Keeaumoku St #200 Honolulu 96814	yes
Mary-Jane McMurdo	469 Ena Rd. #2403 Hono 96815	Yes
TOM HEINRICH	3159 OAHU AVE. HNL, HI 96822-1247	✓
Georgia E Miller	2457 Ala Wai #3 Hon 96815	✓
Pearl Johnson	2404 Kawaiki Ave Hon 96813	✓
Roger Snow	1819 Lipeepee St., #M Hon. 96815	✓
Janet Shepler	858 Kulkahi st #1 Hon, HI 96826	✓
VERNON TA'A	1109 BETHEL ST BASEMENT	✓
Carol Sword	243 ALUOKALANI AVE, #106 HON 96815	✓
CHRISTINA KEMMER	WSA 2270 KALAKAUA AVE #1700 Hono 96815	✓
Don Klemmer	1645 Ala Wai Blvd #807 Honolulu 96815	✓
Vicki Higgins	47-122 Kaimalolo Pl. Kaneohe 96744	✓
Eva Tasaki	45-112 Waikapoki Rd Kaneohe	✓
SUHARIO HADITIRTO	2499 KAPIOLANI BLVD. 1705 HON. 96826	✓

PLEASE SIGN IN

Name	Address	Check if you'd like a copy of tonight's "Group Memory"
Lawrence Doi	3532-A Sierra Dr. Hon. HI 96816	
Robert Crane	218 Kuupua St. / Kailua HI 96734	✓
Duke Sturgeon	4444 Namahana St #2-C Honolulu, HI 96815	✓
Gary Okamoto	1907 S. Beretania St. Suite 400	✓
Dennis Arioka	864 S. Beretania St.	✓
Earl Matsukawa	1907 S. Beretania Suite 400	✓
Jim Dittman	485 Opihikao Pl Honolulu 96825	✓
Carl Cordes	~~239~~ 383-C Kaelepulu Kailua, Hi	✓
Susan Bright Spangler	The Outdoor Circle 1110 University Ave. #406 Hon. 96826	✓
Bart Aronoff	2100 Date St. #2307. Hon 96826-4038	✓
Maynard & Elizabeth Hufschmidt	2525 Date St, Apt 3001 Honolulu HI 96826	✓
Jonathan A. Kim	2201 Kalakaua Ave, Ste A500 Hon 96815	✓
Norman Janicki, Jr.	1617 Palama St Hon, Hi. 96817	✓
Mitchell Matsumoto	Councilmember Mililani DH Neighborhood Board 3230 Collins St Hon HI 96815	✓

(date)

(name)
(address)

Subject: Convention Center Environmental Assessment
Your Comment Letter

Dear _____:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been fowarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS). You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period.

We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Executive Director
Convention Center Authority

COMBINED PRE-ASSESSMENT AND EA COMMENT AND RESPONSE LETTERS

Hawai'i Convention Center

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED
TO PRE-ASSESSMENT CONSULTATION LETTER

Federal Agencies

- Department of Commerce, National Marine Fisheries Service
- ■ Department of the Army, U.S. Army Engineer District
- ■ Department of the Interior, Fish & Wildlife Service
- Department of Transportation, U.S. Coast Guard

State Agencies

- ■ Governor John Waihee
- ■ Department of Accounting and General Services
- Department of Business, Economic Development and Tourism
  - ■ Director
  - ■ Energy Division
  - ■ Business Development and Marketing Division
- ■ Department of Defense
- ■ Department of Education
- ■ Department of Hawaiian Home Lands
- Department of Health
  - ■ Director
  - Environmental Management Division
  - Environmental Health Administrator
- ■ Department of Human Services
- ■ Department of Labor & Industrial Relations
- Department of Land and Natural Resources
  - ■ Director
  - ■ Historic Preservation Division
  - ■ Water and Land Development
- ■ Department of Transportation
- Hawaii Community Development Authority
- ■ Housing Finance & Development Corp.
- ■ Oahu Metropolitan Planning Organization
- Office of Environmental Quality Control
- ■ Office of Hawaiian Affairs
- ■ Office of State Planning
- University of Hawaii
  - Environmental Center
  - School of Architecture
  - ■ School of Travel Industry Management
  - ■ Urban & Regional Planning
  - ■ Water Resources Research Center

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED
TO PRE-ASSESSMENT CONSULTATION LETTER

State Legislature

___■___ House Speaker Joe Souki
_____ Senate President Norman Mizuguchi
___■___ Senator Bert Kobayashi, 10th District
___■___ Senator Ann Kobayashi, 11th District
___■___ Senator Carol Fukunaga, 12th District
___■___ Representative David Hagino, 20th District
___■___ Representative Duke Bainum, 21st District
___■___ Representative Mazie Hirono, 22nd District

City and County Agencies

_____ Mayor Frank Fasi
___■___ Managing Director Jeremy Harris
___■___ Board of Water Supply
___■___ Building Department
_____ Department of Finance
___■___ Department of Housing and Community Development
___■___ Department of Human Resources
___■___ Department of Land Utilization
___■___ Department of Parks and Recreation
_____ Department of Planning
___■___ Department of Public Works
___■___ Department of Transportation Services
_____ Department of Wastewater Management
___■___ Honolulu Fire Department
___■___ Honolulu Police Department
___■___ Honolulu Public Transit Authority
___■___ Oahu Civil Defense Agency
___■___ Office of Waikiki Development

City Council

_____ Council Chair, Gary Gill
_____ Councilman Andy Mirikitani
_____ Councilman Arnold Morgado
_____ Councilman John DeSoto
_____ Councilman John Henry Felix
_____ Councilman Leigh-Wai Doo
_____ Councilman Steve Holmes
___■___ Councilwoman Donna Mercado-Kim
_____ Councilwoman Rene Mansho

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED TO PRE-ASSESSMENT CONSULTATION LETTER

Utilities

- The Gas Company
- GTE Hawaiian Telephone Company, Inc.
- Hawaiian Electric Company, Inc.
- Oceanic Cablevision

Unions

- Building & Construction Trades Council, AFL-CIO
- Construction & General Laborers Union, Local 368
- H.E.R.E. Local 5, AFL-CIO
- ILWU, Local 142
- Iron Workers Union, Local 625
- Operating Engineers, Local 3, AFL-CIO

Other Organizations

- AIA Hawaii State Council
- American Canoe Association
- American Lung Association
- American Planning Association
- Bank of Hawaii
- First Hawaiian Bank
- Hawaii Activities & Tours Association
- Hawaii Association of Realtors
- Hawaii Convention Park Council
- Hawaii Hotel Association
- Hawaii Restaurant Association
- Hawaii's Thousand Friends
- Hawaii Transportation Association
- Hawaii Visitors Bureau
- Hawaiian Canoe Racing Association
- International Association of Exposition Management, Hawaii Chapter
- KHON TV2
- KITV
- Land Use Research Foundation of Hawaii
- The League of Women Voters
- The Outdoor Circle
- Queen Emma Foundation
- Royal Hawaiian Shopping Center
- Transportation Coalition

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED TO PRE-ASSESSMENT CONSULTATION LETTER

Community Organizations

- Citizens Convention Center Council
- Dukes Lane Advisory Committee
- ■ Neighbors of the Ala Wai
- International Market Place Tenant Advisory Committee
- ■ Kapiolani Park Preservation Society
- ■ Neighborhood Board No. 8 - McCully/Moiliili
- Neighborhood Board No. 9 - Waikiki
- ■ Neighborhood Board No. 11 - Ala Moana/Kakaako
- Neighborhood Board No. 11 - Manoa
- Waikiki Health Center
- ■ Waikiki Improvement Association
- Waikiki Oahu Visitors Association
- Waikiki Residents Association

Condominium Association Boards

- ■ 1717 Ala Wai Condominium BOD
- 419-A Atkinson Condominium BOD
- ■ Century Center Condo. Association
- ■ Summer Palace Condominium BOD

Individuals

- Allison, Les
- Au, Ronald
- Bartlett, Tony
- ■ Benfatti, Anita
- Birn, Linda
- Byan, Earnest
- Caldwell, Robert
- ■ Crone, Robert
- Delany, Frances
- De Martino, Brian
- DuPont, Beth
- Galas, Ray
- Glover, William
- Gray, Rick
- Green, Michael
- Hazel, Toby
- Hernandez, Peter
- Jensen, Barbara
- Kanikoa, Meilani
- Kim, Kiyong
- Komatsubara, Kerry
- ■ Koshi, James
- ■ Lamoureux, Valerie
- Langton, John
- LeBlanc, James
- Marker, Nancy
- ■ Marnie, Cynthia
- Neroutsos, George
- Okita, Francis
- Purnell, Stephen
- Rand, Valerie
- Ross, Lorenzo
- Ryusaki, Janlyn
- ■ Smith, Robin
- Sturgeon, Duke
- Waltz, John
- Wong, Gailene
- Wong, Lowell

Legend

■ = Responses received as of May 17, 1994

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED
TO ENVIRONMENTAL ASSESSMENT

Federal Agencies

	Department of Commerce, National Marine Fisheries Service
	Department of the Army, U.S. Army Engineer District
	Department of the Interior, Fish & Wildlife Service
	Department of Transportation, U.S. Coast Guard

State Agencies

	Governor John Waihee
▲	Department of Accounting and General Services
	Department of Business, Economic Development and Tourism
	Director
▲	Energy Division
	Business Development and Marketing Division
▲	Department of Defense
	Department of Education
	Department of Hawaiian Home Lands
	Department of Health
	Director
	Environmental Management Division
	Environmental Health Administrator
▲	Department of Human Services
▲	Department of Labor & Industrial Relations
	Department of Land and Natural Resources
▲	Director
	Historic Preservation Division
	Water and Land Development
▲	Department of Transportation
	Hawaii Community Development Authority
▲	Housing Finance & Development Corp.
	Oahu Metropolitan Planning Organization
	Office of Environmental Quality Control
▲	Office of Hawaiian Affairs
▲	Office of State Planning
	University of Hawaii
	Environmental Center
	School of Architecture
	School of Travel Industry Management
	Urban & Regional Planning
	Water Resources Research Center

Updated 6/29/94

LIST OF AGENCIES/ORGANIZATIONS THAT RESPONDED
TO ENVIRONMENTAL ASSESSMENT

State Legislature
(EA sent to all State Senators and Representatives)

- ▲ Senator Ann Kobayashi, 11th District
- ▲ Senator Carol Fukunaga, 12th District
- ▲ Senator Anthony Chang, 13th District
- ▲ Representative David Hagino, 20th District
- ▲ Representative Duke Bainum, 21st District
- ▲ Representative Mazie Hirono, 22nd District
- ▲ Representative Ken Hiraki, 25th District

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- Mayor Frank Fasi
- Managing Director Jeremy Harris
- ▲ Board of Water Supply
- Building Department
- ▲ Department of Finance
- ▲ Department of Housing and Community Development
- Department of Human Resources
- ▲ Department of Land Utilization
- ▲ Department of Parks and Recreation
- ▲ Department of Planning
- ▲ Department of Public Works
- ▲ Department of Transportation Services
- Department of Wastewater Management
- ▲ Honolulu Fire Department
- Honolulu Police Department
- Honolulu Public Transit Authority
- Oahu Civil Defense Agency
- ▲ Office of Waikiki Development

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- Councilman Arnold Morgado
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- Councilman John Henry Felix
- Councilman Leigh-Wai Doo
- Councilman Steve Holmes
- Councilwoman Donna Mercado-Kim
- Councilwoman Rene Mansho

Updated 6/29/94

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__▲__ Hawaiian Electric Company, Inc.
_____ Oceanic Cablevision

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_____ Construction & General Laborers Union, Local 368
_____ H.E.R.E. Local 5, AFL-CIO
_____ ILWU, Local 142
_____ Iron Workers Union, Local 625
_____ Operating Engineers, Local 3, AFL-CIO

Other Organizations

_____ AIA Hawaii State Council
__▲__ Ala Moana Hotel
__▲__ American Canoe Association
_____ American Lung Association
_____ American Planning Association
_____ Bank of Hawaii
_____ First Hawaiian Bank
_____ Hawaii Activities & Tours Association
_____ Hawaii Association of Realtors
_____ Hawaii Convention Park Council
_____ Hawaii Hotel Association
_____ Hawaii Restaurant Association
_____ Hawaii's Thousand Friends
_____ Hawaii Transportation Association
_____ Hawaii Visitors Bureau
_____ Hawaiian Canoe Racing Association
_____ International Association of Exposition Management, Hawaii Chapter
_____ KHON TV2
_____ KITV
_____ Land Use Research Foundation of Hawaii
__▲__ The League of Women Voters
__▲__ The Outdoor Circle
_____ Queen Emma Foundation
_____ Royal Hawaiian Shopping Center
_____ Transportation Coalition

Updated 6/29/94

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TO ENVIRONMENTAL ASSESSMENT

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____ Neighborhood Board No. 9 - Waikiki
_▲_ Neighborhood Board No. 11 - Ala Moana/Kakaako
____ Neighborhood Board No. 7- Manoa
____ Waikiki Health Center
_▲_ Waikiki Improvement Association
____ Waikiki Oahu Visitors Association
____ Waikiki Residents Association

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____ Byan, Earnest
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____ Crone, Robert
_▲_ Delany, Frances
____ De Martino, Brian
____ DuPont, Beth
____ Galas, Ray
____ Glover, William
_▲_ Brown, Jeb
_▲_ McMurdo, Jane

____ Gray, Rick
____ Green, Michael
____ Hazel, Toby
____ Hernandez, Peter
____ Jensen, Barbara
____ Kanikoa, Meilani
____ Kim, Kiyong
____ Komatsubara, Kerry
____ Koshi, James
____ Lamoureux, Valerie
____ Langton, John
____ LeBlanc, James
_▲_ Marker, Nancy
_▲_ Conrad, Connie

____ Marnie, Cynthia
____ Neroutsos, George
____ Okita, Francis
____ Purnell, Stephen
____ Rand, Valerie
____ Ross, Lorenzo
____ Ryusaki, Janlyn
_▲_ Smith, Robin
____ Sturgeon, Duke
____ Waltz, John
____ Wong, Gailene
____ Wong, Lowell
_▲_ McClure, Charles
_▲_ Arashiro, Steven

Updated 6/29/94

HAWAI'I CONVENTION CENTER
DRAFT ENVIRONMENTAL IMPACT STATEMENT DISTRIBUTION LIST

Federal Agencies

- Regional Administrator, United States Environmental Protection Agency
- Department of Agriculture, U.S. Soil Conservation Service
- Department of Transportation, U.S. Coast Guard
- Department of the Interior, Fish and Wildlife Service
- Department of the Interior, Geological Survey
- Department of the Army, USACSH, Environmental Management Office
- Department of the Navy, Naval Base Pearl Harbor
- Department of the Army, U.S. Army Corps of Engineers

State of Hawaii

- Governor Ben Cayetano
- Department of Accounting and General Services
- Department of Agriculture
- Department of Budget and Finance
  - Housing Finance and Development Corporation
- Department of Business, Economic Development and Tourism
  - Director
  - Energy Division
  - Business Development and Marketing Division
  - Library
- Department of Defense
- Department of Education
- Department of Hawaiian Home Lands
- Department of Health
- Department of Human Services
- Department of Labor and Industrial Relations
- Department of Land and Natural Resources
  - Director
  - Commission on Water Resource Management
  - Division of Water and Land Development
  - State Historic Preservation Division
- Department of Transportation
- Oahu Metropolitan Planning Organization
- Office of Environmental Quality Control
- Office of Hawaiian Affairs
- Office of State Planning
- State Foundation on Culture and the Arts
- State Archives

HAWAI'I CONVENTION CENTER
DRAFT ENVIRONMENTAL IMPACT STATEMENT DISTRIBUTION LIST

– Legislative Reference Bureau
– University of Hawaii
  Environmental Center
  School of Travel Industry Management
  Water Resources Research Center
  Department of Urban Planning

State Legislature

– Senator Norman Mizuguchi, President, State Senate
– Senator Joe Tanaka, Chair, Tourism and Recreation Committee
– Senator Les Ihara, Jr., 10th District
– Senator Brian Taniguchi, 11th District
– Senator Carol Fukunaga, 12th District
– Representative Joseph M. Souki, Speaker, State House
– Representative Romy M. Cachola, Chair, Tourism Commirrww
– Representative Brian Y. Yamane, 19th District
– Representative Scott K. Saiki, 20th District
– Representative Mary-Jane McMurdo, 21st District
– Representative Terry Nui Yoshinaga, 22nd District
– Representative Kenneth T. Hiraki, 25th District

City and County Agencies

– Mayor Jeremy Harris
– Board of Water Supply
– Building Department
– Department of Finance
– Department of Housing and Community Development
– Department of Human Resources
– Department of Land Utilization
– Department of Parks and Recreation
– Department of Public Works
– Department of Transportation Services
– Department of Wastewater Management
– Fire Department
– Honolulu Public Transit Authority
– Oahu Civil Defense Agency
– Office of Waikiki Development
– Planning Department

- Police Department
- Municipal Reference and Records

City Council

- Councilmember Rene Mansho, District 1
- Councilmember Steve Holmes, District 2
- Councilmember John Henry Felix, District 3
- Councilmember Duke Bainum, District 4
- Councilmember Andy Mirikitani, District 5
- Councilmember Jon Yoshimura, District 6
- Councilmember Donna Mercado Kim, District 7
- Councilmember Mufi Hannemann, District 8
- Councilmember John De Soto, District 9

Utilities

- Hawaiian Electric Company
- GTE Hawaiin Tel
- Oceanic Cable

News Media

- Honolulu Advertiser
- Honolulu Star-Bulletin
- Sun Press

Libraries

- State Main Library
- Kaimuki Regional Library
- Pearl City Regional Library
- Wailuku Regional Library
- Kaneohe Regional Library
- Hilo Regional Library
- Kauai Regional Library
- Aina Haina Library
- Hawaii Kai Library

HAWAI'I CONVENTION CENTER
DRAFT ENVIRONMENTAL IMPACT STATEMENT DISTRIBUTION LIST

- Kalihi Palama Library
- Liliha Library
- Manoa Library
- McCully-Moiliili Library
- Waikiki-Kapahulu Library

Other Organizations

- Ala Moana Hotel
- American Institute of Architects, Hawaii State Council
- American Canoe Association, Hawaii Division
- American Lung Association
- Bank of Hawaii
- Hawaii Convention Park Council
- Hawaii Transportation Association
- Hawaii Visitors Bureau
- Hawaiian Canoe Racing Association
- International Association for Exposition Management
- KHON TV2
- The League of Women Voters
- The Outdoor Circle

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- Kapiolani Park Preservation Society
- Neighborhood Board No. 8 - McCully/Moiliili
- Neighborhood Board No. 9 - Waikiki
- Neighborhood Board No. 11 - Ala Moana/Kakaako
- Waikiki Improvement Association

Condominium Association boards

- 1717 Ala Wai Condominium
- Century Center Condo Association
- The Summer Palace

HAWAI'I CONVENTION CENTER
DRAFT ENVIRONMENTAL IMPACT STATEMENT DISTRIBUTION LIST

Individuals

- Mr. Steven Arashiro
- Mr. Jeb P. Brown
- Mr. Robert M. Crone
- Mr. James Koshi, Ph.D.
- Ms. Valerie Lamoureux
- Ms. Cynthia H. Marnie
- Ms. Frances Delany, Ph.D.
- Ms. Nancy L. Marker
- Mr. Charles McClure

Table 8-1 Summary of Pre-Assessment Consultation Comments

RESPONDENTS	ISSUES																					
	PHYSICAL								SOCIO ECONOMIC		FUBLIC FACILITIES									OPERA-TIONAL ISSUES	DESIGN ISSUES	OTHER
											Transportation											
	Flood & Nat. Dis.	Soil Cont	Air Qual	Noise	visual impact struct/lighting	Air val prom	Air val cual water qual	recreation	Kahalui resid.	future devel /land use	congestion	parking	env val acc	pedacc.	city plans	transit	Infrastruc /utilities	solid waste /recycling	public svcs			
FEDERAL:																						
Dept of the Army, US Army Engineer District	X																					
Dept of the Interior, Fish & Wildlife Service							X										X					
STATE:																						
Governor John Waihee									X		X											
Dept of Acctg and General Services																						no comment
Dept of Bus, Economic Dev & Tourism																						
Director				X							X											
Energy Division																						energy efficiency
Department of Defense, Civil Defense	X																					disaster preparedness
Department of Education																						
Department of Health, Director		X		X			X											X				
Department of Human Services																						no comment
Department of Labor & Industrial Relations																						employment
Department of Land & Natural Resources																						
Commission on Water Resource Mgmt																						water conservation
Historic Preservation Division																						buried fishpond
Water and Land Development	X						X										X					water transport system
Department of Transportation															X							consider other major planning efforts
Housing Finance & Development Corp.									X			X										
Oahu Metropolitan Planning Organization											X											transport of freight from airport
Office of Hawaiian Affairs																						archaeological
Office of State Planning	X				X	X			X	X	X								X			
University of Hawaii																						
School of Travel Industry Management	X						X				X										X	
Urban & Regional Planning										X												
Water Resources Research Center		X					X															
STATE LEGISLATURE:																						
House Speaker Joe Souki																						agree w/ geneic proposal
Representative Duke Bainum, 21st District																					X	
Combined:			X	X	X	X					X	X		X		X			X			construction pd impacts
Senator Bert Kobayashi, 10th District																						
Senator Ann Kobayashi, 11th District																						
Senator Carol Fukunaga, 12th District																						
Representative David Hagino, 20th District																						
Representative Duke Bainum, 21st District																						
Representative Mazie Hirono, 22nd District																						
CITY & COUNTY:																						
Managing Director Jeremy Harris															X							
Board of Water Supply																	X					
Building Department																						no comment
Dept of Housing & Comm. Development																						no conflict w/ projects
Department of Human Resources											X											employment, childcare handicap access
Department of Land Utilization		X	X	X						X	X						X					
Department of Parks & Recreation						X																beach parks, street trees
Department of Public Works	X						X										X					
Department of Transportation Services															X	X						
Honolulu Fire Department																						no comment
Honolulu Police Department				X							X	X	X									private security needed
Honolulu Public Transit Authority																X						
Oahu Civil Defense Agency																					X	civil defense shelter
Office of Waikiki Development						X						X		X	X	X					X	

Table 8-1 (cont.)

RESPONDENTS	ISSUES																					
	PHYSICAL								SOCIO ECONOMIC		PUBLIC FACILITIES									OPERA-TIONAL ISSUES	DESIGN ISSUES	OTHER
							Ala wai canal				Transportation											
	Flood & Nat. Dis.	Soil Cont	Air Qual	Noise	visual impact struct/lighting	Ala wai prom	water qual	recreation	Kabakai resid.	future devel /land use	congestion	parking	em veh acc	ped acc.	city plans	transit	infrastruc /utilities	solid waste /recycling	public svcs			
CITY COUNCIL:																						
Councilwoman Donna Mercado-Kim					X	X			X			X				X	X					consistency w/ public policies
UTILITIES:																						
Hawaiian Electric Company, Inc.																	X					
Oceanic Cablevision																	X					
OTHER ORGANIZATIONS:																						
AIA Hawaii State Council																					X	
Bank of Hawaii																						water shuttle
Hawaii Convention Park Council											X				X							
Hawaii Transportation Association											X	X								X		access, facilities for service vehicles, logistics
Hawaii Visitors Bureau																				X	X	Haw'n sense of place
Hawaiian Canoe Racing Association						X	X	X														
Intl Assn of Exposition Mgmt, Hawaii Chptr				X							X	X	X	X				X		X	X	no impact to transmission facilities
KHON TV 2																				X		
The League of Women Voters			X	X	X	X					X	X		X							X	vehicle & bus access, freight
The Outdoor Circle						X																
COMMUNITY ORGANIZATIONS:																						
Neighbors of the Ala Wai		X	X	X	X	X					X		X		X							water based transportation
Kapiolani Park Preservation Society						X					X											
Neigh. Board No. 8 – McCully/Moiliili					X	X	X		X		X	X		X								
Neigh. Board No. 11 – Ala Moana/Kakaako				X						X	X	X										construction pd impacts, wind, shadows
Waikiki Improvement Association						X	X	X			X	X		X	X						X	traffic study, Hawaiian sense of place
CONDOMINIUM ASSN. BOARDS:																						
1717 Ala Wai Condominium BOD			X	X							X	X									X	
Century Center Condominium Association	X											X										
Summer Palace Condominium BOD				X	X				X		X										X	shield outdoor lighting
INDIVIDUALS:																						
Benfatti, Anita						X					X			X	X			X			X	hurricane & tsunami
Crone, Bob						X					X			X							X	open space
Koshi, James											X										X	
Lamourex, Val																					X	
Marnie, Cynthia						X															X	promenade trees
Smith, Robin			X	X		X		X		X	X	X									X	
TOTAL	7	4	6	12	7	16	9	3	6	5	24	14	3	8	8	5	8	3	2	4	17	

CONVENTION CENTER

Summary of Comments to EA
(as of June 29, 1994)

RESPONDENTS	ISSUES: PHYSICAL: Flood & Nat. Dis.	Soil Cont	Air Qual	Noise	visual impact struct/lighting	Ala wai prom	Ala wai canal: water qual	recreation	SOCIO ECONOMIC: Kakaako resid.	future devel /land use	PUBLIC FACILITIES: Transportation: congestion	parking	am veh acc	ped acc.	city plans	transit	infrastruc /utilities	solid waste /recycling	public svcs	OPERA-TIONAL ISSUES	DESIGN ISSUES	OTHER
FEDERAL:																						
STATE:																						
Dept of Acctg and General Services																						no comment
Dept of Bus, Economic Dev & Tourism																					X	use of model energy code
Energy Division																						see previous letter dated 4/5/94
Department of Defense, State Civil Defense																						no comment
Department of Human Services																						assistance in construction
Department of Labor & Industrial Relations																						job recruitment
Department of Land & Natural Resources																						no comment
Department of Transportation																						consider regional traffic impacts
Housing Finance & Development Corp.									X			X										
Office of Hawaiian Affairs		X																				archaeological
Office of State Planning																						see previous letter dated 3/23/94
STATE LEGISLATURE:																						
Combined:																						
Senator Ann Kobayashi, 11th District			X	X			X				X	X				X						further discussion of issues needed in EIS
Senator Carol Fukunaga, 12th District																						
Representative David Hagino, 20th District																						
Representative Duke Bainum, 21st District																						
Representative Mazie Hirono, 22nd District																						
Senator Anthony Chang																						
Representative Ken Hiraki																						
CITY & COUNTY:																						
Board of Water Supply																	X					comments forthcoming
Department of Finance																						no conflict w/ proposed
Dept of Housing & Comm. Development																						City projects
Department of Land Utilization																					X	generally consistent w/DP; EIS should provide design details
Department of Parks & Recreation										X											X	beach parks, street trees
Department of Planning										X				X								landscaping plans
Department of Public Works																						no comment
Department of Transportation Services	X				X						X	X		X	X	X						need for regional traffic study; misc. comments on traffic study
Honolulu Fire Department																						no adverse impact/conforms w/codes & standards
Office of Waikiki Development												X		X	X	X					X	examine regional traffic impacts; misc. comments on traffic study
CITY COUNCIL:																						
UTILITIES:																						
GTE Hawaiian Telephone Company, Inc.																						no comment
Hawaiian Electric Company, Inc.																						no comment
UNIONS:																						
OTHER ORGANIZATIONS:																						
Ala Moana Hotel											X			X							X	resume Alliance Dr.
American Canoe Association								X														
The League of Women Voters										X	X	X										
The Outdoor Circle						X																comments to "Group Memory"

Summary of Comments to EA
(as of June 29, 1994)

CONVENTION CENTER

RESPONDENTS	PHYSICAL: Flood & Nat. Dis.	PHYSICAL: Soil Cont	PHYSICAL: Air Qual	PHYSICAL: Noise	PHYSICAL: visual impact struct/lighting	PHYSICAL: Ala wai prom	PHYSICAL: Ala wai canal water qual	PHYSICAL: Ala wai canal recreation	SOCIO ECONOMIC: Kahakai resid.	SOCIO ECONOMIC: future devel /land use	PUBLIC FACILITIES: Transportation: congestion	PUBLIC FACILITIES: Transportation: parking	PUBLIC FACILITIES: Transportation: sea veh acc	PUBLIC FACILITIES: Transportation: ped acc.	PUBLIC FACILITIES: Transportation: city plans	PUBLIC FACILITIES: Transportation: transit	PUBLIC FACILITIES: infrastruc Utilities	PUBLIC FACILITIES: solid waste /recycling	PUBLIC FACILITIES: public svcs	OPERATIONAL ISSUES	DESIGN ISSUES	OTHER
COMMUNITY ORGANIZATIONS:																						
Neighborhood Board-McCully/Moiliili										x	x											establish special design district
Neighborhood Board -AlaMoana/Kakaako																	x					regional traffic study
Waikiki Improvement Association							x				x			x								
CONDOMINIUM ASSN. BOARDS:																						
INDIVIDUALS:																						
Arashiro, Steven						x			x			x										catamaran ferry system
Brown, Jeb							x				x	x										need for City-State cooperation to address transportation issues
Conrad, Connie											x											
Delany, Frances							x				x	x										
Marker, Nancy														x								
McClure, Charles							x		x		x	x										look at traffic regionally
McMurdo, Mary-Jane							x				x				x							network for center; circle traffic
Smith, Robin																					x	pattern at Kapiolani/Kalakaua
TOTAL	1	1	1	1	1	3	5	1	3	4	10	9	0	5	3	3	1	0	0	0	6	

CHAPTER ONE

FEDERAL AGENCIES
Comments Received and Responses

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FORT SHAFTER, HAWAII 96858-5440

April 4, 1994

REPLY TO
ATTENTION OF

Planning Division

RECEIVED
APR - 7 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Helber Hastert, Planner
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Hastert:

Thank you for the opportunity to review and comment on the Pre-Assessment Consultation Phase for the Convention Center, Honolulu, Hawaii. The following comments are provided pursuant to Corps of Engineers authorities to disseminate flood hazard information under the Flood Control Act of 1960 and to issue Department of the Army (DA) permits under the Clean Water Act; the Rivers and Harbors Act of 1899; and the Marine Protection, Research and Sanctuaries Act.

a. The work does not involve waters of the U.S.; therefore, a DA permit will not be required.

b. According to the enclosed Federal Emergency Management Agency's Flood Insurance Rate Map, panel number 150001-0120C (dated September 4, 1987), the project site is located in Zone A (special flood hazard areas inundated by the 100-year flood).

Sincerely,

Ray H. Jyo, P.E.
Director of Engineering

Enclosure

LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

ZONE A	No base flood elevations determined.
ZONE AE	Base flood elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE A99	To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
ZONE V	Coastal flood with velocity hazard (wave action); no base flood elevations determined.
ZONE VE	Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

ZONE X	Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

ZONE X	Areas determined to be outside 500-year flood plain.
ZONE D	Areas in which flood hazards are undetermined.

Flood Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

—513— Base Flood Elevation Line; Elevation in Feet*

(D) Cross Section Line

(EL 987) Base Flood Elevation in Feet Where Uniform Within Zone*

RM7X Elevation Reference Mark

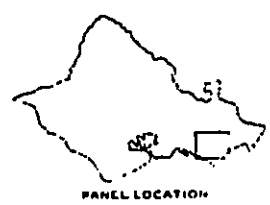
*Referenced to the National Geodetic Vertical Datum of 1929

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY AND COUNTY OF
HONOLULU,
HAWAII

PANEL 120 OF 135
(SEE MAP INDEX FOR PANELS NOT PRINTED)



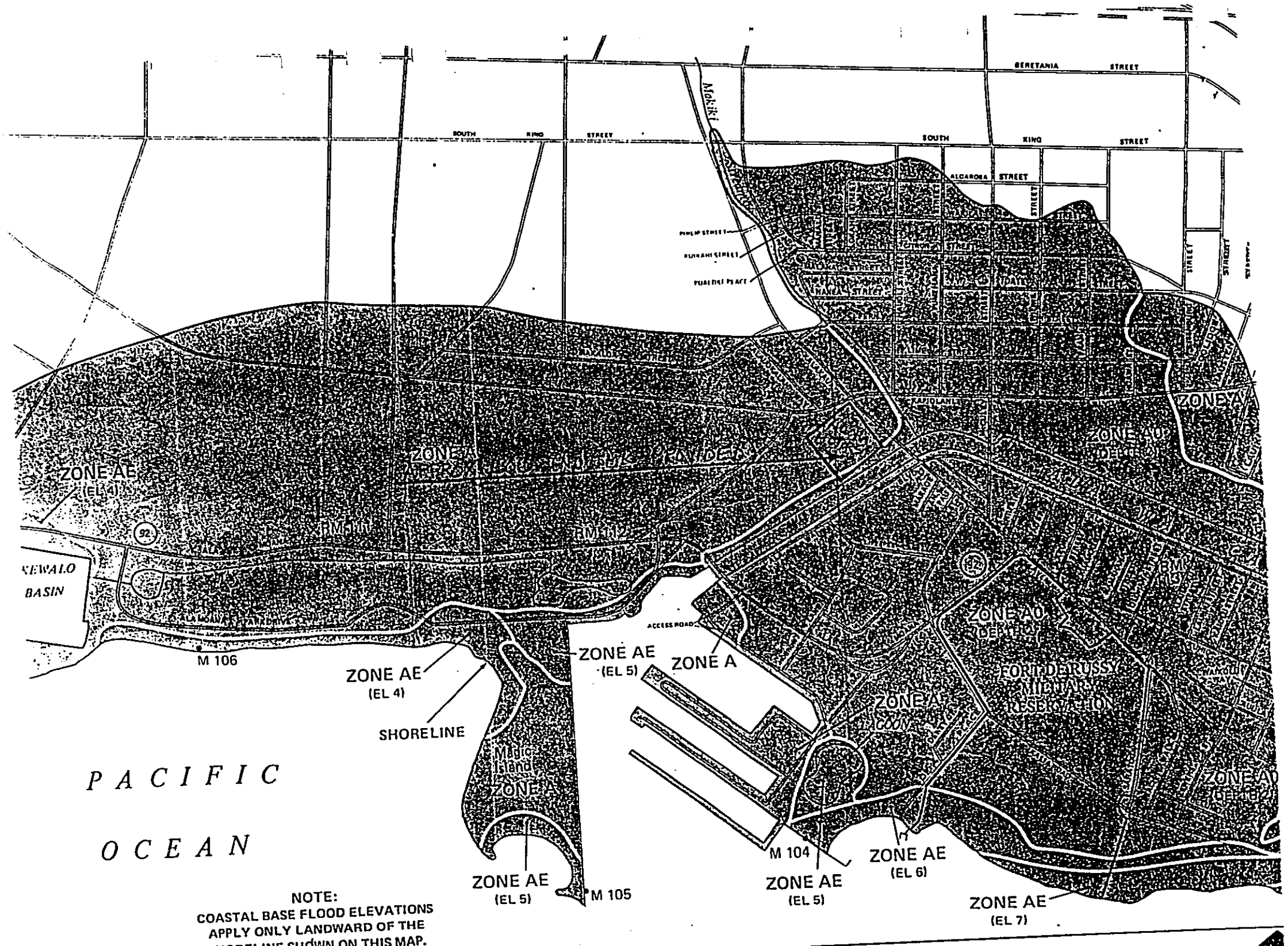
PANEL LOCATION

COMMUNITY-PANEL NUMBER
150001 0120 C

MAP REVISED:
SEPTEMBER 4, 1987

Federal Emergency Management Agency

CUSTOMER COPY



NOTE:
COASTAL BASE FLOOD ELEVATIONS APPLY ONLY LANDWARD OF THE SHORELINE SHOWN ON THIS MAP.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Ray H. Jyo
Director of Engineering
U.S. Army Engineering District, Honolulu
Fort Shafter, Hawaii 96858-5440

Dear Mr. Jyo:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated April 4, 1994, concerning the subject EA. We offer the following responses to your itemized comments, respectively:

a. We confirm that the proposed Hawai'i Convention Center design will not involve any work in the waters of the U.S., including the Ala Wai Canal.

b. We appreciate your verification of the Federal Emergency Management Agency's Flood Insurance Rate Map interpretation. This information shall be included in the Draft Environmental Impact Statement.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Office
P.O. Box 50167
Honolulu, Hawaii 96850

TAKE PRIDE IN AMERICA

In Reply Refer To: AAP

APR 0 1 1994

Mr. Thomas A. Fee
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Grosvenor Center, Makai Tower
Honolulu, Hawaii 96813

4 1994

Re: Pre-Assessment Consultation for the preparation of an Environmental Assessment (EA) for a Convention Center, Honolulu, Oahu, Hawaii

Dear Mr. Fee:

The U.S. Fish and Wildlife Service (Service) has reviewed the pre-assessment consultation request for the preparation of an Environmental Assessment (EA) report for a Convention Center in Honolulu, Oahu, Hawaii. The proposed Convention Center will be a stand alone facility consisting of exhibit halls, meeting rooms, a ballroom, and a minimum of 675,000 gross square feet of support space. The Convention Center Authority for the State of Hawaii will prepare the EA prior to the selection of a design/build team. The EA will identify all environmental issues and procedures that will be addressed by the Draft and Final Environmental Impact Statements (EIS). The Service offers the following comments for your consideration.

The Service does not anticipate direct adverse impacts to rare, threatened, or endangered species or wetland resources from construction of the proposed project since the Convention Center will be located at the old Aloha Motors site in downtown Honolulu. However, the Service anticipates an increase in nonpoint source pollution generated during the construction and operational use of the Convention Center. Additional paved areas may result in the loss of existing drainageways and increase stormwater runoff into adjacent water bodies. The Service is particularly concerned with the existing poor water quality condition of the Ala Wai Canal and the potential for increased stormwater runoff generated from the Convention Center to exacerbate this existing problem. In order to minimize such increases in nonpoint source pollution into the Ala Wai Canal and adjacent waters, the Service recommends the incorporation of adequate storm drainage, erosion control, and other appropriate pollution control features into the project design.

We appreciate the opportunity to provide these preliminary comments and would appreciate receiving a copy of the Draft EA for review.

Sincerely,

Robert P. Smith

Robert P. Smith
Field Supervisor
Pacific Islands Office

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Robert P. Smith
Eco-Region Manager
U.S. Fish and Wildlife Service
P.O. Box 50167
Honolulu, Hawaii 96850

Dear Mr. Smith:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated April 1, 1994, commenting on the subject EA. We appreciate your confirmation that the proposed project is not anticipated to have a direct adverse impact on rare, threatened, or endangered species or wetland resources.

Non-point source pollution during construction should be mitigated by compliance with the City grading ordinance and Department of Health (DOH) National Pollutant Discharge Elimination System (NPDES) permit requirements.

Non-point source pollution during operation will be similar to or less than existing conditions. Presently, almost the entire site is paved. Therefore, the completed convention center will not significantly reduce the amount of permeable surface where infiltration now occurs. In fact, because of the extensive landscaping to be provided around the convention center, the amount of permeable surface area is anticipated to increase, marginally reducing runoff. All runoff will be directed to existing drainage facilities and into the Ala Wai Canal.

The forthcoming Draft Environmental Impact Statement (DEIS) will address the impacts of the proposed project on water quality in the surrounding area. Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER TWO

STATE OF HAWAII
Comments Received and Responses

Hawai'i Convention Center

EXECUTIVE CHAMBERS

HONOLULU

RECEIVED
APR 14 1994
HELBER HASTERT & FEE PLANNERS

JOHN WAIHEE
GOVERNOR

April 8, 1994

Mr. Thomas A. Fee, Vice President
Ms. Leslie Kurisaki, Senior Associate
HELBER HASTERT & FEE Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Ms. Kurisaki:

Thank you for your letter of March 15, 1994, regarding the Convention Center Authority (CCA) initiating the preparation of an Environmental Assessment for the proposed convention center complex at the old Aloha Motor site.

The traffic network surrounding the areas adjacent to the proposed construction site is of utmost concern to me. I am apprised that the traffic in that sector has been determined to be the most-travelled in our Aloha State.

Of particular interest to me would be how the CCA plans to mitigate an already heavily impacted area during construction and future operation of the convention center. One reason the streets at that particular intersection are so heavily travelled is that it is a major entrance and exit to Waikiki, as well as to the Ala Moana Shopping Center area. The CCA would be remiss if it were not to minimize any adverse impact to the surrounding neighborhoods.

I appreciate your writing me on this issue.

With kindest regards,

Sincerely,

JOHN WAIHEE

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Honorable Benjamin J. Cayetano
Governor
Office of the Governor
State of Hawaii
Honolulu, Hawaii 96810

Dear Governor Cayetano:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Governor John Waihee dated April 8, 1994, regarding the subject EA.

We concur that the potential impacts of the convention center on traffic in the vicinity is a primary concern. A detailed traffic impact assessment has been prepared for incorporation in the forthcoming Draft Environmental Impact Statement (DEIS). The assessment will examine traffic impacts resulting from the construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts.

The comment letter, and this response letter will be reproduced in the DEIS. We look forward to your continued support in implementing this very important project.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P) 1233.4

APR 7 1994

RECEIVED
APR 10 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee
Helbert Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Convention Center at Aloha Motors Site
Honolulu, Hawaii
Pre-Assessment Consultation

Thank you for the opportunity to provide early input to the subject project. We have no comments to offer at this time.

If there are any questions, please have your staff call Mr. Ralph Yukumoto of the Public Works Division at 586-0488.

Very truly yours,

ROBERT P. TAKUSHI
State Comptroller

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Eugene S. Imai
State Comptroller
Department of Accounting and General Services
State of Hawaii
Honolulu, Hawaii 96810

Dear Mr. Imai:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Robert P. Takushi, dated April 7, 1994, indicating that he has no comments on the subject EA. His letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

ROBERT P. TAKUSHI
COMPTROLLER

LLOYD I. UNEBASAMI
DEPUTY COMPTROLLER

LETTER NO. (P)1538.4

JUN 17 1994

RECEIVED
JUN 21 1994
HELBER HASTERT & FEE
PLANNERS

Helber Hastert and Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Attention: Ms. Leslie Kurisaki

Gentlemen:

Subject: Convention Center
Honolulu, Hawaii
Pre-Assessment Consultation

Thank you for the opportunity to review the subject document. We have no comments to offer.

If there are any questions, please have your staff contact Mr. Ralph Yukumoto of the Planning Branch at 586-0488.

Very truly yours,

Ronald Morikawa

RONALD MORIKAWA
Acting State Public Works Engineer

RY:jy

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Gordon M. Matsuoka
State Public Works Engineer
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawaii 96810

Dear Mr. Matsuoka:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Ronald Morikawa, dated June 17, 1994, indicating he has no comments on the subject EA. His letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEI
Governo
MUFI HANNEMANN
Directo
RICK EGGED
Deputy Directo
JEANNE K. SCHULTZ
Deputy Directo
TAKESHI YOSHIHARA
Deputy Directo

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

Central Pacific Plaza, 220 South King Street, 11th Floor, Honolulu, Hawaii
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804 Telephone: (808) 586-2406 Fax: (808) 586-2377

RECEIVED
APR - 8 1994
HELBER HASTERT & FEE PLANNERS

April 4, 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Thank you for inviting me to provide comments for the environmental assessment of the proposed convention center.

At this time, the areas needing special attention are the impacts of traffic and noise on the surrounding community, particularly during construction and before, during, and after conventions. The Atkinson Drive, Kapiolani Boulevard, and Kalakaua Avenue intersections have the unfortunate distinctions of being the busiest in Hawaii. Meanwhile, the residential block immediately across the Ala Wai Canal from the center site has the highest population density in the state. Combined, the prospects of increased traffic and noise generated by the convention center could have major impacts on the area.

I appreciate having this opportunity to comment.

Sincerely,

Mufi Hannemann

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Seiji F. Naya, Ph.D.
Director
Department of Business, Economic Development & Tourism
220 South King Street, 11th Floor
Honolulu, Hawaii 96804

Dear Dr. Naya:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Mufi Hannemann dated April 4, 1994, regarding the subject EA.

In his letter, Mr. Hannemann expressed concerns for noise and traffic impacts to areas in the vicinity of the convention center. We concur that the potential impact of the convention center on traffic and associated noise in the vicinity are major concerns. Detailed traffic and noise impact assessments are being prepared for incorporation in the forthcoming Draft Environmental Impact Statement (DEIS). The traffic assessment will examine impacts resulting from additional traffic generated during construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts. The noise assessment takes into account a range of noise sources, including construction equipment and convention center traffic. In addition, a social impact assessment will examine the range of community issues and concerns associated with the convention center, such as traffic and noise.

Mr. Hannemann's comment letter and this response will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
Governor
MUFI HANNEMANN
Director
JEANNE SCHULTZ
Deputy Director
RICK EGGED
Deputy Director
TAKESHI YOSHIHARA
Deputy Director

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

ENERGY DIVISION, 335 MERCHANT ST., RM. 110, HONOLULU, HAWAII 96813 PHONE: (808) 587-3800 FAX: (808) 587-3820

April 4, 1994

RECEIVED
APR - 7 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Pre-Assessment Consultation, Convention Center Environmental Assessment, Honolulu, Hawaii

Thank you for the opportunity to provide input in the pre-assessment for the Convention Center Environmental Assessment.

We appreciate the desire to have the project reflect a "Hawaiian sense of place" and feel that this can be accomplished through innovative architectural design incorporating natural ventilation. We are enclosing a copy of Hawaiian Design -- Strategies for Energy Efficient Architecture which presents design strategies which also incorporate energy efficiency.

Draft Environmental Impact Statements should comply with the requirements found in State laws for evaluating any energy impacts that the project will have. The mandate for such an evaluation is found in Chapter 344, HRS ("State Environmental Policy") and Chapter 226, HRS ("Hawaii State Planning Act"). In particular Chapter 226-18 (a) (2) and (c) (3); 226-52 (a) and (b) (2) (D); and 226-103 (f) (1) and (2) should be considered.

We also would like to call your attention to the Model Energy Code which may be used as a guide for energy efficiency. If you do not already have a copy of the Energy Code, please call my office and we will forward one to you.

Sincerely,

Maurice H. Kaya
Energy Program Administrator

MHK/ER:do

Enclosure

JOHN WAIHE
Governc
MUFI HANNEMAN
Directc
JEANNE SCHULTZ
Deputy Directc
RICK EGGEL
Deputy Directc
TAKESHI YOSHIHARA
Deputy Directc

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

ENERGY DIVISION, 335 MERCHANT ST., RM. 110, HONOLULU, HAWAII 96813 PHONE: (808) 587-3800 FAX: (808) 587-3820

June 2, 1994

RECEIVED
JUN - 6 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Environmental Assessment (EA) for the Proposed Convention Center

Thank you for the review copy of the Convention Center Environmental Assessment, May 1994.

We refer to our letter of April 4, 1994, included in the EA for our comments. We would like to emphasize our recommendations for a "Hawaiian Sense of Place," compliance with State laws for evaluating energy impacts, and use of the Model Energy Code for this important development.

Sincerely,

Maurice H. Kaya
Energy Program Administrator

ER:dkik

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Maurice H. Kaya
Energy Division
Department of Business, Economic Development & Tourism
State of Hawaii
335 Merchant Street, Room 110
Honolulu, Hawaii 96813

Dear Mr. Kaya:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your early consultation letter, of April 4, 1994 and your EA comment letter of June 2, 1994, emphasizing your recommendations pertaining to the subject EA. We appreciate receiving a copy of your agency's publication, *Hawaiian Design - Strategies for Energy Efficient Architecture*, and have forwarded it to the design/builder.

The proposed convention center conforms with the *Hawaii Model Energy Code* of July 1993, as required by the Hawai'i Convention Center Authority's Request for Proposal. In preparing the forthcoming Draft Environmental Impact Statement, we will consider the project's compliance with the State Environmental Policy and the Hawaii State Planning Act as you have cited in your letter.

Your letters, along with this response letter will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR
MURI HANNEMANN
DIRECTOR
JEANNE K. SCHULTZ
DEPUTY DIRECTOR
RICK EGGED
DEPUTY DIRECTOR
TAKESHI YOSHIHARA
DEPUTY DIRECTOR

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

BUSINESS DEVELOPMENT AND MARKETING DIVISION
GROSVENOR CENTER, MAUKA TOWER, 737 BISHOP STREET, SUITE 1900, HONOLULU, HAWAII 96813
MAILING ADDRESS: P.O. BOX 2359, HONOLULU, HAWAII 96804
TELEPHONE: (808) 587-2525
FACSIMILE: (808) 587-2787

May 17, 1994

Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee
733 Bishop Street, Ste 2590
Honolulu, HI 96813

Dear Ms. Kurisaki:

I am writing to request that the environmental assessment (EA) for the proposed convention center ensure that facilities are designed to provide maximum space for collection and storage of recyclable materials, including glass, aluminum, cardboard, newspapers and other discarded papers, and food wastes. Ensuring adequate collection and storage space of these materials will greatly enhance the center's ability to reduce its garbage collection fees, while contributing to the overall environment of Oahu. It will also assist the county and the state meet the 50 percent waste diversion goal by the year 2000, as required in the Integrated Solid Waste Management Act (Act 324, SLH 1991). The Convention Center's attention to recycling will assist us in reaching this goal.

Additionally, more international conventions are seeking facilities that incorporate the newest and most progressive of features that protect the environment. To this end, I would also strongly recommend that the facilities design incorporates solar energy design, permaculture and native plant species, a grey water reuse system, and the use of recycled content materials in design and building specifications. At a minimum, these specifications should include the use of glasphalt for paving, the use of recycled plastic lumber and fixtures, medium and high density particle board that is made of recycled wood and paper fibers, use of locally-produced cellulose insulation and hydroseed mulch made from recycled paper fibers, and locally produced soil amendments and mulch for landscaping.

I would be happy to work with your team and the Convention Authority in any way, to further refine these ideas.

Sincerely,

Celia Hildebrand

Celia Hildebrand
Recycling Market Development Coordinator

copy: Alan Hayashi

Post-it™ Fax Note 7671	Date 5-17	# of pages ▶ 1
To Leslie Kurisaki	From Celia Hildebrand	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 545-2050	Fax #	

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Celia Hildebrand
Business Development and Marketing Division
Department of Business, Economic Development & Tourism
State of Hawaii
P.O. Box 2359
Honolulu, Hawaii 96804

Dear Ms. Hildebrand:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your early consultation letter of May 17, 1994, recommending maximizing recycling capabilities. As required by the Hawai'i Convention Center Authority's Request for Proposal, the proposed convention center design incorporates several recycling operation features, including a 1,200 square foot recycling room, two loading docks for accommodating trash compactors, and a refrigerated room for holding food waste.

With respect to environmental considerations mentioned in your letter, the economic and functional feasibility of systems such as solar energy, permaculture and grey water for the unique operational requirements of the convention center were too uncertain to require in the Request for Proposal. With respect to using recycled building materials, the design/builder has stated that they will carefully analyze all elements of the building to incorporate materials that not only contain recycled materials, but are resource efficient and produced in an environmentally sustainable process. Moreover, they are committed to using recycled materials to the maximum extent possible, without sacrificing the quality of the facility or the long-term maintenance costs.

Your letter, along with this response will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Ms. Suzanne Jones, Department of Public Works
Ms. Suzanne Varady, Department of Public Works
Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE

PHONE (808) 734-2161

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

RECEIVED
APR 6 1994
HELBER HASTERT & FEE PLANNERS

April 5, 1994

TO: Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.

Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee, Planners, Inc.

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense

SUBJECT: PRE-ASSESSMENT CONSULTATION, CONVENTION CENTER ENVIRONMENTAL ASSESSMENT, HONOLULU, HAWAII

State Civil Defense (SCD) appreciates this opportunity to comment on the Pre-Assessment Consultation, Convention Center Environmental Assessment, for the State of Hawaii Convention Center Authority's proposed convention center at the old Aloha Motors site in Honolulu, Oahu, Hawaii.

We do not have negative comments specifically directed at this Pre-Assessment Consultation for the Convention Center Environmental Assessment. However, SCD proposes that a siren simulator and siren simulator support infrastructure be purchased and installed by the developer. This simulator will help alert security personnel who, in turn, will be able to inform guests and other occupants of an impending or actual event that threatens the area. The location of the simulator normally is in any 24-hour manned office, such as a security office.

A simulator is a large, suitcase sized portable siren, complete with built-in battery backup power. This device is triggered by the same radio signal that triggers the outdoor sirens. The installation of the proposed device consists of a siren simulator, an antenna, an antenna cable and cable duct, 120 volt AC electrical power and a backup source for AC electrical power if one is available. The typical design for the antenna cable would provide ducting from the ground floor level to the rooftop/antenna site. It is important that the external antenna is exposed with a virtually unobstructed view of Diamond Head Crater.

The proposed convention center lies in an area subject to potential inundation from tsunamis and hurricanes. This vulnerability must be seriously evaluated prior to the completion of initial plans for a generic stand-alone facility. The ability to withstand tropical cyclone/hurricane force winds and the seismic threat must likewise be evaluated. Other critical issues to address as applicable are location of machine rooms for elevators, laundry and dry cleaning facilities, kitchen/cooking facilities, air conditioning and heating equipment, emergency power generation equipment (single point hook-up for emergency power), boiler room and equipment, on-site fuel storage, helicopter pad, emergency ingress/egress traffic lanes/ramps, a shuttering system for exposed glazing, and an ability to secure any sliding glass panels in their tracks. The above list is by no means a complete list. A facility the size of this proposed generic stand-alone facility would certainly help alleviate the need for additional public shelter space if it is designed and constructed to be used as a potential shelter when the requirement arises. With no attached hotels and condominiums, transportation to and from the convention center may require a shuttle system or other mass transportation system to minimize the impact of any additional surface, air, or marine traffic. This system should also be designed to meet emergency transportation as well as the everyday needs of the center.

Our SCD planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Mel Nishihara of my staff at 734-2161.

JOHN WAIHEE
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

PHONE (808) 734-2161

RECEIVED
JUN 27 1994

June 24, 1994

TO: Ms. Leslie Kurisaki
Senior Associate
Project Planner
Helber Hastert & Fee, Planners, Inc.

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense

SUBJECT: ENVIRONMENTAL ASSESSMENT (EA); Proposed CONVENTION CENTER, HONOLULU, HAWAII

State Civil Defense (SCD) appreciates this opportunity to provide comments on the EA for the State of Hawaii Convention Center Authority's proposed convention center at the old Aloha Motors site in Honolulu, Oahu, Hawaii.

While we do not have negative comments specifically directed at this EA for the proposed Convention Center, SCD would like to note that our concerns were previously addressed by letter dated April 5, 1994.

Our SCD planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Mel Nishihara of my staff at 734-2161.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Roy C. Price, Sr.
Department of Defense
State of Hawaii
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Mr. Price:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of April 5 and June 24, 1994 regarding the subject EA.

Subsequent to receiving your letters, we met with your office and the Oahu Civil Defense Agency to discuss the role that the Hawai'i Convention Center may have in serving as an emergency evacuation shelter. As a result of the meeting, provisions for accommodating a siren simulator were incorporated in the design of the Center. It was also agreed that we should continue our discussions as design work on the Center proceeds. We look forward to meeting with you again.

Your letters, along with this response will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

CHARLES T. TOGUCHI
SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P. O. BOX 2360
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

March 29, 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

SUBJECT: Pre-Assessment Consultation
Convention Center Environmental Assessment

Thank you for your letter dated March 15, 1994 regarding the initiation of the subject environmental assessment. We have no comment at this time on the proposed development.

Should there be any questions, please call the Facilities Branch at 737-4743.

Sincerely,

Herman M. Aizawa, Ph.D.
Acting Superintendent

HMA:hy

cc: A. Suga
E. Masagatani

AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Herman M. Aizawa, Ph.D.
Superintendent of Schools
Department of Education
P.O. Box 2360
Honolulu, Hawaii 96804

Dear Dr. Aizawa:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 29, 1994, indicating that you have no comments on the subject EA. Your letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR
STATE OF HAWAII

HOALIKU L. DRAKE
CHAIRMAN
HAWAIIAN HOMES COMMISSION

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

April 6, 1994

RECEIVED
APR - 7 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

Dear Mr. Fee:

Thank you for the pre-assessment consultation notice for the proposed Convention Center Environmental Assessment. We have no comments or issues to raise at this time.

Sincerely,

Hoaliku L. Drake
Hawaiian Homes Commission

3220L

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Kali Watson
Chairman
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, Hawaii 96805

Dear Mr. Watson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Ms. Hoaliku L. Drake dated April 6, 1994, indicating that she has no comments on the subject EA. Her letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HAWAII 96801

JOHN C. LEWIN, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:

May 2, 1994

94-049/epo

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

MAY 11 1994
HELBER HASTERT & FEE
PLANNERS

Dear Mr. Fee:

Subject: Pre-Assessment Consultation
Convention Center
Honolulu, Hawaii

Thank you for allowing us to provide a list of issues that we would like to see addressed in the design and the environmental review process of the proposed convention center.

Solid Waste Issues and Concerns

1. Locate and address possible areas of petroleum contamination of soil.

2. Assessment of the volume of refuse to be generated and disposed in the construction process.

3. Feasibility of recycling the demolition debris from the construction process.

4. Integration of recycling and disposal options into solid waste management operations at the completed convention center, including special requirements.

If there are any questions on this matter, please contact Mr. John Harder, Manager, Office of Solid Waste Management at 586-4226.

Noise Issues and Concerns

1. The facility should be designed as to minimize the potential noise impacts on the surrounding residences.

2. Potential noise problems may occur in areas designated for commercial use. Noise associated with commercial activities, such as deliveries, refuse collection, vehicular traffic (tour buses), etc. may result in adverse noise impacts to the surrounding residences. Mitigative measures should be implemented toward minimizing noise impacts from such commercial sites.

3. Through facility design, sound levels emanating from stationary equipment such as air conditioning systems, exhaust fans, refrigeration compressors or generators must be attenuated to comply with the provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

4. Noise from entertainment activities associated with such a center, including sound production and reproduction devices, may impact the surrounding residences in terms of general annoyance.

5. Construction activities must comply with the provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

   a. The contractor must obtain a noise permit if the noise levels from construction activities are expected to exceed the allowable levels of the rules.

   b. Construction equipment and on-site vehicles requiring an exhaust of gas or air must be equipped with mufflers.

   c. The contractor must comply with the requirements pertaining to construction activities as specified in the rules and the conditions issued with the permit.

6. Heavy vehicles travelling to and from the project site should be minimized within residential areas and must comply with the Administrative Rules, Title 11, Chapter 42, "Vehicular Noise Control for Oahu."

If you should have any questions on this matter, please call Jerry Haruno, Environmental Health Program Manager, Noise and Radiation Branch at 586-4701.

<u>Water Pollution Concerns</u>

A National Pollutant Discharge Elimination System (NPDES) permit is required for any discharge to waters of the State including the following:

1. Storm water discharges relating to construction activities for project equal to or greater than five acres;

2. Storm water discharges from industrial activities;

3. Construction dewatering activities;

4. Cooling water discharges less than one million gallons;

5. Ground water remediation activities; and

6. Hydrotesting water.

Any person wishing to be covered by the NPDES general permit for any of the above activities should file a Notice of Intent with the Department's Clean Water Branch at least 90 days prior to commencement of any discharge to waters of the State.

Any questions regarding this matter should be directed to Mr. Denis Lau of the Clean Water Branch at 586-4309.

Very truly yours,

JOHN C. LEWIN, M.D.
Director of Health

c: Office of Solid Waste Management
Noise & Radiation Branch
Clean Water Branch

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Lawrence Miike, M.D.
Director of Health
Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Dr. Miike:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Dr. John C. Lewin dated May 2, 1994, regarding the subject EA.

Dr. Lewin provided several itemized comments to which we offer the following responses, in their respective order:

Solid Waste Issues and Concerns

1. As stated in the EA, the previous property owners of the site have studied and removed/disposed of known hazardous waste materials on the site. In March 1992, the San Francisco (Region IX) office of the Environmental Protection Agency (EPA) recommended that "no further remedial action" was necessary under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In April 1993, the State DOH issued a letter stating that based on their review and evaluation, "no further actions are necessary for the contaminants found in the test areas of the site." Because the potential of encountering contaminated soils and/or groundwater during construction exists, however, the design/builder will prepare a hazardous materials contingency plan to assure that all State and Federal requirements for remediation are complied with in the event that any further contamination is discovered during construction.

2. Due to the unique design, construction methods and complex assemblage of building materials required for this one-of-a-kind facility, it is difficult to estimate the volume of construction debris that may be generated. Rules of thumb that may be applicable to more common

structures such as homes or office buildings would not apply in this case.

3. The design/builder has stated in their convention center proposal that it is their standard procedure to minimize waste and then to recycle as much of the waste from the construction site as is feasible. They will create and enforce provisions for collecting and recycling the waste material throughout the construction of the facility. Categories of materials they will consider for recycling onsite, if possible, include: concrete, ferrous materials, aluminum, copper, glass, plastics, paper, cardboard and wood. Because the site has been previously razed, the only significant demolition debris will be from the removal of concrete and asphalt pavement. If appropriate and feasible, some or all of this material could be processed for use as fill.

4. As required by the Hawai'i Convention Center Authority's Request for Proposal, the proposed convention center design incorporates several recycling operation features, including a 1,200 square foot recycling room, two loading docks for accommodating trash compactors, and a refrigerated room for holding food waste.

Noise Issues and Concerns

1&2. The proposed convention center is designed to enclose the noisier operations which occur at the truck docks serving the convention halls and food service. Noise sources which are not enclosed are bus loading and unloading at the Atkinson-Kapiolani intersection and vehicular movements into and out of the center, particularly at Kahakai Drive. A noise impact assessment will be prepared for inclusion in the forthcoming Draft Environmental Impact Statement (DEIS). It will assess traffic noise as well as noise from convention center operations.

3. Noise generated by stationary equipment will be attenuated, as necessary, to comply with the provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

4. Noise from an open-air pre-function area adjoining the ballroom will be assessed in the noise study.

5. The noise study will assess construction noise to determine necessary measures to assure compliance with Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

6. Kahakai Drive, which abuts a residential area, will be an access route for trucks during construction. The noise study will address the impacts of construction noise on residences along Kahakai Drive.

   Kahakai Drive will also serve as the primary access and egress route for trucks delivering exhibits and other materials and supplies to the Hawai'i Convention Center when it opens. The noise study will assess the impact that truck traffic will have on the noise environment along this access road.

Water Pollution Concerns

Presently, it is anticipated that the proposed project will require an NPDES permit for storm water discharges involving construction on a project site of more than five acres. Also an NPDES permit for dewatering activities may be necessary. As required, the design/builder will obtain the appropriate approvals.

Dr. Lewin's letter, and this response will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

WINONA E. RUBIN
DIRECTOR

LYNN N. FALLIN
DEPUTY DIRECTOR

LESLIE S. MATSUBARA
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
Planning Office
P.O. Box 339
Honolulu, Hawaii 96809

RECEIVED
APR 10 1994
HELBER HASTERT & FEE
PLANNERS

April 8, 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop St., Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Pre-Assessment Consultation, Convention Center EA

Thank you for the opportunity to identify issues during this early phase of the environmental review process. We have no comments to offer at this time.

Sincerely,

Winona E. Rubin
Director

JOHN WAIHEE
GOVERNOR

WINONA E. RUBIN
DIRECTOR

LYNN N. FALLIN
DEPUTY DIRECTOR

LESLIE S. MATSUBARA
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES

May 31, 1994

JUN - 8 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop St., Suite 2590
Honolulu, Hawaii (6813)

Dear Mr. Fee:

Subject: Convention Center Environmental Assessment (EA)

The Department of Human Services has reviewed the subject EA and has no comments to offer.

Sincerely,

Winona E. Rubin
Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Susan M. Chandler
Director
Department of Human Services
P.O. Box 339
Honolulu, Hawaii 96809

Dear Ms. Chandler:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Ms. Winona E. Rubin, dated April 8, and May 31, 1994 indicating she has no comments on the subject EA. Her letters will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

DAYTON M. NAKANELUA
DIRECTOR
ALFRED C. LARDIZABAL
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS
830 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

March 30, 1994

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

The Hawaii State Department of Labor and Industrial Relations would like the Convention Center Environmental Assessment to address the impact the proposed project may have on employment. This includes, but is not limited to, the number and type of jobs that will be created during the construction phase, as well as during the operational phase of the project.

Thank you for the opportunity to identify issues to be included in the Environmental Assessment. If you have any questions, please call Frederick Pang, Chief, Research and Statistics Office at 586-8999.

Sincerely,

Dayton M. Nakanelua
Director

JOHN WAIHEE
GOVERNOR

DAYTON M. NAKANELUA
DIRECTOR
ALFRED C. LARDIZABAL
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS
830 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

June 23, 1994

RECEIVED
JUN 27 1994
HELBER HASTERT & FEE

Ms. Leslie Kurisaki
Project Planner
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

This is in response to your letter of May 23, 1994, regarding the Convention Center Environmental Assessment.

In the past few years, construction activity on Oahu has slowed down. Following this trend, the number of construction jobs has also declined. By building the convention center, more jobs will be available for construction workers. As indicated in the assessment, other workers will also be needed during the operational periods. The department would like to offer its assistance in recruiting job applicants to fill these demands through our various employment and training agencies.

Thank you for the opportunity to review this project. If there are any questions, please call Frederick Pang, Chief of our Research and Statistics Office at 586-8999.

Sincerely,

for Dayton M. Nakanelua
Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Lorraine H. Akiba
Director
Department of Labor and Industrial Relations
830 Punchbowl Street
Honolulu, Hawaii 96813

Dear Ms. Akiba:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Dayton M. Nakaneluna dated March 30, and June 23, 1994, regarding the subject EA. We appreciate Mr. Nakaneluna's concurrence with the findings of the EA that the proposed project will create opportunities for short- and long-term employment. An economic impact analysis will be prepared in conjunction with the forthcoming Draft Environmental Impact Statement (DEIS) and incorporated in that document. The analysis will discuss the number and type of jobs that will be created during the construction and operational phases of the project.

As the project progresses toward its construction and subsequent operational phases, we would welcome your department's assistance in recruiting applicants to fill the associated job demands through your employment and training agencies.

Mr. Nakaneluna's letters, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR OF HAWAII

KEITH W. AHUE, CHAIRPERSON
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DONA L. HANAIKE

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 621
HONOLULU, HAWAII 96809

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CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

REF:OCEA:SKK

JUN 27 1994

File No.: 94-667
DOC. ID.: 4600

RECEIVED
JUN 29 1994

Ms. Leslie Kurisaki, Project Planner
Helber, Hastert and Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

SUBJECT: Environmental Assessment (EA): Convention Center, Honolulu, Oahu, TMKs: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

We have reviewed the EA information for the subject project transmitted by your letter dated May 23, 1994, and have no additional comments to offer at this time beyond those previously provided during the pre-assessment consultation.

Thank you for the opportunity to comment in this process.

Please feel free to contact Steve Tagawa at our Office of Conservation and Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

KEITH W. AHUE

JOHN WAIHEE
GOVERNOR OF HAWAII

KEITH W. AHUE, CHAIRPERSON
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REF:OCEA:DKP

File No.: 94-667
DOC. ID.: 4625

JUL 30 1994

RECEIVED
L - 5 1994

Ms. Leslie Kurisaki, Project Planner
Helber, Hastert and Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

SUBJECT: Environmental Assessment (EA): Convention Center, Honolulu, Oahu, TMKs: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

The following are our additional comments on the subject project which supplement our previous letter dated June 27, 1994:

Commission on Water Resource Management

The Commission on Water Resource Management's (CWRM) staff comments that the EA describes a proposed "Ala Wai Promenade". Although the details of the proposal are not presented in the EA, the project sponsors should be aware that any proposal to alter the bed or banks of the Ala Wai Canal is subject to a Stream Channel Alteration Permit (SCAP) pursuant to the Administrative Rules of the State Water Code.

We have no other comments to offer at this time. Thank you for the opportunity to comment in this process.

Please feel free to contact Steve Tagawa at our Office of Conservation and Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

KEITH W. AHUE

JOHN WAIHEE
GOVERNOR OF HAWAII

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

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REF:HP-AB

MAY 2 1994

LOG NO.: 11229
DOC NO.: 9404co02
Architecture

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MAY - 5 1994

Mr. Thomas A. Fee, AICP
Helber Hastert & Fee, Planners, Inc.
Grosvernor Center, Makai Tower
733 Bishop Street
Honolulu, HI 96813

Dear Mr. Fee:

SUBJECT: **Pre-Assessment Consultation**
Convention Center Environmental Assessment
TMK 2-3-35:1,2,4,5,8,10, Waikiki, Oahu

Thank you for your letter dated March 17, 1994 regarding the Convention Center Environmental Assessment. The site is adjacent to the Ala Wai Canal (Site no. 80-14-9757) which was listed on the Hawaii Register of Historic Places July 17,1992 and was determined eligible for the National Register of Historic Places October 28, 1985. The Convention Center should take into consideration the impact it will have on the canal in terms of the setback and height relationship so as not to negatively impact the canal and its setting. The existing promenade to the canal side of the site should be maintained since it is an important contribution to the canal setting.

A review of our records shows that a portion of Loko Kuwili (State site 50-80-14-4572), a buried fishpond, might be located beneath the makai end of the project area. The fishpond and any other associated sites, also buried, are likely to be significant for the information on Hawaiian history and prehistory that they contain. Pursuant to HRS 6E, the State's historic preservation laws, this project will be required to inventory buried historic sites, determine the significance of any sites that are found, and take whatever measures are necessary to ensure that any effects that the project might have on significant historic sites are mitigated.

The inventory of historic sites is generally carried out in two steps:

1. an historical literature search provides information on the types of sites that might be buried at the parcel and

2. survey fieldwork applies appropriate sampling strategies to find the types of sites that might be present.

We would recommend that the inventory be completed early in the project's design so that any necessary mitigation procedures can be completed without interfering with construction activities.

Thank you for the opportunity to comment. Should you have any questions, please contact Tom Dye (Archaeologist) or Carol Ogata (Architect) at 587-0047.

Very Truly Yours,

KEITH W. AHUE, Chairman and
State Historic Preservation Officer

CO:ab

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Michael D. Wilson
Director
Department of Land and Natural Resources
P.O. 621
Honolulu, Hawaii 96809

Dear Mr. Wilson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Keith Ahue dated May 2, June 27, and June 30, 1994 regarding the subject EA.

The May 2, 1994 letter expressed concern regarding the possible impacts of the convention center on sites listed on the Hawaii Register of Historic Places; specifically, the Ala Wai Canal (Site no. 80-14-9757) on Loko Kuwili (state site no. 50-80-14-4572). With respect to the Ala Wai Canal, the convention center project will not involve construction work affecting the canal walls or bottom. A portion of the promenade fronting the convention center will be incorporated in the public-use oriented Waikiki face of the convention center which will feature a grand stairway and waterfall with landscaping complementing and integrating both the convention center and the promenade.

With respect to Loko Kuwili, an archaeological inventory survey, including subsurface fieldwork, has been conducted as recommended by the State Historic Preservation Division. The survey will be incorporated in the forthcoming Draft Environmental Impact Statement (DEIS).

The June 30, 1994 letter discussed permit requirements for altering the bed and banks of the Ala Wai Canal. As noted above, no alteration of the Ala Wai Canal is proposed.

We have also responded directly to comments in a letter dated July 7, 1994, from Mr. Don Hibbard, Administrator of your Department's State Historic Preservation Division. Mr. Manabu Tagomori, Manager and Chief Engineer of the Division of Water and Land Development, sent a comment letter dated March 31,

1994, to which we have also responded. Ms. Rae M. Loui, Deputy Director of the Commission on Water Resource Management prepared a comment letter dated April 6, 1994, to which we have also responded. All comment letters and our corresponding responses will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR OF HAWAII

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WATER AND LAND DEVELOPMENT

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

July 6, 1994

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JUL - 8 1994

Leslie Kurisaki
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

LOG NO: 11979
DOC NO: 9406TD08

Dear Ms. Kurisaki:

SUBJECT: Archaeological and Historic Assessment Study for the Proposed Convention Center
Waikiki, Kona, O'ahu
TMK: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

Thank you for the opportunity to review this document, which provides a detailed overview of the historical and archaeological literature for the project area and Waikiki ahupua'a. A portion of a large fishpond, Loko Kuwili, and most of a smaller pond, the function of which cannot be determined from historic records, are located at the project area. If these and other features are extant at the project area, they are buried beneath several feet of fill soils. At Waikiki and other locations along the south coast of O'ahu similar features are well-preserved beneath fill soils and have yielded information important to Hawaiian history and prehistory. If the ponds and other features at the project area are preserved beneath the fill soils, then it is likely that they would also yield significant information on prehistoric use of this area. Therefore, we believe that construction of the convention center has the potential to adversely affect significant historic sites.

The next step in the historic preservation review process is an inventory of historic sites at the project area. We concur with the recommendation that the inventory survey comprise excavation of trenches designed to intersect the historically recorded ponds and to sample the remainder of the project area to determine if other remains are present.

As the design for the Proposed Convention Center is developed, setbacks, height and visual impacts to the Ala Wai Canal and Promenade, and the Kalakaua Bridge are important considerations. Review with our office in the early stages of design is recommended.

If you have any questions please call Tom Dye at 587-0014.

Sincerely,

DON HIBBARD, Administrator
State Historic Preservation Division

TD:jk

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Don Hibbard
Administrator
State Historic Preservation Division
Department of Land and Natural Resources
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated July 6, 1994 regarding the subject EA.

The July 6, 1994 letter expressed concern regarding the possible impacts of the convention center on sites listed on the Hawaii Register of Historic Places; specifically, the Ala Wai Canal (Site no. 80-14-9757) on Loko Kuwili (state site no. 50-80-14-4572). With respect to the Ala Wai Canal, the convention center project will not involve construction work affecting the canal walls or bottom. A portion of the promenade fronting the convention center will be incorporated in the public-use oriented Waikiki face of the convention center which will feature a grand stairway and waterfall with landscaping complementing and integrating both the convention center and the promenade.

With respect to Loko Kuwili, an archaeological inventory survey, including subsurface fieldwork, will be conducted as you have recommended. The survey has been incorporated in the forthcoming Draft Environmental Impact Statement (DEIS). Due to the time required for laboratory work, findings pertaining to the pollen, faunal, and charcoal analysis will not be available for the DEIS. When the findings are received, they will be included in a final report to be submitted to your office.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF WATER AND LAND DEVELOPMENT
P.O. BOX 373
HONOLULU, HAWAII 96809

KEITH W. AHUE, CHAIRPERSON
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DONA L. HANAIKE

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March 31, 1994

RECEIVED
5 1994

Mr. Thomas A. Fee, AICP
Vice President
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Convention Center Environmental Assessment; Pre Assessment

Thank you for your letter of March 15, 1994 regarding the subject matter.

We have reviewed the matter and provide the following "issues" as they may pertain to the Convention Center from the viewpoint of this office:

1. Ala Wai Canal Water Quality. As a result of legislative funding, we have completed an Ala Wai Canal Clean-up Study. This study included dredging of the Ala Wai Canal, investigating the feasibility of "flushing" the canal to improve the canal water quality from "murky green" to "clear", and evaluating the management of the watershed to prevent pollution downstream. Funds for the clean-up have not yet been provided by the legislature. The assessment of the Convention Center should consider whether the adjoining canal water quality need to be improved to enhance the Convention Center surroundings.

2. Ala Wai Flood Control. The Ala Wai Canal does not have the capacity to provide for a 100 year flood. The assessment must consider improving the Canal (including widening) to meet the 100 year flood control or providing Convention facilities that will minimize damage to the Center as a result of such a storm. Improvements should not increase flooding to the Convention Center meeting areas. Development must also comply to City and County flood ordinance.

3. Avenue of Approach. The consideration of using the Canal as a waterway for an avenue of approach from both up and down stream should be considered from both the views that it could relieve surface traffic as well as be esthetically unique and appealing to conventioneers. This will require that the Ala Wai be dredged and loading/unloading facilities improvements be installed.

4. Water Supply for the Convention Center. Funds to provide water development to supply the Convention Center needs are required, at least three years before the water is required. Department of Land and Natural Resources can assist in obtaining water supply.

If you need more information and assistance, please call Mr. Edward Lau at 587-0227.

Sincerely,

MANABU TAGOMORI
Manager-Chief Engineer

EL:ek

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Manabu Tagomori
Manager-Chief Engineer
Division of Water and Land Development
Department of Land and Natural Resources
P.O. Box 372
Honolulu, Hawaii 96809

Dear Mr. Tagomori:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 31, 1994 regarding the subject EA. We offer the following responses to your numbered comments, respectively:

1. As a document intended to disclose environmental and social impacts *of* constructing and operating the convention center, the DEIS would not generally discuss impacts of factors such as the Ala Wai Canal *on* the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the Canal would significantly enhance the convention center and Waikiki, in general.

2. Flooding in the area is a regional issue which is not within the purview of the Convention Center Authority to address. Moreover, we are unaware of any plans of proposals for widening the Ala Wai Canal which may affect the design of the convention center. Toward addressing the flooding concern, the convention center has been designed to elevate the first floor exhibition hall to seven feet above mean sea level, in accordance with a flood height determination by the City Department of Land Utilization.

3. While we concur that using the Ala Wai Canal as a waterborne avenue of approach is appealing, current plans do not include any improvements associated with such a use. Several concerns would need to be resolved before pursuing such a concept, including potential navigational

conflicts with other groups and individuals who use the canal for boating and canoeing. Certainly, the proposed convention center design would not preclude such a use of the Ala Wai Canal in the future.

4. We would greatly appreciate your assistance in obtaining an adequate water supply for the convention center.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

KEITH W. AHUE
CHAIRPERSON

JOHN C. LEWIN, M.D.
ROBERT S. NAKATA
J. DOUGLAS ING, ESQ.
RICHARD H. COX, P.E.
GUY K. FUJIMURA

RAE M. LOUI, P.E.
DEPUTY

APR - 6 1994

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APR - 7 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee
Vice-President
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Pre-Assessment Consultation
Convention Center Environmental Assessment

Thank you for allowing us the opportunity to comment during the subject consultation. I have enclosed for your use a listing and brief description of permits administered by the Commission on Water Resource Management (CWRM).

The CWRM strongly encourages the use of conservation measures and the use of non-potable water (brackish, reclaimed sewage effluent, etc.) for landscaped areas and for cooling purposes. The proposed convention center provides an excellent opportunity to utilize these measures and we hope they will be incorporated in its planning, design and construction.

You may be aware that the location of the proposed convention center is within a designated water management area and any use of ground water resources are regulated by the CWRM. Depending upon how the proposed convention center's water requirements are going to be met, we suggest the following agencies should also be included in your consultation process:

1. Environmental Health Administration
   Department of Health
   Contact: Dr. Bruce Anderson

2. Division of Water and Land Development
   Department of Land and Natural Resources
   Contact: Mr. Manabu Tagomori

3. Honolulu Board of Water Supply
   City and County of Honolulu
   Contact: Mr. Kazu Hayashida

If I can be of further assistance, please call me at 587-0214.

Sincerely,

RAE M. LOUI
Deputy Director

EH:ky

Enclosure

cc: Dr. Bruce Anderson
Mr. Manabu Tagomori
Mr. Kazu Hayashida

Permits Administered by the
Commission on Water Resource Management
Department of Land and Natural Resources

Listing (see description on following pages)

1. Instream Uses of Water: Petition to Amend Interim Instream Flow Standard, Permits for Stream Channel Alterations and Diversion Works

2. Well Construction Permit

3. Pump Installation Permit

4. Water Use Permits in Water Management Areas

Instream Uses of Water: Petition to Amend Interim Instream Flow Standard, Permits for Stream Channel Alterations and Diversion Works

Law(s): Chapter 174C, Hawaii Revised Statutes, State Water Code Note: Chapter 176D, HRS, the Hawaii Instream Use Protection Act of 1982 has been superseded by Chapter 174C and has been repealed as of July 1, 1989.

Rules and Regulation: Hawaii Administrative Rules, Title 13, Chapter 169, Protection of Instream Uses of Water; and Title 13, Chapter 168, Water Use, Wells, and Stream Diversion Works

Responsible Agency(ies):
Instream Flow
Standards and Interim
Instream Flow Standards established and permits issued by:
Commission on Water
Resource Management
State Department of Land
and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Reviews:
State Department of
Land and Natural Resources
Division of Water and Land Development
(same address)

Applicability: The statute and the administrative rule apply to all streams throughout the state. The primary objective of the rule is to protect beneficial instream uses, such as fish and wildlife habitats, stream ecosystems, water-based recreational activities, aesthetic enjoyment of waterfalls, scenic waterways and stream systems, navigation, instream hydropower generation, maintenance of water quality and conveyance of irrigation and domestic water to downstream users. Protection is provided by maintaining a sufficient flow of water to preserve these uses. This is accomplished by (1) setting instream flow standards and (2) by regulating stream channel alterations.

1. Interim Instream Flow Standard. An instream flow standard means a Quantity, flow, depth, or other quantitative and qualitative measure of stream water required to be present at a specific location or between two points in a stream system at a specific time to ensure the protection of beneficial instream uses. Instream flow standards are established by the State Commission on Water Resource Management.

Pending the establishment of an instream flow standard, any person may petition the Commission to adopt an interim instream flow standard. An interim standard is a temporary instream flow standard for immediate applicability, adopted by the Commission without a public hearing and terminating upon the establishment of an instream flow standard.

Petitions for interim instream flow standards should provide data and information concerning the need to protect or enhance the instream use and should be submitted to the Department of Land and Natural Resources.

The Commission has established interim instream flow standards for all streams, including intermittent streams, throughout the state. The interim standard is consistent statewide, essentially the 'status QUO' flow. The standard can be stated as follows:

The interim instream flow standard for all streams shall be that amount of water flowing in each stream on the effective date of this standard and as that flow may naturally vary throughout the year and from year to year without further amounts of water being diverted offstream through new or expanded diversions, and under the stream conditions existing on the effective date of the standard, except as may be modified by the following conditions:

a. Based upon additional information or a compelling public need, a person may petition the Commission on Water Resource Management to amend the standard to allow future diversion, restoration, or other utilization of any streamflow.
b. The Commission reserves its authority to modify the standard or establish new standards including area-wide or stream-by-stream standards, based upon supplemental or additional information.
c. In any proceeding to enforce the instream flow standard, the Commission, its delegated hearing officer, or a judicial officer may abate the enforcement proceeding if, under the circumstances and weighing the importance of the present or potential instream values with the importance of the present or potential uses of the stream's water for non-instream purposes (including the economic impact of restricting such uses), the enforcement of the instream flow standard would: (1) Create a substantial hardship on a use existing on the effective date of this standard; or (2) Impermissibly burden a right, title, or interest arising under law.
d. Projects under construction or projects that have secured all discretionary permits required by appropriate federal, state, or county agencies prior to July 1, 1987 shall not be affected by the

Petitions to amend the interim instream flow standard allowed under item 'a' above may be submitted to the Commission on forms provided by the Department. The Department has a period of 180 days to consider the petition. The applicant may request an extension of 180 days, subject to Commission approval.

2. Stream Channel Alteration Permit. Anyone proposing to alter a stream channel is required to submit an application to the Commission on Water Resource Management for any work being undertaken.

An application for the permit, completed on forms available from the Department, must be submitted identifying the stream and the location, description, and purpose of the proposed channel alteration.

3. Diversion Works Permit. Anyone proposing to construct or alter a stream diversion works, other than in the course of normal maintenance, is required to submit an application to the Commission on Water Resource Management prior to any work being undertaken. An application for the permit, completed on forms available from the Department, must be submitted identifying the applicant, landowner, project location and general purpose of the work, and providing engineering drawings and specifications for construction.

Permit Requirements: Activities involving stream diversions usually require a petition to amend the interim flow standard, an application for a stream channel alteration permit, and an application for a stream diversion works permit.

A stream channel alteration permit is required for any activity that will permanently or temporarily obstruct, diminish, destroy, modify or relocate a stream channel, or change the direction of flow of water in a stream channel, or remove any material or structure from a stream channel. Routine streambed and drainage-way maintenance activities and the repair of existing facilities are exempt from stream channel alteration permit requirements.

Procedure and Review Criteria: Following agency review of a petition and/or an application, a recommendation is made to the Commission. Based upon the findings of fact, the Commission may approve in whole, approve in part, approve with modifications, or reject the petition or the application.

With respect to a petition to amend the interim instream flow standard, the Commission would be guided by the following consideration:

Present or potential instream values should be weighed against the importance of present or potential uses of water for non-instream purposes, including the economic impact of restricting such uses.

With respect to an application for a stream channel alteration permit, the Commission would be guided by the following considerations:

1. Channel alterations that would adversely affect the quantity and quality of the streamwater or the stream ecology should be minimized or not be allowed.
2. Where instream flow standards or interim instream flow standards have been established, no permit should be granted for any channel alteration which diminishes the quantity or quality for stream water below the minimum established to support identified instream uses, as expressed in the standards.
3. The proposed channel alteration should not interfere substantially and materially with existing instream or non-instream uses or with channel alterations previously permitted.

The Commission may approve a permit in any of the situations noted where it is clear that the best interest of the public will be served.

Well Construction Permit

Law: Chapter 174C, Hawaii Revised Statutes (State Water Code)

Rules and Regulations: Hawaii Administrative Rules, Title 13, Subtitle 7, Chapter 168, Water Use, Wells, and Stream Diversion Works

Responsible Agency:
Approves:
Commission on Water Resource Management

State Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Issues:
State Department of Land and Natural Resources
Division of Water and Land Development (same address)

Applicability: Anyone wishing to construct, alter, repair, or abandon a well in any area of the State, must apply for this permit.

Permit Requirements: The application shall be made on forms furnished by the Commission. Each application shall be accompanied by a nonrefundable filing fee of $25.

Procedure and Review Criteria: The application is submitted to the Commission for review to ensure the safe and sanitary maintenance and operation of wells, the prevention of waste, and the prevention of contamination of ground water aquifers.

The Commission shall approve or disapprove an acceptable completed application, subject to any special conditions, within ninety calendar days of receipt by the Commission.

An applicant for a well construction permit whose application is disapproved may obtain a hearing before the Commission by filing within thirty days of the mailing of the notice of rejection a written petition requesting such a hearing.

Pump Installation Permit

Law: Chapter 174C, Hawaii Revised Statutes (State Water Code)

Rules and Regulations: Hawaii Administrative Rules, Title 13, Subtitle 7, Chapter 168, Water Use, Wells and Stream Diversion Works

Responsible Agency:
Approves:
Commission on Water Resource Management

State Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Issues:
State Department of Land and Natural Resources
Division of Water and Land Development (same address)

Applicability: Anyone wishing to install, replace or repair any well pump or pumping equipment in any area of the State, must apply for this permit.

Permit Requirements: The application shall be made on forms furnished by the Commission. Each application shall be accompanied by a nonrefundable filing fee of $25.

Procedure and Review Criteria: The application is submitted to the Commission for review to ensure the safe and sanitary maintenance and operation of wells, the prevention of waste, the prevention of contamination of ground water aquifers, and to provide for the installation of devices to measure the amount of ground water being withdrawn from the wells.

The Commission shall approve or disapprove an acceptably completed application, subject to any special conditions, within ninety calendar days of receipt by the Commission.

An applicant for a pump installation permit whose application is disapproved may obtain a hearing before the Commission by filing within thirty days of the mailing of the notice of rejection a written petition requesting such a hearing.

Water Use Permits in Water Management Areas

Law(s): Chapters 174C, Hawaii Revised Statutes (State Water Code)

Rules and Regulations: Hawaii Administrative Rules, Title 13, Subtitle 7, Chapter 171, Designation and Regulation of Water Management Areas

Responsible Agency(ies):
Approves:
Commission on Water Resource Management

State Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Issues:
State Department of Land and Natural Resources
Division of Water and Land Development (same address)

Applicability: Anyone wishing to initiate the use of ground water from a water management area established by the Commission on Water Resource Management must apply for this permit.

Three areas in the State have been designated: The Pearl Harbor Water Management Area, the Honolulu Water Management Area, and the Waialua Ground Water Management Area.

Permit Requirements: The application shall be made on forms furnished by the Commission. Each application for a water use permit shall be accompanied by a nonrefundable filing fee of $25.

Procedure and Review Criteria: Permits may be granted if the proposed use of water:

1. Can be accommodated with the available water source;
2. Is a reasonable-beneficial use as defined in Section 174C-3;
3. Will not interfere with any existing legal use of water;
4. Is consistent with the public interest;
5. Is consistent with State and county general plans and land use designations; and
6. Is consistent with county land use plans and

The Commission gives notice of the application by publication in a newspaper of general circulation once a week for two consecutive weeks before granting the permit. The Commission also sends a copy of the notice to any person who has filed a written request for notification and to the mayor and the water board of the affected county.

Each permit is valid until the designation of the water management area is rescinded.

Permits may be conditioned as the Commission deems appropriate.

A hearing can be held upon the request of any person who is or may be adversely affected by the granting or denial of the permit.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Rae M. Loui
Deputy Director
Commission on Water Resource Management
Department of Land and Natural Resources
P.O. 621
Honolulu, Hawaii 96809

Dear Ms. Loui:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated April 6, 1994 regarding the subject EA. We appreciate receiving the list of permits administered by your agency and have forwarded it to the design/builder to assure that all required approvals are obtained.

Presently, there are no systems distributing reclaimed or other non-potable water in the vicinity of the convention center. Toward conserving water resources, however, the drainage from interior landscape boxes will be reused to irrigate both interior and exterior landscape boxes as well as perimeter landscaping.

There are no plans to develop groundwater resources at the project site. All water for the convention center will be supplied by the Honolulu Board of Water Supply which is being consulted on an on-going basis to assure that the center's water needs can be met. Moreover, there are no plans to do any construction work in the Ala Wai Canal or any other streams or watercourses in the vicinity of the project site.

We are coordinating with the Division of Water and Land Management and the Honolulu Board of Water Supply to assure an adequate supply of water for the convention center. Also, we have consulted the Department of Health's Environmental Health Administration regarding necessary permits and approvals.

A response to your agency's comment, which was included in the June 30, 1994 letter from former BLNR Chairperson, Keith W. Ahue, was sent to Mr. Michael D. Wilson.

Your letters and those received from Mr. Ahue, along with our responses, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

REX D. JOHNSON
DIRECTOR

DEPUTY DIRECTORS
KANANI HOLT
GLENN M. OKIMOTO
JOYCE T. OMINE
CALVIN M. TSUDA

IN REPLY REFER TO:
STP 8.5888

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

April 8, 1994

RECEIVED
APR 10 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii
TMK: 2-3-35: 1, 2, 4, 5, and 8

The proposed Convention Center is bounded by Kalakaua Avenue, Kapiolani Boulevard, Atkinson Drive, and the Ala Wai Canal. The three arterials, which are under the jurisdiction of the City and County of Honolulu, will be directly impacted by the traffic generated by the Center.

We understand the planners of the Center envision possible one-way street patterns to help alleviate projected adverse traffic impacts. In the event that Ala Moana Boulevard is affected, close coordination with our department is essential since Ala Moana Boulevard is under the State's jurisdiction.

A Traffic Impact Analysis Report should be prepared and submitted for our review. It should identify the measures necessary to mitigate traffic impacts and take into consideration other major planning efforts in the area such as the planning for Kakaako by the Hawaii Community Development Authority and the redevelopment of the Honolulu Harbor Waterfront.

We appreciate the opportunity to provide comments.

Sincerely,

Rex D. Johnson
Director of Transportation

JOHN WAIHEE
GOVERNOR

ADVANCE COPY

REX D. JOHNSON
DIRECTOR

DEPUTY DIRECTORS
KANANI HOLT
GLENN M. OKIMOTO
JOYCE T. OMINE
CALVIN M. TSUDA

IN REPLY REFER TO:
STP 8.6122

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

June 28, 1994

RECEIVED
JUN 28 1994

Ms. Leslie Kurisaki
Project Planner
Helber, Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Subject: Convention Center Environmental Assessment
TMK: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

A Traffic Impact Analysis Report (TIAR) must be submitted for our review. The traffic study must be coordinated with other ongoing studies in the area (e.g., the Waikiki Regional Traffic Circulation Study and studies by the Waikiki Improvement Association).

Since Ala Moana Boulevard is under our jurisdiction, any plan or action that affects this facility should be closely coordinated with our department. In addition, the TIAR should also consider regional impacts and the Convention Center's relationship to other projects in the area, such as the redevelopment of Kakaako and the Honolulu Harbor Waterfront.

We appreciate the opportunity to provide comments.

Sincerely,

Rex D. Johnson
Director of Transportation

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Kazu Hayashida
Director
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Rex D. Johnson dated April 8 and June 28, 1994, regarding the subject EA. We offer the following responses to those comments:

We concur that Kalakaua Avenue, Kapiolani Boulevard and Atkinson Drive will be directly impacted by traffic associated with the construction and operation of the convention center. A Traffic Impact Analysis Report (TIAR) assessing the impacts on these arterials has been prepared in conjunction with the Draft Environmental Impact Statement (DEIS) and will be included in that document for your review and comment. Proposed mitigation measures and their effectiveness in addressing projected traffic conditions will also be assessed. To the extent that traffic impacts of anticipated future development in nearby areas are considered significant in the analysis, they will be included in the projection of future traffic conditions. Future traffic associated with developments as distant as Kakaako and the Honolulu Harbor Waterfront, however, will be accounted for in assumptions regarding the overall increase in background traffic.

Mitigation measures under consideration for the convention center do not include one-way flow patterns for the arterials discussed above. Such mitigation may be considered as part of the Waikiki Regional Traffic Study which is being conducted by the City and County of Honolulu. In the regional context, the convention center is one of a multitude of traffic generators in the region that will affect the capacity of the arterials in the future.

As you may be aware, the Hawai'i Convention Center Authority has been participating in the Waikiki Regional Traffic Study Task Force. In addition, the consultants preparing the convention center TIAR have been meeting with the City Department of Transportation Services to determine how the TIAR will relate to the regional study. The Waikiki Improvement Association is represented on the task force as its interests are primarily regional. Nevertheless, they will be consulted in the public review phase of the DEIS.

Mr. Johnson's letters, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

JOHN WAIHEE
GOVERNOR

JOSEPH K. CONANT
EXECUTIVE DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
HOUSING FINANCE AND DEVELOPMENT CORPORATION
677 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813
FAX (808) 587-0600

IN REPLY REFER TO:
94:PPE/2396

April 6, 1994

RECEIVED
APR - 8 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee
Vice President
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Re: Pre-Assessment Consultation for the Convention Center Environmental Assessment

This is in response to your letter dated March 25, 1994 in which you seek our input to identify issues relating to the Convention Center. We note your request to respond by the end of March; however, we were unable to do so as your letter was received on March 31, 1994.

In the preparation of the environmental assessment, please address the impact of the proposed project on the surrounding residential communities. Also, please provide information on any plans to provide off-site parking.

Thank you for the opportunity to comment.

Sincerely,

JOSEPH K. CONANT
Executive Director

HFDC

JOHN WAIHEE
GOVERNOR

JOSEPH K. CONANT
EXECUTIVE DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
HOUSING FINANCE AND DEVELOPMENT CORPORATION
677 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813
FAX (808) 587-0600

IN REPLY REFER TO:
94:PPE/3628

June 24, 1994

RECEIVED
JUN 27 1994

Mr. Thomas A. Fee
Vice President
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Re: Regarding Covention Center Environmental Assessment

We are pleased that the EA states that the future EIS will address the impact of the proposed project on the surrounding residential communities as well as any plans to provide off-site parking.

Thank you for the opportunity to comment.

Sincerely,

JOSEPH K. CONANT
Executive Director

HFDC

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Roy S. Oshiro
Acting Executive Director
Housing Finance and Development Corporation
Department of Budget and Finance
677 Queen Street, Suite 300
Honolulu, Hawaii 96813

Dear Mr. Oshiro:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Joseph K. Conant, dated April 6, 1994 and June 24, 1994, regarding the subject EA.

In his letter, Mr. Conant expressed his satisfaction that the Draft Environmental Impact Statement (DEIS) will include a social impact assessment discussing how the proposed convention center may affect surrounding residential communities and community services. Mr. Conant was also pleased that the DEIS would address plans to provide off-site parking. However, the Convention Center Request for Proposals, did not include provisions for off-site parking. Such parking at existing off-site areas could be considered by event planners if the amount of parking allocated for their use is insufficient.

Mr. Conant's letters, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Oahu
Metropolitan
Planning
Organization

OMPO

Pacific Tower, Suite 1313
1001 Bishop Street
Honolulu, Hawaii 96813

(808) 587-2[illegible]
(808) 523-4178
FAX (808) 587-2018

March 30, 1994

RECEIVED
APR - 5 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, Vice President
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Convention Center Environmental Assessment

The Oahu Metropolitan Planning Organization is involved in transportation planning issues. As such, we are primarily concerned about the following regarding the Convention Center:

1. The Center's impact on traffic circulation in the immediate areas (Waikiki, Ala Moana Center, Kapiolani Boulevard).

2. Identification of traffic mitigation measures.

3. Ensuring adequate and appropriate on-site infrastructure for efficient freight transfers.

4. Identification of potential bottlenecks involving transfer of freight between harbors/Honolulu International Airport and the Center and alternatives to relieve the problem(s).

5. On-site traffic circulation system and necessary infrastructure for efficient passenger transfers to and from Center events.

Sincerely,

Nell A. Cammack
Program Coordinator

n:misc2/convent.ltr

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Nell A. Cammack
Program Coordinator
Oahu Metropolitan Planning Organization
Pacific Tower, Suite 1313
1001 Bishop Street
Honolulu, Hawaii 96813

Dear Ms. Cammack:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 30, 1994, commenting on the subject EA. We offer the following responses to your numbered comments, respectively:

1. A traffic impact assessment report (TIAR) encompassing major intersections in the vicinity of the convention center has been prepared in conjunction with the Draft Environmental Impact Statement (DEIS) and will be included in that document for your review and comment.

2. The TIAR will describe the proposed traffic impact mitigation measures and assess their effectiveness in addressing traffic impacts of the convention center.

3. Efficient freight transfers will be accomplished by a twelve-bay truck dock serving the entire facility and the capability for trucks to drive directly onto the Exhibition Hall floor for exhibit set-up and break-down. The circulation system for trucks minimizes reverse maneuvers by providing a circular turnaround at the far end of the truck dock.

4. The movement of freight along major thoroughfares from Honolulu Harbor and the airport is not anticipated to significantly affect the capacity of these roadways. The number of trucks associated with the convention center will comprise a small percentage of the total volume of truck traffic on these thoroughfares during peak traffic hours. Moreover, since deliveries to the convention center are not necessarily required during peak traffic

hours, they would favor less congested travel times. For example, heavy truck traffic during the a.m. peak traffic period is a result of retail outlets demanding that goods be delivered before business hours.

5. The system for transporting conventioneers to and from the proposed convention center is assessed in the TIAR.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813-5249
PHONE (808) 594-1888
FAX (808) 594-1865

March 17, 1994

Thomas A. Fee, Vice President
Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawai'i 96813

Re: Pre-Assessment Consultation, Convention Center
Environmental Assessment, Honolulu, Hawai'i

Dear Messrs. Fee and Kurisaki:

Thank you for the opportunity to be involved in the pre-assessment consultation for the Environmental Assessment (EA) for the Convention Center. Our concern is with the possibility that Native Hawaiian burials could be found on the property, during construction.

The EA should include an archaeological survey of the proposed convention site and a historical study of the area, to determine the likelihood that burial may be present. If the survey and study indicate a high degree of likelihood, then a detailed plan designed to address the possibility of such burials should be included in the EA. If the survey and study indicate a small degree of likelihood, then the EA should include a somewhat less detailed plan which address the lesser possibility. In either case, the requirements of Chapter 6E of the Hawaii Revised Statutes should be components of the plan.

If you have any questions concerning our comments, please contact Lynn J. Lee, in our Land and Natural Resources Division at 594-1936.

Me ka 'oia'io

Dante K. Carpenter
Administrator

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813-5249
PHONE (808) 594-1888
FAX (808) 594-1865

RECEIVED
JUN 21 1994
HELBER HASTERT & FEE
PLANNERS

June 17, 1994

Mr. Leslie Kurisaki
Helber Hastert & Fee
Grosvernor Center, Makai Tower
733 Bishop St., Suite 2590
Honolulu, HI 96813

Dear Mr. Kurisaki:

Thank you for the opportunity to review the Environmental Assessment (EA) for the proposed Convention Center located on the former Aloha Motors property, at 1777 Kapiolani Blvd.

We find the EA sufficient at this stage of the assessment process. But we have serious concerns regarding groundwater and soil contamination problems arising from past land uses. The EA reports that remediation activities have been apparently successful in removing most hazardous materials. But there are some lingering problems of localized contamination by vinyl chloride and other contaminants at concentrations above EPA critical levels. These and other potential environmental hazards must be fully addressed in the Environmental Impact Statement (EIS). We intend to thorougly review the draft and final versions of the EIS.

Please contact me or Linda Delaney, Land and Natural Resources Division Officer, at 594-1938, should you have any questions on this matter.

Sincerely yours,

Dante K. Carpenter
Administrator

LM:lm

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Dante K. Carpenter
Office of Hawaiian Affairs
State of Hawaii
711 Kapiolani Boulevard
Honolulu, Hawaii 96813-5249

Dear Mr. Carpenter:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters dated March 17 and June 17, 1994, commenting on the subject EA. We offer the following responses to your comments regarding Native Hawaiian burials and hazardous materials below:

Native Hawaiian Burials

An archaeological inventory survey was conducted in conjunction with the environmental assessment. This was followed-up by a sub-surface field study as recommended by the Department of Land and Natural Resources, State Historic Preservation Division. The findings of the field study will be included in the Draft Environmental Impact Statement (DEIS). Although laboratory analyses for pollen, fauna and charcoal will not be available in time for inclusion in the DEIS, they will be submitted in a final report to the State Historic Preservation Division. Findings indicate that the area was formerly a marsh with a high water table within a foot or two of the surface. Hence, the possibility of the area being used for Hawaiian burials is remote. No burials were encountered during the field study. In the unlikely event that Hawaiian burials are uncovered during construction, any further disturbance of the burials will be halted and the State Historic Preservation Division will be notified to determine an appropriate course of action.

Hazardous Materials

As stated in the EA, the previous property owners of the site have studied and removed/disposed of known hazardous waste materials on the site. In March 1992, the San Francisco

(Region IX) office of the Environmental Protection Agency (EPA) recommended that "no further remedial action" was necessary under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In April 1993, the State DOH issued a letter stating that based on their review and evaluation, "no further actions are necessary for the contaminants found in the test areas of the site." To address the possibility that previously undiscovered hazardous materials could be encountered during construction, the design/builder will prepare a hazardous materials contingency plan to assure compliance with all State and Federal requirements for remediation in such and event.

Your letters, along with this response, will be reproduced in the forthcoming DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

OFFICE OF STATE PLANNING

Office of the Governor

MAILING ADDRESS: P.O. BOX 3540, HONOLULU, HAWAII 96811-3540
STREET ADDRESS: 250 SOUTH HOTEL STREET, 4TH FLOOR
TELEPHONE: (808) 587-2846, 587-2800

JOHN WAIHEE, GOVERNOR
FAX: DIRECTOR'S OFFICE 587-2848
PLANNING DIVISION 587-2824

Ref. No. P-4909

March 23, 1994

RECEIVED
MAR 30 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, AICP
Vice President
Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Ms. Kurisaki:

This is in response to your letter of March 15, 1994, regarding a "Pre-Assessment Consultation, Convention Center Environmental Assessment (EA), Honolulu, Hawaii."

While we understand that the EA is to be based on a generic convention center plan, we offer the following environmental issues for inclusion in preparing the Draft and Final Environmental Impact Statements (EIS).

- Kalakaua Avenue, Kapiolani Boulevard and Atkinson Drive are important thoroughfares for traffic transiting to and from major traffic generators, i.e., Waikiki, Ala Moana Shopping Center, Ala Moana Beach Park, and Downtown Honolulu to East Oahu. A traffic impact analysis including traffic mitigation measures will be needed. Consideration should include addressing vehicular (transit assumptions must be explicit) and pedestrian travel with its impact to adjacent land uses as well as its impact on through traffic.

- In view of the close to sea level elevation of the proposed site, consideration of flood plain and tsunami hazards may be warranted.

- The traditional boundaries for the Waikiki tourist destination have been the Ala Wai Canal on the mauka and Ewa sides and Kapahulu Boulevard on the Diamond Head end. The impact of this project on planning and land use considerations as it may affect the direction of growth for tourist-oriented facilities in future Honolulu should be discussed. Concern for areawide land use policy considerations both in terms of visitor activities and resident activities should be included.

- The proposed site is in proximity to areas presently in multi-family use. The impact of the project on this adjacent use, e.g., noise and security as well as increased localized activity affecting them and any mitigating factors should be considered.

- The Ala Wai Canal borders the proposed site on its Diamond Head side. An investigation of the project's impact including visual as well as other aesthetic concerns on canal users as well as those that use the adjacent promenade may be required.

- Issues relating to impacts on public and quasi-public facilities, i.e., energy needs and availability, sewers, etc., as well as view planes must be included.

Thank you for your consideration in soliciting our views at this early stage in the project's development. We appreciate the opportunity to participate in the review of this important project.

Sincerely,

Harold S. Masumoto

Harold S. Masumoto
Director

OFFICE OF STATE PLANNING
Office of the Governor
MAILING ADDRESS: P.O. BOX 3540, HONOLULU, HAWAII 96811-3540
STREET ADDRESS: 250 SOUTH HOTEL STREET, 4TH FLOOR
TELEPHONE: (808)587-2846, 587-2800

JOHN WAIHEE, Governor

FAX: Director's Office 587-2848
Planning Division 587-2824

June 22, 1994

RECEIVED
JUN 27 1994

Mr. Thomas A. Fee
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Attention: Ms. Leslie Kurisaki
Project Planner

Dear Mr. Fee:

Thank you for the opportunity to review a copy of the environmental assessment for the proposed convention center, dated May, 1994.

Reference is made to our letter of March 23, 1994, in response to your March 15, 1994 letter on this subject matter. We note that the assessment includes those items of concern identified in our letter.It is our understanding that the Authority has determined that the proposed action may result in significant impacts to the environment, and that the action requires preparation of an environmental impact statement.

We support this action to require the preparation of an environmental impact statement.

Sincerely,

Harold S. Masumoto
Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Gregory G.Y. Pai
Director
Office of State Planning
P.O. Box 3540
Honolulu, Hawaii 96811-3540

Dear Mr. Pai:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Harold S. Masumoto, dated June 22, 1994, indicating that the subject EA had addressed the comments expressed in his prior letter of March, 1994. A Draft Environmental Impact Statement (DEIS) is presently being prepared. Our correspondence pertaining to the EA will be reproduced in the DEIS.

The CCA is preparing a Draft Environmental Impact Statement (DEIS) which will address the topics cited in the letter, as discussed below:

1. A Traffic Impact Assessment Report will be prepared for inclusion in the DEIS. It will examine the major throughfares in the vicinity, including Kalakaua Avenue, Kapiolani Boulevard, and Atkinson Drive, as well as Ala Moana Boulevard. Various event scenarios and associated travel modes (shuttle bus, pedestrians, automobiles, etc.) will be considered. The role and effectiveness of proposed mitigation will also be analyzed.

2. The DEIS will discuss current flood designations and tsunami hazard potential as well as facility design requirements needed to comply with City Land Use Ordinance provisions for flood protection.

3. A Social Impact Assessment will be prepared for inclusion in the DEIS. It will assess development pressures that may be created by the convention center, and public perceptions of development trends in the vicinity. A review of land use plans

will discuss how regulatory controls may affect development in the vicinity. Ultimately, the City, through its planning and land use processes, will determine how development pressures are expressed in the area.

4. The DEIS will include a noise study assessing short-term construction noise as well as long-term operational noises such as from shuttle buses and truck traffic on nearby residential areas. With respect to security, the social impact assessment will discuss how the convention center may affect police protection, as well as fire protection and medical services for nearby residents. It will also discuss community issues related to activities at the center.

5. A visual impact assessment, including photographs of the convention center scale model superimposed on photographs of existing views, is included in the DEIS. These computer-guided photo-montages include a view across the Ala Wai Canal.

6. The DEIS includes an assessment of convention center impacts on public infrastructure, including roads, water, wastewater, and drainage systems, as well as utilities, including electricity and communications systems.

We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

University of Hawaii at Manoa

School of Travel Industry Management
Hotel, Restaurant, Tourism and Transportation Administration
George Hall • 2560 Campus Road • Honolulu, Hawaii 96822
Cable Address: UNIHAW • Telex 7341701
Telephone: (808) 956-8946 • Facsimile: (808) 956-5378

RECEIVED APR 4 1994

Office of the Dean

March 30, 1994

Mr. Thomas A. Fee, AICP
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Dear Mr. Fee:

This letter is in reply to your request for written comments regarding areas that should be addressed in the design and/or environmental review process of the planned convention center. In preparing these comments, a few general concerns were first considered. Trying to successfully attract a profitable share of today's convention business has become increasingly difficult due to the many cities which already have "first-class" facilities; and with the flurry of convention center construction that has sprung up in so many cities across the U.S. and the world, outpacing the competition in the future will require more than marketing dollars. Hawaii is especially in a precarious situation due to its extreme physical isolation from other major cities. Therefore, a convention center in Hawaii will have to provide something different, something unique. It is from this "product-oriented" perspective that the following comments are based.

Hawaiian Sense of Place/Open Space

As stated in the summarization of the "generic" convention center plan, the center..."shall reflect a 'Hawaiian sense of place'." To accomplish this objective, it will be crucial that an open air feeling permeate the entire facility, inside and out. The center should serve as a gathering place which invites the outside in, not shielding it as was common practice in many Waikiki structures during much of its hotel boom. Proper architectural designs and interior decor will undoubtedly add to this ambiance. Yet, a "sense of place" will have to be incorporated externally as well, and this aspect entails a provision for adequate open space. Unfortunately, the design specifications and facility requirements that have been suggested seem to portend the likelihood that very little open space will exist around the facility. This trade-off should be carefully reexamined, for the following reasons:

1. The need for more open space in Waikiki has been strongly recommended as a criteria for rejuvenating the resort. This project could serve as an example of just how this goal is being carried out.
2. The proposed Waikiki Master Plan has specifically stated that "the intent of the open space system is to promote and create a distinct image and identity for all of Waikiki as a resort destination [which should include the convention center], as well as for residential neighborhoods."
3. The attractiveness of the convention center for both outside and local use will be dependent on "form" as well as "function." Rather than sacrifice one for the sake of the other, a compromise between the two should be made.

To accomplish this objective, the EA should require minimum building setbacks from the edge of the property, especially on the sides of the property facing both Kapiolani Boulevard and Kalakaua Avenue, the two primary thoroughfares bordering the site. This will not only provide safety from vehicular traffic for people walking around the facility, but the landscaped environment will be aesthetically pleasing to passers-by. The open space should include plantings, covered benches, fountains, and other amenities consistent with "Hawaiian" garden-like surroundings.

Traffic

Another concern for the site which should be addressed is traffic. This involves commuting to and from the hotels (pedestrian and vehicular) as well as the logistics of trucking convention display containers to and from the site. Increased congestion in Waikiki and areas surrounding the convention center will not only detract from either place, but will negatively impact local residents living in and/or driving through the area. A poor image of the center in this regard can lead to its becoming a sensitive issue among area residents and a point of contention where public funding is concerned.

Plans for facilitating commuting to and from the site can be incorporated directly into the Waikiki Master Plan as a first phase requirement. This should not greatly alter the master plan as it presently exists. Movement of the containers, however, presents a more difficult logistical problem in light of the already heavy usage of Kapiolani Boulevard and Kalakaua Avenue combined with the limited accessibility of the site from H-1 Freeway. Use of the entrance to the Ala Wai Canal for overwater shipping convention items may be an option that could be considered at this stage.

The Ala Wai Canal

The risk of 100-year flooding should be carefully considered. The location of the convention center site will in effect help to "bottle" the Ala Wai Canal near its mouth. Although the site can and should be elevated, this should be done in a cost-effective way which allows for increased open spaced and a Hawaiian sense of place. In any event, it should be remembered that protection of the convention center site in this way will likely lead to an increased flood potential elsewhere, especially in low-lying areas like Waikiki.

Because the Ala Wai Canal forms one of the site's borders, its cleanliness will be an important concern. The canal stands to be a genuine asset to the convention center if incorporated into the center's planning and design. Not only could the center be a part of a continuous Ala Wai Canal promenade, but it could serve as a locus for history and art for promenade strollers. Relaxing paddle boat rides embarking from the center's grounds might also be considered. However, if let to remain in its present state, the canal could risk becoming a worse eyesore than it already is simply because it will be more visible (because of the center's location and use) to more visitors.

I hope these comments are of some assistance, and please do not hesitate to contact me for further input.

Sincerely,

Chuck Y. Gee

c: Ms. Christina Kemmer, Waikiki Improvement Assn.
Mr. Benjamin Lee, Exec. Director, Office of Waikiki Development

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Chuck Y. Gee, Ph.D.
Dean
School of Travel Industry Management
University of Hawaii
George Hall
2560 Campus Road
Honolulu, Hawaii 96822

Dear Dean Gee:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 30, 1994, pertaining to the subject EA.

A Draft Environmental Impact Statement (DEIS) is currently being prepared which will disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the Request for Proposals (RFP) specifications and is not intended to be significantly modified as the result of the EA and EIS. Minor design modifications may be required to mitigate specific impacts and other operational concerns. It is within this context that we offer the following responses to your comments:

Hawaiian Sense of Place

Given the limited size of the parcel and the square footage requirement for the single-floor exhibition hall, the opportunity to provide ground-level open space is limited. Nevertheless, we feel that the selected design provides a strong "Hawaiian Sense of Place," including features which emphasize the outdoors through extensive external and internal landscaping. The rooftop park provides over two acres of landscaped open space while the Atkinson/Kapiolani frontage features a glass curtain that divides but does not interrupt the extension of outdoor landscaping into the lobby area. We feel that an appropriate balance between form and function have been achieved in the selected design.

The RFP required minimum building setbacks from both Kapiolani Boulevard and Kalakaua Avenue, as well as the provision of an additional lane of traffic along both of these streets. The selected design exceeds the minimum setback along Kalakaua Avenue and provides a sloped landscaped berm along this edge to soften the visual impact of the structure. An elevated, landscaped meandering walkway proposed along Kalakaua Avenue is a stark contrast to the existing sidewalk.

Traffic

A traffic impact study is being prepared in conjunction with the DEIS and will be included in that document for your review and comment. The study will consider the various transit modes, such as shuttles, taxis and walking, assess their impact on traffic and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive and two lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

Freight traffic will approach the convention center from Ala Moana Boulevard via Atkinson Drive. From Atkinson, trucks will turn right into the site on the widened Kahakai Drive and will not travel on Kapiolani Boulevard. The length of the access road leading from Atkinson Drive, down Kahakai Drive and into the truck docking area will prevent trucks from queuing on Atkinson Drive where they could otherwise impede traffic flow. Within the enclosed truck dock area, a truck turn-around will allow trucks to return to Kahakai Drive and exit by turning left into Atkinson and back on Ala Moana Boulevard. Overwater shipping was not considered because of the low clearance at the Ala Moana Boulevard bridge, potential conflicts with recreational use of the canal and the unsightliness of freight handling on the Ala Wai promenade. The selected design covers all freight operations from public view and presents the Ala Wai face as a major public attraction along the Ala Wai Promenade. Truck delivery of shipping containers will be especially convenient since trucks will be able to drive directly onto the exhibition floor for unloading at the exhibition site.

Presently, the City administration is preparing the Waikiki Regional Traffic Study to examine regional traffic concerns in

Waikiki. The convention center is but one traffic generator among the many hotel, retail, office, residential, military and other activities in Waikiki. The EIS consultant has been meeting with City officials to coordinate the scope of the convention center traffic study such that its findings can be readily incorporated in the regional study.

Ala Wai Canal

Your comment regarding exacerbation of upstream flooding as a result of impeding flood waters is not applicable to the project site because it does not lie within a "floodway" as defined by the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM). You may recall that this concern was raised with regard to an alternative convention center site at the Ala Wai Golf Course on the east bank of the Manoa/Palolo Drainage Canal, which is within a floodway.

The flood hazard affecting the current convention center site is identified on the FIRM as "Zone A," indicating special flood hazard areas inundated by the 100-year flood, with no base flood elevations determined. Based on its review of a flood study conducted for the site, the City Department of Land Utilization has since determined that the flood elevation is seven feet above mean sea level (msl). Since the existing elevation of the site is about five feet above msl, the ground floor exhibition hall will be raised two feet to stand at seven feet above msl.

We concur that improved water quality at the Ala Wai Canal would enhance aesthetic appeal of the convention center and Waikiki in general. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the promenade.

The DEIS will address the impacts of the proposed project to the surrounding area. Your letter, and this response letter will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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APR 20 1994
HELBER HASTERT & FEE
PLANNERS

Pre-Assessment Consultation
Convention Center Environmental Assessment

Issues of Concern to explore in EA/EIS:

1. A sustainable development alternative to the current growth model calls for no growth in the tourism industry and its restructuring -- thus a "no built alternative" to the convention center needs to be explored.

2. If tourism growth is needed statewide, it should be in less congested areas --build the convention center in the neighborhood island.

3. If tourism growth is needed on Oahu, it should be in the growth designated redeveloping areas and not in stable neighborhoods --build the convention center in Kakaako which has been designated a redevelopment area and which it is not taking off well for lack of investment.

4. If a convention center is needed to serve the hotels in Waikiki, for their internal diversification of the travel market, it should replace some of the existing hotels, to serve the others --build the convention center in Waikiki, by demolishing some of the hotel building (The Waikiki hotel industry should have thought in the past to build the convention center rather than overbuilding hotels in Waikiki)

5. The Convention center will defacto extend the hotel district outside Waikiki on Kapiolani and McCully- Moiliili. There will be tremendous pressure to convert apartments into defacto convention center rooms (those apartment buildings will closer to the convention cneter than all the hotels in Waikiki). This results in an undesirable displacement impact for residents/tenants of those neighborhoods.

6. Traffic congestion will be just horrendous at that intersection, and will stop the traffic in all directions. Public transportation access plan to the convention centers should be considered. Also redesign access plan to convention center from Waikiki hotels.

7. The problem with the tourism industry is that it not locally owned; sensible restructuring of the industry requires its "localization", any tourism project should be localized: the convention center should be locally owned by the private sector for profits to remain here.

8. There should not be any taxpayer subsidy for this private sector venture.

9. The building structure should be designed with flexibility so that it can be recycled in some useful community facility if the convention center does not take off as expected.

Luciano Minerbi, AICP
Professor

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To LESLIE KURISAKI	From L. MINERBI
Co. H. HASTERT	Co. UH-DURP
Dept.	Phone # 956-6869
Fax # 545-2050	Fax # 956-6870

April 20, 1994

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Luciano Minerbi, Ph.D.
Department of Urban and Regional Planning
University of Hawaii
Honolulu, Hawaii 96822

Dear Professor Minerbi:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your April 20, 1994 letter expressing your concerns over the proposed project.

1. The Draft Environmental Impact Statement (DEIS) will discuss a "no action" alternative. We do not necessarily concur, however, that the convention center reinforces a "growth" model over a "sustainable development" model. The convention center gives Waikiki, which is Hawaii's largest existing visitor plant, greater access to the convention market. In this sense, we believe that it would "restructure" the visitor industry in Waikiki, with impacts felt statewide. By nature, the convention market is less sensitive to economic and seasonal fluctuations than the vacation market and conventioneers tend to spend more than the vacation visitor. Thus, it would contribute to a more stable and sustainable economic base. While the convention center would probably create a demand for the construction of additional hotel rooms, particularly in the immediate vicinity, it is not certain if such demand would fall into your concept of a "growth" model and what you may believe are the consequences of that model.

2. As discussed above, the convention center is not intended to encourage growth of visitor facilities but to allow the local visitor industry to access an international convention market. Locating the convention center near Waikiki would benefit the State's largest visitor plant without encouraging the construction of a whole new visitor plant elsewhere to support it.

3. Again, the convention center is not intended to encourage growth of visitor accommodations on Oahu or elsewhere. Although Kakaako and the neighbor islands were considered as potential sites in the past, these sites were dismissed as the purpose and intent of the convention center became clearer.

4. The cost of acquiring the acreage needed for a major convention center in the midst of Waikiki, particularly if economically viable hotels are to be demolished, would be highly prohibitive. You may recall that a prior private sector proposal to build a much smaller convention center at the International Marketplace failed to materialize primarily due to economic reasons. That proposal required densities several times greater than currently allowed, with major hotel and condominium buildings on-site, to enhance its economic viability.

   The suggestion that the Waikiki hotel industry organize to build and operate a convention center fails to recognize that its economic benefits extend well beyond the hotel industry. Thus, convention centers are typically developed as public works projects. Only government can build a convention center and subsidize, if necessary, its operation using taxes derived from its diverse beneficiaries throughout the community. For Hawai'i's convention center, however, its construction and operations would be supported by the tax on visitor accommodations (transient accommodation tax), which avoids using taxes paid by the community.

5. The potential economic pressures of convention center construction on neighboring areas will be assessed in the DEIS. In general, however, the City's planning and zoning ordinances are intended to determine how such pressures are expressed as development. Current zoning does not permit transient accommodations within apartment districts.

6. A traffic study examining the impacts of traffic associated with convention center operation will be included in the DEIS. We are unclear as to your reference to a "public transportation access plan." The use of public transportation by conventioneers is not feasible for major events at the convention center since the demand would overwhelm the system. Given the

sporadic and varying needs of conventioneer transportation, private shuttle systems will be the primary mode of transit. The impacts of the convention center on public transportation will be discussed in the DEIS.

7. Your reference to the "problem" of non-local ownership of the tourism industry is unclear as is your "localization" solution. As discussed previously, there are economic constraints to private sector construction of a convention center and it is not clear how, with our system of national and international financing and the high cost of such a development, to finance such a center to keep all "profits" within Hawaii.

8. Your opinion is acknowledged. As noted earlier, however, the convention center is funded through the transient accommodation tax.

9. The convention center is essentially a complex of large meeting rooms with supporting facilities. Flexibility in their usage is an important design feature.

Your letter and this response will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

University of Hawaii at Manoa

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

28 March 1994

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE PLANNERS

TO: Mr. Thomas A. Fee, AICP
Vice President

FROM: Roger S. Fujioka
Director, WRRC

SUBJECT: Pre-Assessment Consultation

The major issue of concern is to ensure that a proper assessment be made of the extent of soil contamination of the areas and its effect on the environment, including all water resources.

RSF:jmn

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Roger S. Fujioka, Ph.D.
Director
Water Resources Research Center
University of Hawaii
Holmes Hall 283
2540 Dole Street
Honolulu, Hawaii 96822

Dear Dr. Fujioka:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 28, 1994, expressing your concerns over possible soil contamination.

As stated in the EA, the previous property owners of the site have studied and removed/disposed of known hazardous waste materials on the site. In March 1992, the San Francisco (Region IX) office of the Environmental Protection Agency (EPA) recommended "no further remedial action" was necessary under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In April 1993, the State DOH issued a letter stating that, based on their review and evaluation, "no further actions are necessary for the contaminants found in the test areas of the site." Because there is still the potential of encountering contaminated soils and/or groundwater during construction, however, the design builder will prepare a hazardous materials contingency plan to assure that all State and Federal requirements for remediation are complied with in the event that any further contamination is discovered during construction.

The forthcoming Draft Environmental Impact Statement (DEIS) will address the impacts of the proposed project on water resources in the surrounding area. Your letter, and this response letter will be included in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER THREE

STATE LEGISLATURE
Comments Received and Responses

Hawai'i Convention Center

JOSEPH M. SOUKI
SPEAKER

HOUSE OF REPRESENTATIVES

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

March 16, 1994

RECEIVED
MAR 18 1994

Mr. Thomas A. Fee, Vice President
Mr. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Mr. Kurisaki:

Thank you for allowing me to comment on your initial generic proposal for the convention center at the Aloha Motors grounds.

Be informed that I am in agreement with your generic description.

Thank you.

Sincerely,

Joseph M. Souki
Speaker of the House

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Representative Joseph M. Souki
Speaker of the House
House of Representatives
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Representative Souki:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 16, 1994 in which you expressed your agreement with the generic description of the proposed convention center as provided in the subject EA.

Your letter along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

HAWAII STATE LEGISLATURE
STATE CAPITOL
HONOLULU, HAWAII 96813

April 15, 1994

RECEIVED
APR 19 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas Fee, Vice President
Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Ms. Kurisaki:

We appreciate the opportunity to submit comments for the pre-assessment consultation process to prepare the environmental assessment (EA) for the development of the convention center at the old Aloha Motors site.

For over a year, many of us have been working actively with neighborhood boards, community organizations, tenant groups, and others to ensure that these groups have an opportunity to participate in shaping the outcome of the convention center development. Enclosed is a broad list of issues that include community concerns that have been identified in our discussions.

Now that the EA process has started, it is especially important at the outset to recognize and address the concerns of the many residents, tenants, businesses, and others in adjacent or surrounding communities whose lives will be directly affected by the construction and daily operations of the convention center. A comprehensive identification of the impacts at the early stages of the design and environmental review process will be invaluable in addressing these issues early on, and avoiding more costly solutions at a later stage of development.

While the convention center will provide economic benefits to Hawaii, its development poses special challenges. A project of this magnitude requires broad consideration of both undesirable short-term impacts and long-term developmental consequences for the surrounding areas. Your timely efforts to prepare a comprehensive EA will provide a foundation for moving forward with the community to ensure a successful development.

Can you please provide us with a breakdown of your EA preparation schedule and any adjustments that may be made to allow for public comment? We would also appreciate your scheduling an informational briefing on the EA process to facilitate timely submission of comments and input. We would be happy to assist you in your efforts to seek further community input and discussion, especially as the EA is distributed for public review and comment.

Sincerely,

Duke Bainum
Representative, 21st District

Carol Fukunaga
Senator, 12th District

David Hagino
Representative, 20th District

Ann Kobayashi
Senator, 11th District

Mazie Hirono
Representative, 22nd District

Bert Kobayashi
Senator, 10th District

IMPACTS THAT SHOULD BE ADDRESSED IN THE ENVIRONMENTAL ASSESSMENT FOR THE CONVENTION CENTER DEVELOPMENT

Traffic-Related Impacts

Vehicular traffic generated by the convention center will add to the dangerous mix of vehicles and the already congested conditions on Ala Wai Boulevard, Kapiolani Boulevard, Ala Moana Boulevard, Kalakaua Avenue, and Atkinson Drive. Indeed, current traffic levels already appear to overburden many of these major corridors. Additional congestion along these corridors may very likely impact the flow of traffic on feeder roads throughout the area and in neighborhoods as far away as Waikiki, Kapahulu, Kaimuki, Manoa, and Makiki.

The traffic generated by the convention center will vary greatly depending on the type of event being held at the facility. Full and near capacity events will obviously generate more traffic than smaller events. Additionally, events scheduled during the evening will undoubtedly result in traffic impacts that vary from those that would be generated by events that are held during the peak traffic hours of the day. In short, all possible scenarios and variables should be examined. Traffic impacts within the immediate area of the facility as well as in adjacent communities should be thoroughly analyzed to develop alternatives to mitigate these impacts. The traffic-related impacts evaluated in the environmental assessment should include but not be limited to:

(1) The impairment of residential and commuter vehicle movement along the major corridors and feeder roads of the area--especially between the facility site and Waikiki--due to the sheer volume of traffic generated by tour buses, shuttle buses, rental cars, taxi cabs, employee vehicles, delivery vehicles, and other event-related vehicles;

(2) The impairment of traffic along the major corridors because of slow downs cause by poorly coordinated traffic signals, congested intersections, inadequate turning lanes, increased street-level pedestrian crossings, and inadequate parking lot ingress and egress arrangements;

(3) The impacts on traffic movement in outlying neighborhoods including McCully, Waikiki, Kapahulu, Manoa, and Makiki;

(4) The impacts on the safety of pedestrians;

(5) The impairment of the delivery of police, fire, and emergency medical assistance to neighborhoods in the area;

(6) Increases in the level of noise and air pollution due to vehicular movement;

(7) The impairment of community access to TheBus and other public mass transit services;

(8) The loss of business by commercial establishments in the area because of the problems caused by increased traffic congestion in the area;

(9) The additional vehicular traffic that may be generated by businesses that may eventually expand, diversify, or establish shops in adjacent areas as the result of the market opportunities created by the convention center; and

(10) The increased wear and tear on roads due to increased vehicular use.

Parking

Parking is another major concern--especially for residents and businesses in the area. Conventioneers, construction workers, employees, and service providers will undoubtedly compete with residents and businesses in the area for on-street parking if the facility fails to address the parking needs of these users. The community will be further impacted if for some reason the number of existing neighborhood parking spaces is actually reduced as a result of the project. Concerns have also been expressed over the use of adjacent lots to construct off-site parking facilities. Without the benefit of broader sidewalks and pedestrian overpasses, conventioneers crossing the busy intersections in the area of the facility will further impede the flow of traffic.

Construction Impacts

Due to the close proximity of residential, hotel, and commercial uses, construction activities at the convention center site will more than likely result in various impacts to the residents and businesses in the area. The possible short term construction impacts that should be considered in the environmental assessment include:

(1) The impacts of noise and vibration generated by project construction;

(2) The impact of dust, contaminated soil, and other airborne hazards on the surrounding community;

(3) The impact of construction vehicles, flatbed trucks, tractor trailers, and heavy machinery on noise and air pollution in the area;

(4) The impact of soil, chemicals, refuse, runoff, and other materials entering the Ala Wai Canal during construction;

(5) The problems caused to area communities and businesses by construction vehicle traffic;

(6) The problems caused by construction trucks and worker vehicles competing for neighborhood parking spaces; and

(7) The problems that may be caused to neighborhoods and businesses by work being performed on water, sewer, electrical, and telephone lines.

Impacts on Infrastructure

Reports indicated that some of the infrastructure systems in the area are currently being utilized at full capacity. The convention center will place even greater demands on these systems to provide additional services. Various infrastructure systems will undoubtedly require improvement and expansion. The impacts relating to infrastructure include:

(1) The additional burden that will be placed on the storm drainage and sewage disposal systems of the area;

(2) The additional demands that will be placed on Oahu's already scarce drinking water resources;

(3) The additional demands that will be placed on electrical and audio-visual utility lines;

(4) The inconvenience caused to neighborhoods and commuter traffic by the upgrade, realignment, and maintenance of sewage, telephone, electrical, and other underground utility systems.

Impacts on Surrounding Open Space

Concerns have been expressed with regard to the convention center's potential impact on the Ala Wai Canal--which is listed on the state registry for historic sites. Community members have also expressed their concern over the fate of the Ala Wai Canal Promenade which runs adjacent to the project site along the Kalakaua Avenue to Ala Moana Boulevard segment of the canal. The impacts relating to increased pollution within the canal should also be thoroughly examined. Impacts on existing flora and fauna, especially the trees aligning the project site should also be examined.

Social Impacts

Events at the convention center will result in the regular infusion of conventioneers, vacationers, and other participants into the neighborhoods, parks, and commercial establishments of adjacent communities. Additional burdens will undoubtedly be placed on the area's police, fire, and emergency medical service systems. These impacts should be thoroughly examined in the environmental assessment.

Zoning Issues

Earlier proposals involving the development of adjoining high rise hotel and condominium buildings resulted in concerns over residential density. Although the facility will be a stand-alone complex, concerns over the height, bulk, and overall appearance of the facility continue to be important issues to the community. These concerns include:

(1) The impacts that may be caused by structures with heights exceeding those of adjacent buildings;

(2) The impacts of increased bulk and density;

(3) The impacts of buildings obstructing existing view planes and interfering with electronic or radio transmissions;

(4) The impact of the development on the real property values in the area;

(5) The effects of altered wind patterns on the harbor and other adjacent uses;

(6) The problems that may arise as the result of locating the project in the flood inundation area;

(7) The impact of the project on the water table which is approximately four feet below the surface; and

(8) The impact of the project on building foundation and ground subsidence in the area.

Aesthetic Impacts

Although plans for the project currently envision a stand-alone convention center without high rise residential and hotel towers, the aesthetic impacts of the facility on surrounding neighborhood should be thoroughly examined. The convention center facility will undoubtedly cover a large portion of the vacant parcel. Residents have raised concerns over the impact of additional concrete being added to the skyline of the area. Aesthetic impacts should be reviewed to ensure the development of designs that are functional, appealing, and sensitive to the concerns of the community.

HAWAII STATE LEGISLATURE
STATE CAPITOL
HONOLULU, HAWAII 96813

June 23, 1994

RECEIVED
JUN 23 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas Fee, Vice-President
Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Ms. Kurisaki:

We appreciate the opportunity to submit comments for the Draft Environmental Impact Statement for development of the convention center at the old Aloha Motors site.

As you know, many of the residents and community groups in the surrounding area have identified a number of major concerns with this development; however, we believe that the EIS planning/comment process and a comprehensive public review process can do a great deal to address and eliminate some of the biggest problems.

Sincerely,

Duke Bainum
Representative, 21st District

Carol Fukunaga
Senator, 12th District

David Hagino
Representative, 20th District

Ann Kobayashi
Senator, 11th District

Mazie Hirono
Representative, 21st District

Anthony Chang
Senator, 13th District

Ken Hiraki
Representative, 25th District

COMMENTS ON HONOLULU CONVENTION CENTER ENVIRONMENTAL ASSESSMENT

Although the concerns of individuals, community groups, and other interested parties with regard to the possible impacts of the proposed Honolulu Convention Center facility are diverse and wide ranging, it is apparent that concern over traffic congestion ranks at or near the top of the list of nearly every set of comments incorporated into the pre-assessment consultation section of the environmental assessment (EA). Indeed, residents in adjacent neighborhoods are deeply concerned about the possibility that traffic generated by the convention center project will exacerbate an already-intolerable situation in the area. Understandably, these individuals and other parties concerned are anxious to participate in determining how best to address the problems and issues involved in the development of the convention center. In this regard, we feel that it is incumbent upon the planning consultants to be especially sensitive to these community concerns and to thoroughly explore the alternatives available for the mitigation of the concerns.

As noted in the convention center law, the intent of the project is to develop a "stand-alone" facility capable of accommodating "world-class" conventions involving groups of as many as 10,000 attendees. Because the facility will not accommodate participants on site, a considerable amount of vehicular traffic must be anticipated between the facility and the hotels located in Waikiki. Therefore, it is difficult to believe that the projections presented in the EA predicting "minor" or "no increases" in traffic along the major roads fronting the project site are even remotely accurate. Indeed, an in-depth assessment is not necessary to determine that many of the roadways directly adjacent to the site are currently operating at or near full capacity at certain times of the day. With the infusion of shuttle buses, taxis, rental cars, and other vehicles transporting large groups of visitors into the heart of one of Honolulu's most densely-populated residential areas, it is inconceivable that the project will result in little or negligible impacts on the flow of traffic in the area. Even incremental increases of traffic on roads that are already overburdened with vehicles could result in hours of additional delay for commuters--a scenario not likely to be viewed as "minor" by members of the community and nearby businesses.

The EA states that a 10,000-person convention may require the use of 50 to 60 charter buses. Assuming that the attendees utilize the transportation services provided, the EA estimates that approximately 75 trips would be generated during peak morning traffic. Given the number of attendees involved in this scenario, the disruption caused by 75 bus trips does not appear to be overly unreasonable. However, the EA fails to evaluate or even consider the possibility of scenarios other than the single "ideal" situation used to illustrate its case. It does not even consider the possibility of 800 private cars being driven to fill the parking stalls that it assumes would be adequate for most national and international events. While the likelihood of other scenarios may be remote, the EA should address the possibility of 10,000 or even 5,000 attendees opting, on any given day, to drive to the site in their own rented

vehicles, or to use taxis rather than buses. Until safeguards can be established to completely rule out these scenarios, the EA cannot assume that other less desirable scenarios will never occur.

The impacts of a project of this magnitude cannot be underestimated or viewed in overly simplistic terms. The new facility will result in the establishment of new businesses and additional visitor attractions over time throughout urban Honolulu and the surrounding area. Each new point of interest will invariably result in the generation of an even greater number of trips by convention center attendees. These independent excursions from the convention center site will undoubtedly further exacerbate problems of traffic in the surrounding area. Without a realistic effort to recognize the potential traffic problems the project may create, the benefits of new business development in Honolulu may be negated or seriously jeopardized.

When viewed as a whole, the traffic impacts of the convention center project may potentially extend miles beyond the site of the facility--affecting the flow of traffic through surrounding residential neighborhoods as well as on and off the major freeways as attendees arrive and depart from Waikiki. For example, within a five-mile radius of the convention center, the following projects could contribute even further to traffic and congestion: the proposed expansion of Ala Moana Shopping Center, the Pawa'a Redevelopment Project (1,768 units), the Hale Kewalo Project (500 units), the Keeaumoku Superblock retail establishments, projects in the Ward to Waterfront area and in Kaka'ako, the various housing projects planned or underway in Kaka'ako under the Hawaii Community Development Authority, and others. Traffic brought to a standstill at busy intersections at Kalakaua Avenue, Kapiolani Boulevard, Ala Moana Boulevard, or McCully Street will cause major disruptions throughout this area. Because of its narrow focus on the trips anticipated between the project site and Waikiki, the EA fails to address the traffic impacts that will affect communities such as Kaimuki, Kapahulu, McCully, Manoa, Makiki, Kakaako, the downtown central business district, and beyond.

Closely related to the issue of traffic congestion is the concern over competition for parking spaces in the area. The EA notes that plans currently envision the development of 800 parking stalls on-site. According to the EA, 800 parking stalls would fulfill the needs of most "national and international" events. Once again, however, the EA fails to explain the assumptions that were made to develop this conclusion. More than likely, the scenario that was utilized to develop the EA's argument was a "best case" scenario wherein attendees are transported to these functions in shuttle buses rather than in individual rental vehicles. Under such a scenario, competition for parking within and around the convention center site may not be an important factor to consider. As suggested earlier, however, any scenario based on the assumption that participants will--without exception--travel to and from these functions via the shuttle services provided is dubious. The EIS should review "worst case" as well as "best case" scenarios to ensure that all possible scenarios are addressed. The EIS process was developed to function as a forum for the review of all possible impacts. The conclusions of

the EA seem to be based consistently on "ideal" rather than "less favorable" scenarios--which may have the tendency of occurring once the project is started. We recommend that the consultant re-evaluate the data presented on the issue of traffic impacts on the immediate area of the project. We further recommend that the consultant undertake a full evaluation of the potential traffic impacts of the project on the entire Honolulu region.

Other concerns relating to air pollution, construction impacts, inadequate infrastructure, social impacts, access to public services, loss of open space, and aesthetic issues should also be investigated more thoroughly in the EIS. Although data from numerous studies are often cited, the EA often fails to suggest alternatives to resolve community concerns in a comprehensive manner. In addition, much of the data utilized in the EA appear to be based on the project initially proposed by the City and County of Honolulu. Any analyses utilizing such data to evaluate the project currently underway may be outdated; or the data may be completely inappropriate for the project now envisioned by the State. The project planned by the City and County of Honolulu was significantly larger in scope than the project currently under consideration. While the EA often implies that the scaled--down project will result in reduced impacts and reduced project demands, this assumption should not be utilized in the EIS to minimize the significance of the impacts of the project currently underway. To ensure that the impacts of the project are accurately addressed, up-to-date information relevant to the ongoing project must be collected and analyzed.

Other concerns requiring further evaluation in the EIS include the clean-up of the Ala Wai Canal, the protection of the Ala Wai promenade, the protection of existing trees, the establishment of adequate building setbacks, noise generated during construction, noise generated during normal operation, the impact of facility lighting on surrounding residential buildings, and the venting of fumes during operation. These concerns have been raised on many occasions by the various neighborhood organizations in the area and should be regarded as some of the most important issues to be addressed in the EIS. The EIS should also broaden the scope of alternatives currently being considered to mitigate these concerns.

In order to effectively mitigate the effects of traffic and other community concerns, each problem or issue should be addressed and evaluated in a manner that is reasonable and realistic to the communities involved. By failing to heed the concerns of the community and by subscribing to the view that certain undesirable impacts will occur, regardless of the options available, the projected benefits of the convention center will be diminished. A project of this importance requires careful planning and the full support and involvement of the community. Without the full participation of the community in the early stages, concerns that should have been addressed upfront will eventually re-emerge as major problems to the project which will thereupon require greater cost and time to correct.

Because the project is currently in the preliminary stages of planning, our comments have been focused on the concerns most frequently expressed by the public in community meetings. We anticipate that additional concerns relating to the physical aspects of the

project will arise as architectural designs and other convention center plans are unveiled for public review. We recommend that the consultant schedule and fully publicize additional public awareness meetings in the project area and throughout Honolulu to develop a more accurate understanding of the concerns of the public. Thank you for the opportunity to submit these comments on behalf of the affected residential and business communities in the areas surrounding the proposed convention center.

Helber Hastert
Planners

July 7, 1994

Senator Carol Fukunaga
Senator Ann Kobayashi
Senator Anthony Chang
Representative Duke Bainum
Representative David Hagino
Representative Mazie Hirono
Representative Ken Hiraki
Hawaii State Legislature
State Capitol
Honolulu, Hawaii 96813

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 23, 1994

Dear Honorable Senators and Representatives:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS). Each of you will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period.

Although most of your comments will be addressed in the DEIS, we felt it was necessary to respond to a couple of points made in your letter. Your letter states that the EA *"fails to evaluate or even consider the possibility of scenarios other than the single "ideal" situation used to illustrate its case."*

However, we need to clarify that streets, intersections and parking lots are never designed to meet worst case scenarios (i.e., is Kalakaua Avenue designed to flow smoothly on New Years Eve or Ala Moana Center designed to accommodate all parking on the Saturday before Christmas?). The traffic analysis included in the EA describes impacts which will not be exceeded on 90 to 95 percent of the days of the target year, which is in keeping with accepted traffic analysis methodology. Worse conditions can and will occur on some occasions, but other regional traffic generators will likely have a significant influence on these conditions.

We agree with your statements on the regional nature of the traffic problem, and the need to evaluate traffic impacts outside the immediate area. In this regard, the Convention Center Authority has suggested a task force to kick-off a coordinated State/City/private sector effort addressing the regional issues. The task force would include the State Department of Transportation, State DLNR, State OSP, Convention Center Authority, City and County Dept. of Transportation Services, Office of Waikiki Development, and Department of Land Utilization, augmented by citizens groups or individuals familiar with the Waikiki area and its traffic problems. Representatives

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from TheBus, the trucking association or service vehicle association and taxi association should also be included on the task force. The Authority hopes to count on your support and leadership in this effort.

Thank you again for your many thoughtful and timely comments. As stated above, they will be addressed in more detail in the DEIS.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Executive Director
Convention Center Authority

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Senator Carol Fukunaga
Hawaii State Senate
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Senator Fukunaga:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters dated April 15, 1994, from various members of the Hawaii State Legislature, including youself, former Senators Ann Kobayashi and Bert Kobayashi, former Representatives David Hagino, Duke Bainum and Mazie Hirono, and June 23, 1994 from various members of the Hawaii State Legislature, including yourself, former Senators Ann Kobayashi, Anthony Chang, former Representatives David Hagino, Duke Bainum, and Mazie Hirono and Representative Ken Hiraki. Response letters have been sent to the current legislators of these respective house and senate districts.

Letter dated April 15, 1994

We acknowledge that the comments in this letter have been previously responded to by Ms. Leslie Kurisaki of Helber Hastert and Fee, Planners in a letter dated July 7, 1994. We offer the following comments in addition to Ms. Kurisaki's:

Traffic-Related Issues

A traffic impact assessment report (TIAR) will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The TIAR will examine various event scenarios likely to generate significant traffic. Mitigation measures and their effectiveness will be discussed. With regard to your specific areas of concern, we offer the following responses to the numbered comments, respectively:

1. The TIAR will assess impacts of additional traffic generated by various modes of transportation associated

with convention center events on the movement of vehicles, regardless of whether it is a commuter, City bus, delivery vehicle, or emergency vehicle.

2. The TIAR assesses traffic impacts of the convention center on the major corridors and considers factors such as roadway configuration, laneage, signalization, pedestrian crossings and the convention center's egress and access points.

3. The TIAR considers the geographic extent of potentially significant traffic impacts.

4. Pedestrian safety is considered to the extent that unsafe conditions are not created by proposed roadway improvements serving to mitigate traffic impacts.

5. Please refer to item number 1.

6. A separate noise and air quality study related to convention center-generated traffic is included in the DEIS.

7. The potential usage of the City bus system is discussed in the TIAR.

8. Impacts on businesses in the area are discussed in a social impact assessment included in the DEIS.

9. Potential pressures for development as a result of building the convention center are discussed in the social impact assessment. There is insufficient basis, however, for projecting the amount and pace of development and redevelopment, much less the traffic that would be associated with it.

10. The TIAR examines the contribution of convention center traffic during specific events for specific times of the day. Over the long-run, given the high volumes of daily traffic along the major thoroughfares and the sporadic nature of events at the convention center, the amount of wear and tear caused by convention center traffic is probably insignificant.

Parking

The TIAR will discuss the impacts associated with the construction and operation of the convention center on parking in the vicinity. The impacts of conventioneers walking to the facility is discussed.

Construction Impacts

1. The noise study in the DEIS will discuss the impacts of noise and vibration generated during construction.

2. The air quality study will discuss the impacts of fugitive dust on air quality in the vicinity of the project site. The DEIS discusses the matter of hazardous materials previously discovered and remediated at the site.

3. The air quality and noise study will discuss the impacts of construction vehicles and heavy machinery on air quality and the noise environment, respectively.

4. A water quality study to be included in the DEIS discusses potential considerations for runoff and possible dewatering effluent disposal with respect to the Ala Wai Canal.

5. A social impact assessment to be included in the DEIS will discuss community concerns related to construction vehicle traffic.

6. The TIAR discusses the impacts of construction-related vehicles on the availability of parking in the vicinity.

7. The DEIS discusses the extent of utility work in roads that will be required that could, in turn, affect residents and businesses in the vicinity.

Impacts on Infrastructure

The DEIS will discuss impacts related to demands of the convention center on water, wastewater and drainage systems as well as electrical and communication systems. Required system

improvements to meet those demands will be discussed as well as the extent of the associated off-site construction.

Impacts on Surrounding Land Uses

The DEIS will discuss the impacts of the convention center on the Ala Wai Promenade and the trees on the promenade. No construction work is proposed on the Ala Wai Canal. Please refer to item number 4 under the Construction Impacts heading regarding water quality impacts on the Ala Wai Canal.

Social Impacts

The social impact assessment will address impacts related to he infusion of conventioneers into the neighborhood, as well as the associated impacts on police, fire, and emergency medical service systems.

Zoning Issues

1. A visual impact assessment, including photographs of the convention center scale model superimposed on photographs of existing views, is included in the DEIS. The study depicts and discusses the visual impact of the convention center with respect to adjoining buildings, its bulk and density, and obstruction of view planes.

2. Please refer to item number 1, above.

3. Please refer to item number 1, above. The DEIS will discuss impacts related to interference with electronic transmissions.

4. The social impact assessment discusses impacts of the convention center on nearby real property values.

5. The DEIS discusses wind patterns in the area.

6. The implications of flood designations associated with the convention center site are discussed in the DEIS.

7. The water quality study discusses impacts related to the water table.

8. The DEIS discusses the impacts of dewatering on building foundations in the vicinity.

Aesthetic Impacts

Please refer to item number 1 under the Zoning Issues heading.

Letter dated June 23, 1994

Subsequent to the publication of the EA in May, 1994, Nordic/PCL was selected as the design/builder. Toward addressing many of the concerns expressed in the letters regarding community input, the design/builders and the Hawai'i Convention Center Authority have been meeting with the Convention Center Citizens Network (CCCN) in conjunction with the preparation of the Draft Environmental Impact Statement. Senators Carol Fukunaga and Les Ihara have been active in this organization's activities to assure that ample opportunity for informed public input in the EIS process is provided. We applaud the voluntary efforts of the CCCN in keeping the channels of public involvement open for this very important project.

We acknowledge that some of the comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners by letter dated July 7, 1994. As such, we offer the following responses in the respective order of the paragraphs in the comment section

1. A traffic impact assessment report will be included in the draft environmental impact statement. The TIAR analyzes various convention center traffic scenarios based on comments by government agencies and the public on the TIAR contained in the environmental assessment.

2. You are correct in your observation that the infusion of convention center traffic into existing roadway conditions would adversely affect traffic flows along major streets. Proposed mitigation measures, particularly road widenings and a new traffic signal will, however, significantly increase the capacity of these streets and facilitate traffic flow. These measures would offset the gain in traffic associated with the convention center. Moreover, when there are no events on-going at the convention center, these improvements will significantly improve traffic flow through the area. At stabilization, the convention may

be idle 193 days out of a year and even more in its first five years of operation.

3. This comment was responded to in part by the Helber Haster & Fee letter of July 7, 1994. It should also be noted that event organizers are responsible for arranging transportation for their participants and that the amount of parking allocated for their event must be taken into consideration. Providing efficient transportation is in the interest of event organizers whose livelihood is based on getting their participants to the event on time with a minimum of inconvenience. By requiring transportation management as an integral part of event planning, potential traffic problems concerns can be mitigated.

4. The TIAR will examine various event scenarios, including delegate departure from the convention center following a morning session. Typically, delegates would tend to "trickle out" as opposed to leaving en masse and since most arrived by shuttle bus, they would either return by bus or walk to points of interest before returning to their hotels. As they disperse, the potential generating significant traffic declines, particularly since their departure would be spread over off-peak traffic periods.

5. TIARs generally examine nearby intersections likely to be significantly affected by the project. Although it may not be readily apparent to the layman, traffic related to individual projects, even as large as the convention center, tend to significantly impact only those intersections in the immediate vicinity where traffic would converge. Within a few blocks of the site, the volume of traffic is dispersed along alternate routes. Hence, while convention center traffic may account for as much as 5 percent of the traffic passing through the Kapiolani/Atkinson intersection at the morning peak traffic period, it would only account for 0.03 percent at the Kapiolani/McCully intersection during the same period (Figure 16, Convention Center Environmental Assessment, May 1994) The traffic impacts of the project on distant communities such Kaimuki, Kapahulu, McCully (except along Kapiolani Boulevard), Manoa, Makiki, Kakaako and downtown would be virtually unmeasurable.

As a corollary of the preceding consideration, TIARs generally do not account for individual as-yet-unbuilt projects that may contribute to future traffic conditions, unless they are major traffic generators that would directly impact the intersections being studied. Thus, traffic from distant projects such as the Pawa'a Redevelopment project, Hale Kewalo Project, Keeaumoku Superblock and other areas would not be considered individually. Their overall impact, as well as those of many smaller and more distant projects, on major roadways will be manifested as a gradual increase in traffic around the convention center rather than sudden spurts. Therefore, historic growth rate of traffic is used as a basis for estimating future growth rates which is accounted for as a growth factor. Even the traffic generated by the expansion of Ala Moana Shopping Center, which would not add more parking spaces, would contribute to the gradual growth of traffic in the area, as opposed to a sudden measurable jump associated with the expansion. The TIAR would account for this growth on the key intersections serving the convention center.

While we concur with your comment that if the intersections in the immediate vicinity of the convention center should gridlock, then the back-up of traffic could affect traffic in a wide area. It is not the intent of the TIAR to study how far reaching the impacts of a gridlock condition may be since such a condition would be unacceptable. The intent of the TIAR is to determine if gridlock conditions could potentially occur and to determine mitigation measures which would prevent that from happening.

6. Please refer to our response no. 3, above.

7. The DEIS will also include technical studies addressing short-term construction impacts and long-term operational impacts in the areas of air quality, noise and social impacts as well discussions of long-term impacts on infrastructure, public services and the visual environment. All of these studies and discussions will be current and specifically for the proposed convention center design.

8. The convention center proposal does not include cleaning up the Ala Wai Canal. Separate investigations of this

effort have been initiated by the State. Certainly, the convention center as well as Waikiki in general would benefit from cleaning up the canal.

The relationship of the convention center structure to the Ala Wai Promenade, including its trees, is discussed in the DEIS.

As mentioned previously, the DEIS will include a noise study examining potential impacts during construction and operation of the convention center.

Landscape lighting and interior lighting of the Lobby would not create a glare type of situation that would affect neighboring residential areas.

Kitchen exhaust venting will comply with requirements of the State Department of Health. Ventilation exhaust from the covered truck dock area would contain safe levels of carbon monoxide and other air pollutants because the intent is to vent the air within the truck dock before pollutant levels build up and it becomes unsafe to breathe.

9&10.Please refer to our introduction.

The aforementioned letters along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Representative Ken Hiraki
House of Representatives
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Representative Hiraki:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter dated June 23, 1994 from various members of the Hawaii State Legislature, including yourself, former Senators Anthony Chang and Ann Kobayashi, Senator Carol Fukunaga, former Representatives David Hagino, Duke Bainum and Mazie Hirono. Response letters have been sent to the current legislators of these respective house and senate districts.

Letter dated June 23, 1994

Subsequent to the publication of the EA in May, 1994, Nordic/PCL was selected as the design/builder. Toward addressing many of the concerns expressed in the letters regarding community input, the design/builders and the Hawai'i Convention Center Authority have been meeting with the Convention Center Citizens Network (CCCN) in conjunction with the preparation of the Draft Environmental Impact Statement (DEIS). Senators Carol Fukunaga and Les Ihara have been active in this organization's activities to assure that ample opportunity for informed public input in the EIS process is provided. We applaud the voluntary efforts of the CCCN in keeping the channels of public involvement open for this very important project.

We acknowledge that some of the comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners by letter dated July 7, 1994. As such, we offer the following responses in the respective order of the paragraphs in the comment section:

1. A traffic impact assessment report will be included in the draft environmental impact statement. The TIAR analyzes various convention center traffic scenarios based on comments by government agencies and the public on the TIAR contained in the environmental assessment.

2. You are correct in your observation that the infusion of convention center traffic into existing roadway conditions would adversely affect traffic flows along major streets. Proposed mitigation measures, particularly road widenings and a new traffic signal will, however, significantly increase the capacity of these streets and facilitate traffic flow. These measures would offset the gain in traffic associated with the convention center. Moreover, when there are no events on-going at the convention center, these improvements will significantly improve traffic flow through the area. At stabilization, the convention may be idle 193 days out of a year and even more in its first five years of operation.

3. This comment was responded to in part by the Helber Haster & Fee letter of July 7, 1994. It should also be noted that event organizers are responsible for arranging transportation for their participants and that the amount of parking allocated for their event must be taken into consideration. Providing efficient transportation is in the interest of event organizers whose livelihood is based on getting their participants to the event on time with a minimum of inconvenience. By requiring transportation management as an integral part of event planning, potential traffic problems concerns can be mitigated.

4. The TIAR will examine various event scenarios, including delegate departure from the convention center following a morning session. Typically, delegates would tend to "trickle out" as opposed to leaving en masse and since most arrived by shuttle bus, they would either return by bus or walk to points of interest before returning to their hotels. As they disperse, the potential generating significant traffic declines, particularly since their departure would be spread over off-peak traffic periods.

5. TIARs generally examine nearby intersections likely to be significantly affected by the project. Although it may

not be readily apparent to the layman, traffic related to individual projects, even as large as the convention center, tend to significantly impact only those intersections in the immediate vicinity where traffic would converge. Within a few blocks of the site, the volume of traffic is dispersed along alternate routes. Hence, while convention center traffic may account for as much as 5 percent of the traffic passing through the Kapiolani/Atkinson intersection at the morning peak traffic period, it would only account for 0.03 percent at the Kapiolani/McCully intersection during the same period (Figure 16, Convention Center Environmental Assessment, May 1994) The traffic impacts of the project on distant communities such Kaimuki, Kapahulu, McCully (except along Kapiolani Boulevard), Manoa, Makiki, Kakaako and downtown would be virtually unmeasurable.

As a corollary of the preceding consideration, TIARs generally do not account for individual as-yet-unbuilt projects that may contribute to future traffic conditions, unless they are major traffic generators that would directly impact the intersections being studied. Thus, traffic from distant projects such as the Pawa'a Redevelopment project, Hale Kewalo Project, Keeaumoku Superblock and other areas would not be considered individually. Their overall impact, as well as those of many smaller and more distant projects, on major roadways will be manifested as a gradual increase in traffic around the convention center rather than sudden spurts. Therefore, historic growth rate of traffic is used as a basis for estimating future growth rates which is accounted for as a growth factor. Even the traffic generated by the expansion of Ala Moana Shopping Center, which would not add more parking spaces, would contribute to the gradual growth of traffic in the area, as opposed to a sudden measurable jump associated with the expansion. The TIAR would account for this growth on the key intersections serving the convention center.

While we concur with your comment that if the intersections in the immediate vicinity of the convention center should gridlock, then the back-up of traffic could affect traffic in a wide area. It is not the intent of the TIAR to study how far reaching the impacts of a gridlock condition may be since such a condition would be unacceptable. The intent of the TIAR is to determine if

gridlock conditions could potentially occur and to determine mitigation measures which would prevent that from happening.

6. Please refer to our response no. 3, above.

7. The DEIS will also include technical studies addressing short-term construction impacts and long-term operational impacts in the areas of air quality, noise and social impacts as well discussions of long-term impacts on infrastructure, public services and the visual environment. All of these studies and discussions will be current and specifically for the proposed convention center design.

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Sincerely,

Alan S. Hayashi
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ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Senator Les Ihara, Jr.
Hawaii State Senate
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Senator Ihara:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter dated April 15, 1994, from various members of the Hawaii State Legislature, including former Senators Bert Kobayashi and Ann Kobayashi, Senator Carol Fukunaga, former Representatives David Hagino, Duke Bainum and Mazie Hirono. Response letters have been sent to the current legislators of these respective house and senate districts.

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3. The TIAR considers the geographic extent of potentially significant traffic impacts.

4. Pedestrian safety is considered to the extent that unsafe conditions are not created by proposed roadway improvements serving to mitigate traffic impacts.

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9. Potential pressures for development as a result of building the convention center are discussed in the social impact assessment. There is insufficient basis, however, for projecting the amount and pace of development and redevelopment, much less the traffic that would be associated with it.

10. The TIAR examines the contribution of convention center traffic during specific events for specific times of the day. Over the long-run, given the high volumes of daily traffic along the major thoroughfares and the sporadic nature of events at the convention center, the amount of wear and tear caused by convention center traffic is probably insignificant.

<u>Parking</u>

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TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

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Hawaii State Senate
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

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Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

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2. You are correct in your observation that the infusion of convention center traffic into existing roadway conditions would adversely affect traffic flows along major streets. Proposed mitigation measures, particularly road widenings and a new traffic signal will, however, significantly increase the capacity of these streets and facilitate traffic flow. These measures would offset the gain in traffic associated with the convention center. Moreover, when there are no events on-going at the convention center, these improvements will significantly improve traffic flow through the area. At stabilization, the convention may be idle 193 days out of a year and even more in its first five years of operation.

3. This comment was responded to in part by the Helber Haster & Fee letter of July 7, 1994. It should also be noted that event organizers are responsible for arranging transportation for their participants and that the amount of parking allocated for their event must be taken into consideration. Providing efficient transportation is in the interest of event organizers whose livelihood is based on getting their participants to the event on time with a minimum of inconvenience. By requiring transportation management as an integral part of event planning, potential traffic problems concerns can be mitigated.

4. The TIAR will examine various event scenarios, including delegate departure from the convention center following a morning session. Typically, delegates would tend to "trickle out" as opposed to leaving en masse and since most arrived by shuttle bus, they would either return by bus or walk to points of interest before returning to their hotels. As they disperse, the potential generating significant traffic declines, particularly since their departure would be spread over off-peak traffic periods.

5. TIARs generally examine nearby intersections likely to be significantly affected by the project. Although it may not be readily apparent to the layman, traffic related to individual projects, even as large as the convention center, tend to significantly impact only those intersections in the immediate vicinity where traffic would converge. Within a few blocks of the site, the volume of traffic is dispersed along alternate routes. Hence, while convention center traffic may account for as much as 5 percent of the traffic passing through the Kapiolani/Atkinson intersection at the morning peak traffic period, it would only account for 0.03 percent at the Kapiolani/McCully intersection during the same period (Figure 16, Convention Center Environmental Assessment, May 1994) The traffic impacts of the project on distant communities such Kaimuki, Kapahulu, McCully (except along Kapiolani Boulevard), Manoa, Makiki, Kakaako and downtown would be virtually unmeasurable.

   As a corollary of the preceding consideration, TIARs generally do not account for individual as-yet-unbuilt projects that may contribute to future traffic conditions, unless they are major traffic generators that

would directly impact the intersections being studied. Thus, traffic from distant projects such as the Pawa'a Redevelopment project, Hale Kewalo Project, Keeaumoku Superblock and other areas would not be considered individually. Their overall impact, as well as those of many smaller and more distant projects, on major roadways will be manifested as a gradual increase in traffic around the convention center rather than sudden spurts. Therefore, historic growth rate of traffic is used as a basis for estimating future growth rates which is accounted for as a growth factor. Even the traffic generated by the expansion of Ala Moana Shopping Center, which would not add more parking spaces, would contribute to the gradual growth of traffic in the area, as opposed to a sudden measurable jump associated with the expansion. The TIAR would account for this growth on the key intersections serving the convention center.

While we concur with your comment that if the intersections in the immediate vicinity of the convention center should gridlock, then the back-up of traffic could affect traffic in a wide area. It is not the intent of the TIAR to study how far reaching the impacts of a gridlock condition may be since such a condition would be unacceptable. The intent of the TIAR is to determine if gridlock conditions could potentially occur and to determine mitigation measures which would prevent that from happening.

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ASH/em:3330-04

cc: Ms. Ann Kobayashi,
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Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Senator Rod Tam
Hawaii State Senate
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Senator Tam:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

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TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

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House of Representatives
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

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Honolulu, Oahu, Hawaii
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Letter dated June 23, 1994

Subsequent to the publication of the EA in May, 1994, Nordic/PCL was selected as the design/builder. Toward addressing many of the concerns expressed in the letters regarding community input, the design/builders and the Hawai'i Convention Center Authority have been meeting with the Convention Center Citizens Network (CCCN) in conjunction with the preparation of the Draft Environmental Impact Statement. Senators Carol Fukunaga and Les Ihara have been active in this organization's activities to assure that ample opportunity for informed public input in the EIS process is provided. We applaud the voluntary efforts of the CCCN in keeping the channels of public involvement open for this very important project.

We acknowledge that some of the comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners by letter dated July 7, 1994. As such, we offer the following responses in the respective order of the paragraphs in the comment section

1. A traffic impact assessment report will be included in the draft environmental impact statement. The TIAR analyzes various convention center traffic scenarios based on comments by government agencies and the public on the TIAR contained in the environmental assessment.

2. You are correct in your observation that the infusion of convention center traffic into existing roadway conditions would adversely affect traffic flows along major streets. Proposed mitigation measures, particularly road widenings and a new traffic signal will, however, significantly increase the capacity of these streets and facilitate traffic flow. These measures would offset the gain in traffic associated with the convention center. Moreover, when there are no events on-going at the convention center, these improvements will significantly improve traffic flow through the area. At stabilization, the convention may be idle 193 days out of a year and even more in its first five years of operation.

3. This comment was responded to in part by the Helber Haster & Fee letter of July 7, 1994. It should also be noted that event organizers are responsible for arranging transportation for their participants and that the amount of parking allocated for their event must be taken into consideration. Providing efficient transportation is in the interest of event organizers whose livelihood is based on getting their participants to the event on time with a minimum of inconvenience. By requiring transportation management as an integral part of event planning, potential traffic problems concerns can be mitigated.

4. The TIAR will examine various event scenarios, including delegate departure from the convention center following a morning session. Typically, delegates would tend to "trickle out" as opposed to leaving en masse and since most arrived by shuttle bus, they would either return by bus or walk to points of interest before returning to their hotels. As they disperse, the potential generating significant traffic declines, particularly since their departure would be spread over off-peak traffic periods.

5. TIARs generally examine nearby intersections likely to be significantly affected by the project. Although it may not be readily apparent to the layman, traffic related to individual projects, even as large as the convention center, tend to significantly impact only those intersections in the immediate vicinity where traffic would converge. Within a few blocks of the site, the volume of traffic is dispersed along alternate routes. Hence, while convention center traffic may account for as much as 5 percent of the traffic passing through the Kapiolani/Atkinson intersection at the morning peak traffic period, it would only account for 0.03 percent at the Kapiolani/McCully intersection during the same period (Figure 16, Convention Center Environmental Assessment, May 1994) The traffic impacts of the project on distant communities such Kaimuki, Kapahulu, McCully (except along Kapiolani Boulevard), Manoa, Makiki, Kakaako and downtown would be virtually unmeasurable.

   As a corollary of the preceding consideration, TIARs generally do not account for individual as-yet-unbuilt projects that may contribute to future traffic conditions, unless they are major traffic generators that

would directly impact the intersections being studied. Thus, traffic from distant projects such as the Pawa'a Redevelopment project, Hale Kewalo Project, Keeaumoku Superblock and other areas would not be considered individually. Their overall impact, as well as those of many smaller and more distant projects, on major roadways will be manifested as a gradual increase in traffic around the convention center rather than sudden spurts. Therefore, historic growth rate of traffic is used as a basis for estimating future growth rates which is accounted for as a growth factor. Even the traffic generated by the expansion of Ala Moana Shopping Center, which would not add more parking spaces, would contribute to the gradual growth of traffic in the area, as opposed to a sudden measurable jump associated with the expansion. The TIAR would account for this growth on the key intersections serving the convention center.

While we concur with your comment that if the intersections in the immediate vicinity of the convention center should gridlock, then the back-up of traffic could affect traffic in a wide area. It is not the intent of the TIAR to study how far reaching the impacts of a gridlock condition may be since such a condition would be unacceptable. The intent of the TIAR is to determine if gridlock conditions could potentially occur and to determine mitigation measures which would prevent that from happening.

6. Please refer to our response no. 3, above.

7. The DEIS will also include technical studies addressing short-term construction impacts and long-term operational impacts in the areas of air quality, noise and social impacts as well discussions of long-term impacts on infrastructure, public services and the visual environment. All of these studies and discussions will be current and specifically for the proposed convention center design.

8. The convention center proposal does not include cleaning up the Ala Wai Canal. Separate investigations of this effort have been initiated by the State. Certainly, the convention center as well as Waikiki in general would benefit from cleaning up the canal.

The relationship of the convention center structure to the Ala Wai Promenade, including its trees, is discussed in the DEIS.

As mentioned previously, the DEIS will include a noise study examining potential impacts during construction and operation of the convention center.

Landscape lighting and interior lighting of the Lobby would not create a glare type of situation that would affect neighboring residential areas.

9&10. Please refer to our introduction.

The aforementioned letters along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Honorable Mazie Hirono, Lieutentant Governor
Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Representative Scott K. Saiki
House of Representatives
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Representative Saiki:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters dated April 15, 1994, from various members of the Hawaii State Legislature, including former Senators Ann Kobayashi and Bert Kobayashi, Sentor Carol Fukunaga, former Representatives David Hagino, Duke Bainum and Mazie Hirono, and June 23, 1994 from various members of the Hawaii State Legislature, including former Senators Ann Kobayashi and Anthony Chang, Senator Carol Fukunaga, former Representatives David Hagino, Duke Bainum and Mazie Hirono and Representative Ken Hiraki. Response letters have been sent to the current legislators of these respective house and senate districts.

Letter dated April 15, 1994

We acknowledge that the comments in this letter have been previously responded to by Ms. Leslie Kurisaki of Helber Hastert and Fee, Planners in a letter dated July 7, 1994. We offer the following comments in addition to Ms. Kurisaki's:

Traffic-Related Issues

A traffic impact assessment report (TIAR) will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The TIAR will examine various event scenarios likely to generate significant traffic. Mitigation measures and their effectiveness will be discussed. With regard to your specific areas of concern, we offer the following responses to the numbered comments, respectively:

1. The TIAR will assess impacts of additional traffic generated by various modes of transportation associated with convention center events on the movement of vehicles, regardless of whether it is a commuter, City bus, delivery vehicle, or emergency vehicle.

2. The TIAR assesses traffic impacts of the convention center on the major corridors and considers factors such as roadway configuration, laneage, signalization, pedestrian crossings and the convention center's egress and access points.

3. The TIAR considers the geographic extent of potentially significant traffic impacts.

4. Pedestrian safety is considered to the extent that unsafe conditions are not created by proposed roadway improvements serving to mitigate traffic impacts.

5. Please refer to item number 1.

6. A separate noise and air quality study related to convention center-generated traffic is included in the DEIS.

7. The potential usage of the City bus system is discussed in the TIAR.

8. Impacts on businesses in the area are discussed in a social impact assessment included in the DEIS.

9. Potential pressures for development as a result of building the convention center are discussed in the social impact assessment. There is insufficient basis, however, for projecting the amount and pace of development and redevelopment, much less the traffic that would be associated with it.

10. The TIAR examines the contribution of convention center traffic during specific events for specific times of the day. Over the long-run, given the high volumes of daily traffic along the major thoroughfares and the sporadic nature of events at the convention center, the amount of wear and tear caused by convention center traffic is probably insignificant.

Parking

The TIAR will discuss the impacts associated with the construction and operation of the convention center on parking in the vicinity. The impacts of conventioneers walking to the facility is discussed.

Construction Impacts

1. The noise study in the DEIS will discuss the impacts of noise and vibration generated during construction.

2. The air quality study will discuss the impacts of fugitive dust on air quality in the vicinity of the project site. The DEIS discusses the matter of hazardous materials previously discovered and remediated at the site.

3. The air quality and noise study will discuss the impacts of construction vehicles and heavy machinery on air quality and the noise environment, respectively.

4. A water quality study to be included in the DEIS discusses potential considerations for runoff and possible dewatering effluent disposal with respect to the Ala Wai Canal.

5. A social impact assessment to be included in the DEIS will discuss community concerns related to construction vehicle traffic.

6. The TIAR discusses the impacts of construction-related vehicles on the availability of parking in the vicinity.

7. The DEIS discusses the extent of utility work in roads that will be required that could, in turn, affect residents and businesses in the vicinity.

Impacts on Infrastructure

The DEIS will discuss impacts related to demands of the convention center on water, wastewater and drainage systems as well as electrical and communication systems. Required system improvements to meet those demands will be discussed as well as the extent of the associated off-site construction.

Impacts on Surrounding Land Uses

The DEIS will discuss the impacts of the convention center on the Ala Wai Promenade and the trees on the promenade. No construction work is proposed on the Ala Wai Canal. Please refer to item number 4 under the Construction Impacts heading regarding water quality impacts on the Ala Wai Canal.

Social Impacts

The social impact assessment will address impacts related to he infusion of conventioneers into the neighborhood, as well as the associated impacts on police, fire, and emergency medical service systems.

Zoning Issues

1. A visual impact assessment, including photographs of the convention center scale model superimposed on photographs of existing views, is included in the DEIS. The study depicts and discusses the visual impact of the convention center with respect to adjoining buildings, its bulk and density, and obstruction of view planes.

2. Please refer to item number 1, above.

3. Please refer to item number 1, above. The DEIS will discuss impacts related to interference with electronic transmissions.

4. The social impact assessment discusses impacts of the convention center on nearby real property values.

5. The DEIS discusses wind patterns in the area.

6. The implications of flood designations associated with the convention center site are discussed in the DEIS.

7. The water quality study discusses impacts related to the water table.

8. The DEIS discusses the impacts of dewatering on building foundations in the vicinity.

Aesthetic Impacts

Please refer to item number 1 under the Zoning Issues heading.

Letter dated June 23, 1994

Subsequent to the publication of the EA in May, 1994, Nordic/PCL was selected as the design/builder. Toward addressing many of the concerns expressed in the letters regarding community input, the design/builders and the Hawai'i Convention Center Authority have been meeting with the Convention Center Citizens Network (CCCN) in conjunction with the preparation of the Draft Environmental Impact Statement. Senators Carol Fukunaga and Les Ihara have been active in this organization's activities to assure that ample opportunity for informed public input in the EIS process is provided. We applaud the voluntary efforts of the CCCN in keeping the channels of public involvement open for this very important project.

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3. This comment was responded to in part by the Helber Haster & Fee letter of July 7, 1994. It should also be noted that event organizers are responsible for arranging transportation for their participants and that the amount of parking allocated for their event must be taken into consideration. Providing efficient transportation is in the interest of event organizers whose livelihood is based on getting their participants to the event on time with a minimum of inconvenience. By requiring transportation management as an integral part of event planning, potential traffic problems concerns can be mitigated.

4. The TIAR will examine various event scenarios, including delegate departure from the convention center following a morning session. Typically, delegates would tend to "trickle out" as opposed to leaving en masse and since most arrived by shuttle bus, they would either return by bus or walk to points of interest before returning to their hotels. As they disperse, the potential generating significant traffic declines, particularly since their departure would be spread over off-peak traffic periods.

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8. The convention center proposal does not include cleaning up the Ala Wai Canal. Separate investigations of this effort have been initiated by the State. Certainly, the convention center as well as Waikiki in general would benefit from cleaning up the canal.

The relationship of the convention center structure to the Ala Wai Promenade, including its trees, is discussed in the DEIS.

As mentioned previously, the DEIS will include a noise study examining potential impacts during construction and operation of the convention center.

Landscape lighting and interior lighting of the Lobby would not create a glare type of situation that would affect neighboring residential areas.

Kitchen exhaust venting will comply with requirements of the State Department of Health. Ventilation exhaust from the covered truck dock area would contain safe levels of carbon monoxide and other air pollutants because the intent is to vent the air within the truck dock before pollutant levels build up and it becomes unsafe to breathe.

9&10.Please refer to our introduction.

The aforementioned letters along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. David Hagino
Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

HOUSE OF REPRESENTATIVES
STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813

RECEIVED
APR 13 1994
HELBER HASTERT & FEE PLANNERS

April 5, 1994

Mr. Thomas Fee, Vice President
Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee and Ms. Kurisaki:

Thank you for your letter of March 15, regarding the Convention Center Environmental Assessment. I appreciate you taking the time to express your concern over this important issue.

I trust you are aware of the legislation that I introduced this session, which relate to the Convention Center, HB 2932, HB 2933 and HCR 39. I have asked the Authority to keep me posted on developments and changes relating to the Convention Center. I am extremely interested in all aspects of the Center, particularly the appearance, orientation of the structure, energy and the environmental factors that will be going into the assessment.

I will continue to follow this issue closely, and will keep you posted on further developments. If you have any questions or comments, please feel free to contact my office.

Best regards,

Duke Bainum, M.D.
State Representative

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Representative Mary-Jane McMurdo
House of Representatives
State of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Representative McMurdo:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letters which Councilmember Duke Bainum wrote during his term in the House of Representatives regarding the subject EA. The letters are dated April 5, 1994, April 15, 1994, from various members of the Hawaii State Legislature, including former Senators Ann Kobayashi and Bert Kobayashi, Sentor Carol Fukunaga, former Representatives David Hagino, Duke Bainum and Mazie Hirono, and June 23, 1994 from various members of the Hawaii State Legislature, including former Senators Ann Kobayashi and Anthony Chang, Senator Carol Fukunaga, former Representatives Mazie Hirono, David Hagino and Duke Bainum, and Representative Ken Hiraki. Response letters have been sent to the current legislators of these respective house and senate districts.

<u>Letter dated April 5, 1994</u>

We acknowledge the legislation (HB 2932, HB 2933 and HCR 39) which Councilmember Bainum introduced during the last legislative session relating to the convention center. We will continue to keep you apprised of further developments with respect to the convention center. We further acknowledge his interest in all aspects of the convention center, particularly the appearance, orientation of the structure, energy and environmental factors. Please be assured that these elements will be addressed as appropriate in the Draft Environmental Impact Statement (DEIS).

Letter dated April 15, 1994

We acknowledge that the comments in this letter have been previously responded to by Ms. Leslie Kurisaki of Helber Hastert and Fee, Planners in a letter dated July 7, 1994. We offer the following comments in addition to Ms. Kurisaki's:

Traffic-Related Issues

A traffic impact assessment report (TIAR) will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The TIAR will examine various event scenarios likely to generate significant traffic. Mitigation measures and their effectiveness will be discussed. With regard to your specific areas of concern, we offer the following responses to the numbered comments, respectively:

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4. Pedestrian safety is considered to the extent that unsafe conditions are not created by proposed roadway improvements serving to mitigate traffic impacts.

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10. The TIAR examines the contribution of convention center traffic during specific events for specific times of the day. Over the long-run, given the high volumes of daily traffic along the major thoroughfares and the sporadic nature of events at the convention center, the amount of wear and tear caused by convention center traffic is probably insignificant.

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The TIAR will discuss the impacts associated with the construction and operation of the convention center on parking in the vicinity. The impacts of conventioneers walking to the facility is discussed.

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3. The air quality and noise study will discuss the impacts of construction vehicles and heavy machinery on air quality and the noise environment, respectively.

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The social impact assessment will address impacts related to he infusion of conventioneers into the neighborhood, as well as the associated impacts on police, fire, and emergency medical service systems.

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7. The water quality study discusses impacts related to the water table.

8. The DEIS discusses the impacts of dewatering on building foundations in the vicinity.

Aesthetic Impacts

Please refer to item number 1 under the Zoning Issues heading.

The aforementioned letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Dr. Duke Bainum, City Council
Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER FOUR

CITY AND COUNTY OF HONOLULU
Comments Received and Responses

OFFICE OF THE MANAGING DIRECTOR
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813 • AREA CODE 808 • 527-5796

FRANK F. FASI
MAYOR

JEREMY HARRIS
MANAGING DIRECTOR

SAM CALLEJO, P.E.
DEPUTY MANAGING DIRECTOR

March 22, 1994

RECEIVED
MAR 30 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street
Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Thank you for your letter of March 15, 1994, requesting comments in the preparation of an environmental assessment for the convention center at the former Aloha Motors site.

Mr. Ben Lee, Executive Director of the Office of Waikiki Development, will provide you with comments regarding transportation, design and environmental issues as they relate to the Waikiki Master Plan. I understand that you and Alan Hayashi of the Convention Center Authority have already met with Ben regarding this matter.

Other city agencies who have received your request for comments will respond to you directly.

Should you have any questions, please contact Ben at 527-5751.

Sincerely,

JEREMY HARRIS
Managing Director

JH:yh

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Robert J. Fishman
Managing Director
Office of the Managing Director
City and County of Honolulu
Honolulu, Hawaii 96813

Dear Mr. Fishman:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mayor Jeremy Harris, in his prior capacity as Managing Director, dated March 22, 1994 in regard to the subject EA.

We appreciate your continuing interest in the Hawai'i Convention Center project. The Draft Environmental Impact Statement (DEIS) is being prepared and will be sent to you in early 1995. In the meantime, we have been in consultation with various City agencies to assure that their concerns regarding the convention center are addressed in that document.

Mayor Harris' letter, along with this response will be reproduced in the forthcoming DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843

FRANK F. FASI, Mayor
WALTER O. WATSON, JR., Chairman
MAURICE H. YAMASATO, Vice Chairman
SISTER M. DAVILYN AH CHICK, O.S.F.
JOHN W. ANDERSON, JR.
REX D. JOHNSON
MELISSA Y.J. LUM
KENNETH E. SPRAGUE
KAZU HAYASHIDA
Manager and Chief Engineer

April 6, 1994

RECEIVED
APR 10 1994
BELT COLLINS EASTERN & FEE PLANNERS

Mr. Thomas A. Fee, AICP
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Your Letter of March 15, 1994 Requesting Pre-Assessment Consultation for the Convention Center Environmental Assessment, Honolulu, Hawaii

Thank you for the opportunity to provide pre-assessment comments for an environmental assessment for the proposed convention center.

We have the following comments to offer:

1. The developer is required to install a water source or pay for our Nuuanu Upper Aerator Well.

2. With the completion of the 30-inch transmission main on McCully Street, the existing off-site water system will be adequate to accommodate the proposed Convention Center.

3. The availability of water will be determined when the building permit application is submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for transmission and daily storage.

4. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

5. If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

6. A BWS approved reduced pressure principle backflow preventer (RP), shall be installed immediately after the property valves of all domestic water meters serving the project and prior to any branch piping. The pressure loss of the RP should be taken into account in the plumbing system design.

7. We reserve further comment until additional information about the project is submitted for our review.

If there are any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

KAZU HAYASHIDA
Manager and Chief Engineer

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843

June 14, 1994

FRANK F. FASI, Mayor
WALTER O. WATSON, JR., Chairman
MAURICE H. YAMASATO, Vice Chairman
SISTER M. DAVILYN AH CHICK, O.S.F.
JOHN W. ANDERSON, JR.
REX D. JOHNSON
MELISSA Y.J. LUM
KENNETH E. SPRAGUE
KAZU HAYASHIDA
Manager and Chief Engineer

Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

RECEIVED
JUN 15 1994
HELBER HASTERT & FEE
PLANNERS

Dear Ms. Kurisaki:

Subject: Your Letter of May 23, 1994 on the Environmental Impact Statement Preparation Notice (EISPN) for the Convention Center, Honolulu, TMK: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

We are still evaluating the EISPN for the proposed project and will complete our review by June 30, 1994.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

KAZU HAYASHIDA
Manager and Chief Engineer

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843

FRANK F. FASI, Mayor
WALTER O WATSON, JR, Chairman
MAURICE H. YAMASATO, Vice Chairman
SISTER M. DAVILYN AH CHICK O S F.
REX D. JOHNSON
MELISSA Y J LUM
FORREST C. MURPHY
KENNETH E. SPRAGUE
KAZU HAYASHIDA
Manager and Chief Engineer

July 13, 1994

Final Draft

fls retype

DRAFT

Ms. Leslie Kurisaki, Senior Associate
Helber, Hastert & Fee, Planners
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Subject: Your Letter of May 23, 1994 on the Environmental Impact Statement Preparation Notice (EISPN) for the Convention Center, Honolulu, Oahu, TMK: 2-3-35: 1, 2, 4, 5, 8, 10; 2-3-36: 18, 24, 25

Thank you for the opportunity to review and comment on the EISPN for the proposed Convention Center.

We have the following comments to offer:

1. Our previous comments of April 6, 1994 on the water source and off-site water system requirements have been revised. The document should be amended to reflect the following:

   a. If the estimated water requirement is less than 250,000 gallons per day (gpd), the developer will be required to pay our Water System Facilities Charges (WSFC) for source.

   b. If the estimated water requirement is greater than 250,000 gpd, the developer will then be required to pay a proportionate share of the development costs for our regional sources. The current charge is approximately $10.00 per gallon; however, this is subject to further evaluation and change.

c. Should the water requirements exceed 670,000 gpd, the developer will be required to install approximately 1,300 linear feet (l.f.) of 16-inch main along Punahou Street, Philip Street and Kalakaua Avenue from King to Kanunu Streets and 350 l.f. of 12-inch main along Kalakaua Avenue fronting the Convention Center, makai of Kapiolani Boulevard.

2. There are eight existing water services at the proposed project site with various order-off dates. The developer has five years from these dates to reactivate the services to obtain WSFC credits. Thereafter, applicable WSFC will be assessed.

3. All other comments in our letter of April 6, 1994 are still applicable.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

KAZU HAYASHIDA
Manager and Chief Engineer

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Raymond H. Sato
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96843

Dear Mr. Sato:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Kazu Hayashida dated April 6, June 14 and July 13, 1994, pertaining to the subject EA. We offer the following responses to the substantive comments offered in those letters. Please note that some of the comments expressed in the April 6, 1994 letter have been superseded by those in the July 13, 1994 letter, and that no response is required to the June 14, 1994 letter. The responses are offered in the respective sequence of your numbered comments.

<u>Letter dated April 6, 1994</u>

1. Superseded.

2. We appreciate the information concerning the adequacy of the off-site water system in accommodating the proposed facility. This information will be included in the forthcoming Draft Environmental Impact Statement (DEIS).

3. We acknowledge that the availability of water will be determined when we submit the building permit application, and that we will be required to pay the Water System Facilities Charges as specified in the letter of June 13, 1994.

4. We understand that the design/builder's fire protection consultant, has been in contact with the Fire Prevention Bureau of the Honolulu Fire Department.

5. Inasmuch as the required water meter for the convention center facility is anticipated to be at least a three-inch meter, construction drawings showing its installation will be submitted for your agency's review and approval.

6. A BWS-approved reduced pressure principle backflow preventer (RP) shall be installed as specified.

7. The DEIS shall be sent to your agency for review and comment.

Letter dated July 13, 1994

1. Our estimate of water usage at the proposed project is less than 250,000 gallons per day.

2. Thank you for this information. We have apprised the design/build team of the deadlines and they will be contacting your agency regarding reactivation of service.

Mr. Hayashida's letters, along with this response will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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

FRANK F. FASI
MAYOR

HERBERT K. MURAOKA
DIRECTOR AND BUILDING SUPERINTENDENT

WILLIAM F. REMULAR
DEPUTY

PB 94-276

March 23, 1994

RECEIVED
MAR 24 1994

Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Gentlemen:

Subject: Pre-Assessment Consultation
Convention Center
Environmental Assessment
Honolulu, Hawaii

Per your March 15, 1994 request, we have reviewed the subject pre-assessment consultation and have no comments to offer. Thank you for the opportunity to review the documents.

Very truly yours,

HERBERT K. MURAOKA
Director and Building Superintendent

cc: J. Harada

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Randall K. Fujiki
Director and Building Superintendent
Building Department
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Herbert K. Muraoka, dated March 23, 1994, indicating that he has no comments on the subject EA. His letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein; Nordic/PCL
Mr. Eugene Watanabe; Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa; Wilson Okamoto & Associates, Inc.

PS Thanks for the meeting on special inspections.
Alan

DEPARTMENT OF FINANCE
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

RUSSELL W. MIYAKE
DIRECTOR

GLEN S. NONAKA
DEPUTY DIRECTOR

May 26, 1994

RECEIVED
JUN - 1 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Leslie Kurisaki, Project Planner
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Kurisaki:

Thank you for the opportunity to review the environmental assessment for the proposed Convention Center. We have no comment at this time.

Sincerely,

Russell W. Miyake

RUSSELL W. MIYAKE
Director of Finance

RWM:ec

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Russell W. Miyake
Director
Department of Finance
City and County of Honolulu
530 South King Street, Room 208
Honolulu, Hawaii 96813

Dear Mr. Miyake:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of May 26, 1994, indicating you have no comments on the subject EA. Your letter will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5498

FRANK F. FASI
MAYOR

GAIL H. KAITO
Acting Director
RONALD S. LIM
Acting Deputy Director

March 24, 1994

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, Vice President
Helber Hastert and Fee, Planner, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Pre-Assessment Consultation
Convention Center Environmental Assessment

This is in response to your letter of March 15, 1994 requesting our pre-assessment consultation on the Convention Center Environmental Assessment. The proposed development does not conflict with any current or proposed City projects. The Department of Housing and Community Development (DHCD) does not oppose the proposed development. The DHCD understands the Convention Center is being designed as a stand-alone facility, without additional private development, and shall consist of exhibit halls, meeting rooms, ballroom and support space. The DHCD further understands that the project will not contain a residential segment.

Should you have any questions, please contact Jason Ching of our Planning and Analysis Division at 523-4368.

Thank you for the opportunity to comment.

Sincerely,

RONALD S. LIM
Acting Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813
PHONE: (808) 523-4427 • FAX: (808) 527-5498

FRANK F. FASI
MAYOR

GAIL M. KAITO
Acting Director

RONALD S. LIM
Acting Deputy Director

June 8, 1994

RECEIVED
JUN 10 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, Vice President
Helber Hastert and Fee, Planner, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Convention Center Environmental Assessment

This is in response to your letter of May 23, 1994 requesting our comments on the Convention Center Environmental Assessment. The proposed development does not conflict with any current or proposed City projects. The Department of Housing and Community Development (DHCD) does not oppose the proposed development. The DHCD understands the Convention Center is being designed as a stand-alone facility, without additional private development, and shall consist of exhibit halls, meeting rooms, ballroom and support space.

The DHCD understands that the project will not contain a residential segment. Nevertheless, the Department would like to be consulted for the Environmental Impact Statement (EIS).

Should you have any questions, please contact Jason Ching of our Planning and Analysis Division at 523-4368.

Thank you for the opportunity to comment.

Sincerely,

RONALD S. LIM
Acting Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Ronald S. Lim
Director
Department of Housing and Community Development
City and County of Honolulu
650 South King Street, 5th Floor
Honolulu, Hawaii 96813

Dear Mr. Lim:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of March 24 and June 8, 1994, regarding the subject EA. We appreciate the information that the proposed development does not conflict with any current or proposed City projects. Your understanding that the convention center will be a "stand-alone" facility is correct; there is no residential development associated with the project.

Your letters, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

DEPARTMENT OF HUMAN RESOURCES
CITY AND COUNTY OF HONOLULU
STANDARD FINANCE BUILDING
715 SOUTH KING STREET, 2ND FLOOR
HONOLULU, HAWAII 96813 • (808) 527-5311

FRANK F. FASI
MAYOR

VICTOR D. GUILLERMO, JR.
DIRECTOR

EILEEN K. LOTA
DEPUTY DIRECTOR

EM

March 23, 1994

RECEIVED
MAR 24 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, AICP
Vice-President
Helber Hastert & Fee
Grosvenor Center, PRI Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: CONVENTION CENTER ENVIRONMENTAL ASSESSMENT

This is to acknowledge receipt of your letter dated March 15, 1994 requesting the Department of Human Resources' comments in preparation of an environmental assessment for the proposed convention center at the old Aloha Motors site in Honolulu.

Our department, in the review of the draft and final Environmental Impact Statement (EIS), would be primarily concerned with the effects of the proposed project on such social service areas as child care and employment & training services. Our concerns in this regards would be targeted toward the proposed convention center's projected workforce.

Additionally, as we are concerned with barrier-free facilities for people with disabilities, we ask that the applicant address this matter in the preparation of the EIS.

Should you have any questions or require further clarification on this matter please direct your inquiries to Mr. Ernie Martin of our department's Special Projects Division at 527-6264.

With warm regards and aloha.

Sincerely,

Eileen Lota

Eileen Lota
Acting DHR Director

cc: Leslie Kurisaki
Senior Associate

a:conctr.spd

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Salvatore S. Lanzilotti, Ed.D.
Director
Department of Human Resources
715 South King Street, 2nd Floor
Honolulu, Hawaii 96813

Dear Dr. Lanzilotti:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Ms. Eileen Lota dated March 23, 1994, regarding the subject EA.

The forthcoming Draft Environmental Impact Statement (DEIS) will contain a social impact assessment which will discuss project impacts on public service, including social services. In addition, an economic impact assessment will examine local job creation during construction and operation of the convention center.

With respect to Ms. Lota's concern for providing barrier-free facilities for people with disabilities, please be assured that the project will conform with the American Disabilities Act Guidelines (Title II, 36 CFR Part 1191).

Ms. Lota's letter, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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

FRANK F. FASI
MAYOR

DONALD A. CLEGG
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

94-01726 (AC)

March 31, 1994

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, AICP
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

Thank you for providing the Department of Land Utilization the opportunity to participate in the above-referenced pre-assessment consultation. In addition, thank you for providing us the Convention Center-Design/Build Request for Proposals (RFP). This information has been very helpful in providing us with an overview of the current scope of the project. The following is a list of issues that should be discussed in the environmental assessment (EA):

- Height, density and bulk of the complex;
- Traffic volumes generated on streets in the vicinity of the complex;
- Capacity of the municipal wastewater system to accommodate the proposed development;
- Effects on light and air;
- Compliance with City zoning regulations;
- Noise;
- Potential on-site hazardous waste materials; and
- Relationship to other land uses in the vicinity of the convention center, and to Waikiki.

We look forward to reviewing the EA when it becomes available for public review. Should you have any questions, please call Art Challacombe of our staff at 523-4107.

Very truly yours,

Donald Clegg

DONALD A. CLEGG
Director of Land Utilization

DAC:ak

cc: Mayor Frank F. Fasi

g:motors.adc

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

FRANK F. FASI
MAYOR

DONALD A. CLEGG
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

June 24, 1994

RECEIVED
JUN 27 1994

Ms. Leslie Kurisaki, Project Manager
Helber Hastert & Fee
Grosvenor Center, Makai Tower, Ste. 2590
733 Bishop Street
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Convention Center Environmental Assessment

We have reviewed the Convention Center Environmental Assessment (EA) and offer the following comments:

- The proposed use is generally consistent with the public policy of mixed use growth for the area, and is well within Development Plan height policy parameters for a convention center at this site.

- Page 1-8 of the EA states that the building envelope has a maximum height of 145 feet and side setbacks of 26-feet along Kalakaua Avenue and Kapiolani Boulevard; 20-foot setback along Atkinson Drive; five-foot setback along Kahakai Drive; and 20-foot setbacks on all other property lines. No setback is provided along the Ala Wai Promenade side of the property. The Environmental Impact Statement should provide additional details on building height setbacks, provisions for open space, landscaping and visual impact.

- The Ficus trees along the Ala Wai promenade are on the City's register of exceptional trees and regulated by Chapter 41-13, Revised Ordinances of Honolulu. Page 3-14 incorrectly identified this as the "State's Exceptional Tree List."

- Section 1.7, Alternatives Considered, should identify the Convention Center as approved in 1990 and modified by Resolution 93-229, CD1. This is an alternative and an explanation should be provided as to why this alternative was rejected.

If you have any questions, please contact Ardis Shaw-Kim of our staff at 527-5349.

Very truly yours,

DONALD A. CLEGG
Director of Land Utilization

DAC:ak

A:conv.as6
G:conv.ask

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Patrick T. Onishi
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Onishi:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Donald A. Clegg dated March 31 and June 24, 1994, commenting on the subject EA. Inasmuch as the comments in the earlier letter were superseded by those in the subsequent letter, we offer the following responses in the respective order of comments in the June 24 letter:

1. We appreciate the comment on the consistency of the project with the public policy for mixed-use growth and building heights for the area.

2. The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

3. Thank you for calling this error to our attention. We will provide the correct reference to the Ficus trees in the DEIS.

4. We concur that a discussion of the previous convention center proposal as an alternative action would be appropriate in the DEIS and will be including it.

Mr. Clegg's letters, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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

FRANK F. FASI
MAYOR

WALTER M. OZAWA
DIRECTOR

ALVIN K.C. AU
DEPUTY DIRECTOR

April 4, 1994

RECEIVED
APR - 7 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee
Mr. Leslie Kurisaki
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Messrs. Fee and Kurisaki:

Subject: Preassessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

We have reviewed the information provided in the preassessment consultation document for the proposed convention center and have the following comments.

1. The environmental assessment should address the impacts of the proposed project on the existing Ala Wai promenade. Will the convention center plan include any interfacing improvements with this promenade?

2. If roadway/traffic circulation improvements are planned along Atkinson Drive and Kapiolani Boulevard, the assessment should address impacts of these improvements on existing street trees.

3. Since the convention center is expected to generate more visitors, we can assume that more people will be using our crowded beach parks and other recreation resources throughout the island.

Additional comments will be provided after we have the opportunity to review more detailed information and plans.

Thank you for allowing us to be a consulted party.

Sincerely,

WALTER M. OZAWA, Director

WMO:ei

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

FRANK F. FASI
MAYOR

WALTER M. OZAWA
DIRECTOR

ALVIN K.C. AU
DEPUTY DIRECTOR

RECEIVED
JUN 16 1994
HELBER, HASTERT & FEE
PLANNERS

June 14, 1994

Ms. Leslie Kurisaki
Helber, Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Subject: Draft Environmental Assessment (DEA) for the Waikiki Convention Center

Thank you for providing us with the opportunity to review and comment on your DEA for the Waikiki Convention Center Project.

In addition to our previous comments, we are also concerned about the implications contained in your DEA that the Convention Center may stimulate additional development in that area. Until now, most resort and high intensity development have been confined to Waikiki. It seems likely that this project might trigger additional development outside of Waikiki.

We are particularly interested in your statement that "... the project could have a substantial impact [sic] the character of the adjacent neighborhoods, and by accelerating current development trends, may lead to demographic changes to the area's resident population" (DEA, Page 4-2). Our department is already wrestling with the problem of the lack of recreational facilities for residents of urban Honolulu. Additional development will increase pressures on existing recreational facilities.

A more detailed analysis of the anticipated demographic changes may help us to understand the impact the Convention Center will have on our limited recreational resources. With this information, we will be able to better plan for the future.

If you have any questions about our concerns, please call John Morihara of our Advance Planning Branch at 523-4246.

Sincerely,

For WALTER M. OZAWA, Director

WMO:ei

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Dona L. Hanaike
Director
Department of Parks and Recreation
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear ~~Ms. Hanaike~~ Dona:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This in response to the letters of April 4 and June 14, 1994 from your department in regard to the subject EA. We offer the following responses in the respective order of the numbered comments in the April 4 letter:

1. We understand that on October 24, 1994 your staff, along with Director Walter M. Ozawa met with several members of the design/build team to discuss how the proposed convention center will relate to the Ala Wai Promenade. We further understand that it was a fruitful meeting and that the design/build team now has a clearer understanding of your concerns. Your agency's cooperation in this matter is greatly appreciated.

2. The improvements along Atkinson Drive and Kapiolani Boulevard will require that the existing Monkeypod and Rainbow Shower trees be removed. We understand that the design/builder's landscape architect has contacted your agency regarding coordination to relocate the better specimens to City parks. Following road widening, new trees of similar species will, at minimum, replace the trees removed.

3. The convention center will not have any hotel facilities on-site. Its intent is to tap a new market of convention visitors who would stay in existing hotels. Nevertheless, in the long-run, it is likely that a demand will be created for additional hotel rooms. As these hotel rooms are built and filled, then additional demand on recreational resources will be created.

Your comments of June 14, 1994 request a more detailed analysis of the convention center's impact on stimulating additional development, particularly outside of Waikiki, and demographic changes that may result. The Draft Environmental Impact Statement (DEIS) will include an assessment of the economic impacts of the convention center, including those on city services. The DEIS will also include a social impact assessment examining potential demographic changes that may result. In general, however, any expression of these development trends in the form of land use changes is regulated by the City through its General Plan, Development Plans and zoning.

Mr. Ozawa's letters, along with this response, will be reproduced in the DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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

FRANK F. FASI
MAYOR

KENNETH E. SPRAGUE
[redacted]
DIRECTOR AND CHIEF ENGINEER
[redacted]

ENV 94-94

March 24, 1994

RECEIVED
MAR 30 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Subject: Pre-Assessment Consultation
Convention Center

We have reviewed the subject pre-assessment and have the following comments:

1. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA), the proposed project is located in Zone A.

2. Frontage improvements should be constructed in accordance with the City standards.

3. Access improvements should be in accordance with the Americans with Disabilities Act Accessibility Guidelines.

4. During construction, disturbance to the existing traffic circulation in the vicinity should be kept to a minimum. Accordingly, a traffic study may be required.

5. The Draft Environmental Assessment should address the engineering control on best management practices (BMPs) to minimize storm water quantity and flow increase over existing conditions.

6. Oil-water separator should be considered for draining the parking structure.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at 523-4150.

Very truly yours,

for KENNETH E. SPRAGUE
Director and Chief Engineer

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

FRANK F. FASI
MAYOR

KENNETH E. SPRAGUE
DIRECTOR AND CHIEF ENGINEER

ENV 94-146

June 16, 1994

RECEIVED
JUN 17 1994

Ms. Leslie Kurisaki
Project Planner
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Dear Ms. Kurisaki:

Subject: Draft Environmental Assessment (DEA)
Convention Center Project
TMK: 2-3-35: 1,2,4,5,8&10; 2-3-36: 18,24&25

We have reviewed the subject DEA and have no additional comments to offer at this time.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer at 523-4150.

Very truly yours,

KENNETH E. SPRAGUE
Director and Chief Engineer

bcc: Eng.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Kenneth E. Sprague
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Sprague:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of March 24 and June 16, 1994, regarding the subject EA. We offer this response to your March 24 letter. Your letter of June 16 expressed that you had no additional comments.

The following responses are in the respective order of your numbered comments:

1. This information has been provided in the EA and will also be included in the forthcoming Draft Environmental Impact Statement (DEIS).

2. The frontage improvements on Kalakaua Avenue, Kapiolani Boulevard, Atkinson Drive and Kahakai Drive will comply with City standards.

3. Access improvements for the convention center will conform with the American Disabilities Act Guidelines (Title II, 36 CFR Part 1191).

4. As discussed in the EA, construction traffic will impact roadways in the vicinity of the project site. To the extent possible, however, construction equipment will be moved during periods of low traffic volume, to minimize disruption of existing traffic patterns.

5. Engineering controls on best management practices (BMP) are currently being developed in conjunction with construction plans. Although they will not be available for inclusion in the Draft Environmental Impact Statement

(DEIS), they will be submitted, as required, in conjunction with the National Pollutant Discharge Elimination System (NPDES) permit application to allow construction activities for sites greater than five acres. With respect to future storm water flow conditions, no increase in runoff volume is anticipated because the existing project site is almost entirely paved over. Moreover, with the amount of landscaping proposed around the project, it is anticipated that runoff volumes may even decrease to some degree.

6. Currently, only emergency drains are contemplated for the proposed covered parking structure. If required by code, oil/water separators will be provided.

Your letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA
711 KAPIOLANI BOULEVARD, SUITE 1200
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

JOSEPH M. MAGALDI, JR.
DIRECTOR

AMAR SAPPAL
DEPUTY DIRECTOR

3/94-01211R

March 31, 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

RECEIVED
APR - 5 1994
HELBER HASTERT & FEE
PLANNERS

Dear Mr. Fee:

Subject: Convention Center Environmental Assessment,
Reference: Letter Dated March 15, 1994

In response to your letter of March 15, 1994 and as a follow-up to our discussions on March 22, 1994 with Mr. Fee and staff, we wish to provide our input with regards to the preparation of the environmental documents and design for the subject project. The following three (3) areas of concern should be addressed in your environmental document--a one-way traffic circulation pattern in Waikiki, traffic infrastructure improvements, and a rapid transit alignment/station and Waikiki people mover interface facilities.

1. Traffic Circulation Pattern in Waikiki

A study to analyze a one-way traffic circulation pattern in Waikiki is currently being conducted by the City Administration. It is our understanding that this study is anticipated to be completed by April 7, 1994. The results of this study should be used as input in the development of your traffic analysis for the Convention Center Project.

2. Traffic Infrastructure Improvements

Based on prior discussions and agreements with my Traffic Engineering Division and the previous Convention Center developer (First Development, Inc.), certain infrastructure improvements were agreed upon to be implemented around the Convention Center site to help mitigate the expected increase in traffic generated by the Convention Center development. These improvements are reflected in the

attached Plan Review Use Permit comments dated October 19, 1989 and Resolution 90-146, FD-1 (Exhibit 1). These infrastructure improvements should be considered as required by the Convention Center development.

3. Rapid Transit Alignment/Station and Waikiki People Mover Interface Facilities

The current Development Plan Public Facilities Map (Exhibit 2) for the Primary Urban Center reflects a rapid transit alignment and station on the Convention Center property. The transit alignment follows Kona Street past the Ala Moana Center and then enters the Convention Center property at Atkinson Drive and exits the site in the vicinity of the Kapiolani/Kalakaua intersection. Provisions should be made in the development of the Convention Center design to accommodate these facilities in the future.

As discussed in our March 22 meeting, it was related that a rapid transit station with a Waikiki people mover interface on the Convention Center site appeared to be logical and desirable transportation elements to afford ease in access for Convention Center areas. In light of the foregoing, we offer the following general parameters of these facilities for consideration in your environmental assessment and inclusion into the RFP to your prospective proposers for the design and construction of the Convention Center project. The parameters and dimensions provided are only approximate since it would be dependent on the selected technology.

<u>Rapid Transit Guideway and Station</u>

- Guideway - The rapid transit guideway is envisioned to be in an aerial configuration with the bottom of the structure approximately 30' to 35' above existing grade. The guideway would be supported by reinforced concrete columns with spans of approximately 90' to 180', depending on the curvature of the guideway alignment. The approximate envelope for the guideway structure and vehicle is reflected on Exhibit 3.

- Rapid Transit Station - The rapid transit station, including station platforms, but excluding the vertical circulation elements, would be approximately 300' in length and 50' in width. If the vertical circulation elements (stairs, escalators, elevators) could not be accommodated within the Convention Center complex, then an additional 40' in width would be required. The approximate envelope for the transit station is reflected on Exhibit 4. The station would be supported by columns spaced approximately 60' to 90' apart.

- Permanent and Construction Clearances - Clearances for maintenance; construction; and fire, life, and safety requirements from the guideway and station infrastructure will be dependent on the technology, construction approach, and building materials. General parameters can be discussed in a separate meeting, if desired.

- Other Considerations -

  - Hours of Operation: 5:00 a.m. to 1:00 a.m.

  - Lobby and queuing areas: Provision for a non-circuitous access from transportation interfaces for transit patrons including the mobility disadvantaged.

  - Fare vending and collection machines: Provisions to provide ticketing machines if vertical circulation elements are accommodated within the Convention Center complex.

  - Other Station Requirements: A traction power substation and ancillary spaces are required; possible incorporation with the Convention Center complex power supply.

Waikiki People Mover Interface

- People Mover Interface - The Waikiki people mover technology has not been selected as yet, but a rubber tire system could interface at-grade with the rapid transit system. The specific footprint of that interface has not been determined.

We appreciate this opportunity to provide comments for consideration in your environmental assessment of the Convention Center project. If more specific information is needed for any of these items, please contact Marvin Char of my staff at 527-6978.

Sincerely,

JOSEPH M. MAGALDI, JR.
Director

Attachments

cc: Ben Lee

EXHIBIT B

Kapiolani Boulevard

The modifications along Kapiolani Boulevard will extend from the Atkinson Drive area to near McCully Street. The modifications include:

- Widen the kokohead-bound direction by one lane from about 250 feet ewa of Atkinson Drive to Kalakaua Avenue. This would provide the same number of kokohead-direction through lanes on both sides of Kalakaua Avenue where presently there are currently only two lanes entering the intersection while three lanes are available outbound from the intersection;
- Widen the ewa-bound direction by one lane from Hauoli Street to Atkinson Drive, where the extra lane would end and permit one lane to be dedicated for left turns onto Atkinson Drive;
- The additional lane in Item 2 would permit designation of two exclusive left-turn lanes to Atkinson Drive in the morning and permit a lane for left turns in the afternoon when this movement is presently prohibited; and
- Continue the coning of this section of Kapiolani Boulevard during the commuter peak-traffic periods to reverse the direction of one off-peak lane for use by peak-direction traffic. The lane usage is depicted in Figure 5 for present and proposed conditions.

All widenings can be accomplished within the present street right-of-way or using Aloha Motors property.

Kalakaua Avenue

The modifications extend from the Ala Wai Canal bridge to the grass median mauka of Kapiolani Boulevard.

- Convert the mauka-direction right-turn-only lane, recently added as part of the Hard Rock Cafe project, to use by through or right-turn traffic. There are very few right turns on this leg of the intersection. The mauka-kokohead corner would have to be tapered back to allow proper lane transition;
- Extend the lane in Item 1 back to the abutment for the Ala Wai Canal bridge;
- With Item 1, convert the present combined left-turn through lane to use by left turns only to provide two left-turn-only lanes, a through lane, and a combination through/right-turn lane;

EXHIBIT B (continued)

- Widen the makai direction by one lane from the area where the tree-lined median currently ends to the Ala Wai Canal bridge abutment; and
- With the widenings described above, permit the left-turn movement from the mauka direction on Kalakaua Avenue to the ewa direction on Kapiolani Boulevard during the afternoon peak-traffic period.

The widening on the mauka leg of the intersection will require private right-of-way to be obtained at the applicant's cost while the makai side can be widened using project property.

Atkinson Drive

The modifications on Atkinson Drive extend from Kapiolani Boulevard to Hahukona Street.

- Prohibit ewa-side curb parking mauka of Kona Street and restripe Atkinson Drive to provide a left-turn lane into Kahakai Drive;
- Prohibit diamondhead-side curb parking from Hahukona Street to Kahakai Drive; and
- Install traffic signal controls for the intersection with Kahakai Drive and Kona Street.

Kahakai Drive

- Widen Kahakai Drive to five lanes along the Aloha Motors property frontage;
- Restrict parking along this widened section of Kahakai Drive; and
- Reverse the direction of the one-way loop section of Kahakai Drive from clockwise to counter clockwise.

0225N/7-8

1/11/94

HONOLULU CONVENTION CENTER
ALOHA MOTORS SITE
ROADWAY IMPROVEMENTS

Traffic requirements for off-site roadway improvements.

Widen and improve Kapiolani Boulevard, in the ewa bound direction, as follows:

1) Widen and extend the existing pavement by 10 feet beginning with a 45 degree concrete curb taper from the first large tree located approximately 100 feet KKHD of the centerline of Pumehana Street.

2) Round the curb radii at both corners of the Pumehana Street intersection to approximately 28 feet with a corresponding property line radius. Minor adjustments to these radii will be permitted to minimize land acquisition while maintaining a minimum six to eight foot sidewalk section.

3) Continue the widening through Kalakaua Avenue to provide four lanes on both sides of the intersection.

4) Modify the existing concrete island at the ewa/mauka corner of the intersection. Although prior discussions indicated the removal of the island, retention of a portion of the island may be preferable, provided that enough of the island could be retained to provide a sufficient storage area for pedestrians.

5) Provide minor modifications to the existing channelized island at Kalauokalani Way.

6) Begin the 10 foot pavement reduction from four to three lanes ewa of the intersection with Atkinson Drive. The curb transition shall provide for a taper length using a design speed of 40 mph.

Widen and improve Kapiolani Boulevard, in the KKHD bound direction, as follows:

1) Widen and extend the existing pavement by 10 feet beginning with a 45 degree concrete curb taper from approximately 200 feet ewa of the existing PC at Atkinson Drive.

2) Provide an minimum 8 foot sidewalk section at the makai/ewa corner without reducing the curb radius to less than 28 feet. Land acquisition may be required.

3) Continue the widening through Atkinson Drive to provide four lanes on both sides of the intersection.

4) Widen the right-of-way of Kapiolani Boulevard between Atkinson Drive to Kalakaua Avenue from 100 feet to 110 feet.

5) Widen the pavement by an additional 10 feet for a total of 20 feet approximately 50 feet ewa of the proposed driveway. The widening of a portion of the Kapiolani Boulevard frontage immediately following Atkinson Drive will not be required at this time until conditions requiring the widening are met. The conditions which will require the widening of this section of Kapiolani Boulevard shall be in the form of a written agreement and shall be placed on the development and its assignors. The primary condition which will prompt the widening shall be based on impedance to traffic directly attributable to vehicles entering the convention center driveway. An adverse impedance to traffic resulting from a vehicular queue within the site to Atkinson Drive for more than one signal cycle length shall constitute the widening of Kapiolani Boulevard.

6) Provide five lanes at the Kalakaua Avenue approach utilizing the curb lane as an exclusive right turn lane. Carry four lanes through the intersection to match the same number of lanes on the KKHD side of Kalakaua Avenue.

7) Modify the existing concrete island at the KKHD/makai corner of the intersection. Retention of a portion of the island may be preferable, provided that enough of the island could be retained to provide a sufficient storage area for pedestrians.

Widen and improve Kalakaua Avenue, in the makai bound direction, as follows:

1) Widen the right-of-way of Kalakaua Avenue from the median to Kapiolani Boulevard from 80 feet to 90 feet and from Kapiolani Boulevard to the Ala Wai Promenade to 100 feet.

2) Extend and widen the existing pavement by 10 feet beginning with a 45 degree concrete curb taper from the median located approximately 220 feet mauka from the existing PC at Kapiolani Boulevard.

3) Continue the widening through Kapiolani Boulevard to provide four lanes on both sides of the intersection.

4) Terminate the widening at the Ala Wai Bridge with a 45 degree concrete curb transition. The limits of the widening may be modified provided that a minimum 8 foot sidewalk area is maintained.

Widen and improve Kalakaua Avenue, in the mauka bound direction, as follows:

1) Widen and extend the pavement by approximately 10 feet

beginning with a 45 degree concrete curb transition from the Ala Wai Bridge to the completed section fronting the Hard Rock Cafe. The limits of the widening may be modified provided that a minimum 8 foot sidewalk area is maintained.

2) Modify the pavement striping at Kapiolani Boulevard to provide four lanes consisting of two through lanes and two left turn lanes.

Roadway improvements to Kahakai Drive and Atkinson Drive have been previously agreed to under a prior submittal.

Unless otherwise specified, the future curb radii will approximate the existing radii. The public sidewalk area from the curb to the property line shall not be less than eight feet, unless noted, and may be modified, provided a larger sidewalk area is not needed for wider travel lanes. Landscaping will be placed only within private property and the public sidewalk area shall be kept clear for pedestrian traffic.

EXHIBIT 1

CONVENTION CENTER COMPLEX - ALOHA MOTORS SITE October 19, 1989
PLAN REVIEW USE PERMIT

The comments from the Traffic Engineering Division for the Plan Review Use Permit for the Aloha Motors Convention Center Site are as follows:

1. The ownership of affected streets which is not under the jurisdiction of the City should be specified and stated in the traffic report.

2. Multiple entrance lanes should be provided at all access points to the proposed public parking areas to further minimize the potential of queuing onto public streets.

3. All public parking areas within the main parking structure should be interconnected and designed such that vehicles can enter and exit from any access point to minimize unnecessary circulation around the project site.

4. As indicated in the traffic report, parking entry controls will be recessed a minimum of 150 feet into the project from all streets to further minimize the queuing of vehicles onto public streets.

5. The driveway grade should not exceed 5 percent for a minimum distance of 35 feet from the curb line and adequate sight lines to pedestrians and other vehicles should be provided and maintained.

6. All vehicular access points shall be constructed as standard city dropped driveways.

7. Access to all driveways, with the exception of the access from Kahakai Drive, shall be limited to right turn in and right turn out.

8. Kapiolani Boulevard in the Ewa bound direction shall be widened from at least Pumehana Street to approximately 250 feet Ewa of Atkinson Drive with appropriate transitions occurring outside of these limits.

9. A striping plan showing proposed lane designations should be provided along Kapiolani Boulevard at Atkinson Drive to segregate and/or establish the left turn lane from the other through movements.

10. Kapiolani Boulevard in the Koko Head bound direction shall be widened from approximately 250 feet Ewa of Atkinson Drive with the transition occurring prior to this point, as indicated in the traffic study.

11. The makai-Koko Head corner of Kapiolani Boulevard and Atkinson Drive shall be rounded such that the lane leading into the project serves as a continuous lane beginning at the intersection.

12. A second right-turn lane shall be provided from Kapiolani Boulevard into Kalakaua Avenue toward Waikiki beginning after the proposed storage lane mentioned in item 11, above.

13. The widening of Kalakaua Avenue from the median mauka of Kapiolani Boulevard to the Ala Wai Bridge, as described in the traffic study, shall be done as part of this project.

14. The study shall address the widening of the Ala Wai Bridge on both sides and state, in detail, supporting factors to determine whether this widening should be done in conjunction with this project.

15. The proposal to reverse the direction of the one-way loop section of Kahakai Drive should be approved by the affected residents and/or the neighborhood board and any adjustments to private driveways, if necessary, should be noted.

16. A pedestrian bridge shall be provided across Kapiolani Boulevard in the vicinity of Atkinson Drive and Kalauokalani Drive in addition to the pedestrian bridge presently being proposed across Kalakaua Avenue to the Veterans of Foreign Wars site.

17. The study shall also address provisions for pedestrian bridges connecting the parking site on Kapiolani Boulevard to the proposed convention center site to reduce or eliminate pedestrian traffic across Kalakaua Avenue and Kapiolani Boulevard.

18. A back entrance to the Kalakaua Garage along the Makiki Stream access easement is desirable and should be provided as part of this project.

19. A detailed traffic control plan shall be provided stating the duties and qualifications of the traffic wardens, the methods and routes that will be used to direct traffic and the specific authority allowing the use of interim measures such as the ban of certain left turning movements to route traffic during large events.

20. The traffic control plan shall also detail alternate routing patterns for various occurrences when certain parking garages fill.

21. The impacts of potential overflow parking at the Ala Moana Park and other nearby public and private parking garages and locations should be addressed.

22. The basis of using certain trip rates, other than those specified by the Institute of Traffic Engineers (ITE), should be documented in the report.

23. The proposal to allow left turns from the mauka bound movement on Kalakaua Avenue to Kapiolani Boulevard during the afternoon peak period should be studied in further detail and the operational method of capacity analysis should be used to analyze Kapiolani Boulevard at Kalakaua Avenue and Atkinson Drive. Note that these two intersections operate as a single intersection and should be analyzed accordingly.

24. Proposed improvements to Kona Street should be specified and the details as to the necessary agreements and approvals should be documented.

25. Alternate provisions should be made in the event that the Blaisdell parking is not available.

26. Detailed preliminary drawings showing the proposed widening of streets and striping plans should be submitted for our review when they are available.

27. We are under the understanding that the cost for the design, acquisition of land and construction of all proposed improvements will be borne by the developer.

RESOLUTION

APPROVING A PLAN REVIEW USE APPLICATION SUBMITTED BY FIRST DEVELOPMENT, INC., FOR THE DEVELOPMENT OF THE HONOLULU CONVENTION CENTER COMPLEX.

WHEREAS, in accordance with Sections 21A-3.160 and 21A-8.30, Revised Ordinances of Honolulu, First Development, Incorporated, ("Applicant"), has applied for a Plan Review Use to develop the Honolulu Convention Center Complex on BMX-3 Community Business Mixed Use District and A-2 Medium Density Apartment District zoned parcels located in Honolulu, Oahu, Hawaii, also identified as Tax Map Keys: 2-3-35: 1, 2, 4, 5, 8, 10; and 2-3-36: 18, 24, and 25;

WHEREAS, the City Council held a public hearing on April 4, 1990, to consider said application for a Plan Review Use; and

WHEREAS, on April 25, 1990, the City Council, having duly considered all the evidence and reports offered at said public hearing, recommended approval of the subject application for a Plan Review Use with certain conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that a Plan Review Use be issued to the Applicant under the following conditions:

1. This Plan Review use pertains to the land area described on the map attached as Exhibit A, and development of the site shall be in general conformance with the Master Plan as described in the Applicant's Plan Review Use Application for the Honolulu Convention Center Complex, dated August 1, 1989.

2. The Convention Center facility contained within the Honolulu Convention Center Complex ("HCCC") or also referred to herein as "Project" shall be financed, maintained, and operated as such in good faith. Under no conditions shall the floor area (approximately 556,000 square feet) allocated to the Convention Center be converted to another use without the express consent of the City Council and the mayor. Prior to the Convention Center facility being sold, the Applicant shall give the City and County of Honolulu the First Right of Refusal to purchase the facility either by negotiated sale or by eminent domain proceedings. The Applicant shall record these requirements as a deed restriction prior to the issuance of a building permit, and

CW

RESOLUTION

shall expressly agree that these requirements be enforced by injunctive relief as well as all other remedies available at law or in equity.

3. The development shall not exceed 3,050,000 square feet as calculated pursuant to the Land Use Ordinance, Chapter 21A, ROH, of which the Convention Center facility shall consist of no less than 550,000 square feet. The remainder of the development authorized hereunder shall consist of approximately 800 hotel rooms, approximately 800 apartment units, approximately 83,500 square feet of retail use, approximately 150,400 square feet of office use and approximately 115,000 square feet of arcade, building and mechanical use. Additionally, the building heights as calculated pursuant to the Land Use Ordinance, Chapter 21A, ROH, shall not exceed 500 feet.

4. The Applicant shall consult with various broadcasters regarding the effect of the Project on their broadcast signals.

5. Prior to the issuance of a Certificate of Occupancy for HCCC, the Applicant shall secure a lease agreement or title to the parcel(s) to be used for off-site parking. The Applicant shall submit the building plans for the off-site parking to the Department of Land Utilization ("DLU") and other public agencies, as required, for review and approval. The off-site parking shall contain a total of at least 1,000 parking spaces and be available prior to the issuance of a Certificate of Occupancy for HCCC.

6. The Applicant shall be responsible for improving and maintaining the Ala Wai Promenade fronting the Project site at its own expense. Further, the Applicant shall prepare a Conceptual Master Plan for these improvements in coordination with and subject to the approval of the Department of Parks and Recreation ("DPR").

7. The Applicant shall coordinate with the DPR the planting and relocation of trees along all public streets affected by development of the Project. A revised Street Tree Plan for the Project shall be submitted to the DPR and the Department of Transportation Services ("DTS") for review and approval.

RESOLUTION

8. The Applicant shall comply with the requirements of Article 7, Chapter 22, ROH, relating to the dedication of land for park and playground purposes, as specified in the Applicant's Plan Review Use Application as amended by the Applicant.

9. The Applicant shall obtain approval of and coordinate the design and phasing with the DTS regarding the following elements of the proposed rapid transit system:

   a. dedicate a vertical and horizontal easement to the City and County of Honolulu for a fixed guideway and transit station along the Kapiolani frontage of the property in exchange for a 65 year lease from the City and County of Honolulu of the property identified by T.M.K. 2-3-32:6 and a portion of 2-3-32:48 at a yearly rental of $1.00, for the operation of a 600 stall parking garage. The exact location of such easements to be determined upon mutual agreement between the Applicant and the City in order to ensure that the design of the Convention Center facility and the fixed guideway and transit station structures accommodate one another. The easement and any structures constructed thereon shall not adversely affect the HCCC as proposed by the Applicant in its Plan Review Use Application as amended by the Applicant. The easement document shall require that the City and County of Honolulu operate and maintain the property subject to the easement to first class standards at least as high as the maintenance of the remainder of the Project;

   b. provide space within the Convention Center Complex for construction of two 12-foot-high vaults to accommodate an electrical substation (35' x 85') and a track control room (20' x 40'). The location of these vaults shall be as determined by mutual agreement of DTS and the Applicant;

   c. cooperate with the City and County of Honolulu in the design and share in the cost of the above mentioned transit station and vaults; provided, however, that Applicant's share of the cost of the transit station:

      i) shall be mutually agreed upon by the City and County of Honolulu and Applicant;

RESOLUTION

      ii) shall be limited to the station structure for the rapid transit system and the Waikiki people mover system including the enclosure, platforms, support columns, foundation plus elevators, escalators and stairways access to the platforms. Excluded is the cost of any operational elements or components of the transit system and people mover system including guideway and control mechanisms;

      iii) shall be on terms and conditions (separate and apart from the terms of Applicant's PRU application) which are not less favorable to Applicant than required from other owners of similar properties on which similar transit stations are located;

      iv) the provisions of this paragraph c shall terminate and be of no further force or effect if either (a) the above grade construction of the transit station and vaults has not commenced within five (5) years of the date hereof; or (b) the City and County of Honolulu fails to provide Applicant the structural design information (e.g. plan, location, weight, configuration, etc.) of station and fixed guideway system prior to June 1, 1991; and

      v) in addition to the foregoing, Applicant shall contribute to the cost of the above referenced station the sum of $5,300,000.00.

   d. provide reasonable access to the transit station;

   e. provide that any relocation of trees or the installation of landscaping shall not interfere with the construction of the rapid transit fixed guideway and transit station;

   f. provide landscaping around guideway and station structures upon their completion. This landscaping plan shall also be approved by DPR and DLU; and

   g. any changes to HCCC which are the result of this Section 9 shall not adversely affect this approval of Applicant's Plan Review Use Application, nor the requirements set forth in Section 2 hereinabove.

RESOLUTION

10. The Applicant shall provide and have approved by DTS a plan for the improvements for vehicular traffic on Kahakai Drive, Kapiolani Boulevard, Atkinson Drive and Kalakaua Avenue, as set forth in Exhibit "B" attached hereto and made a part hereof, prior to the issuance of a building permit and shall assume the costs for all such improvements.

11. The Applicant shall assume the cost of and obtain the necessary approvals for the construction of the proposed pedestrian skybridge across the Kalakaua Avenue. Designs of this skybridge shall be coordinated with DTS.

12. In accordance with City standards and requirements, the Applicant shall:

    a. participate in the development of a water source to accommodate the proposed complex;

    b. install 1,300 linear feet of 16-inch main on Punahou Street, Phillips Street, and Kalakaua Avenue from King Street to Kanunu Street; install approximately 350 linear feet of 12-inch main on Kalakaua Avenue fronting the HCCC site makai of Kapiolani Boulevard; and install 1,100 feet of 12-inch line along Kapiolani Boulevard, Atkinson and Kahakai Drives. The Applicant shall be responsible for the cost of these improvements which is presently estimated to be $1.5 million;

    c. pay the Board of Water Supply's ("BWS") Water System Facilities charges for daily storage; and

    d. coordinate all water improvements with the BWS.

13. In accordance with City standards and requirements, the Applicant shall:

    a. install wastewater improvements as described in Appendix A Infrastructure Engineering Report of the Applicant's PRU application. These improvements include approximately 2,000 linear feet of 24-inch sewer line to provide site connection to the existing 69-inch main at Ala Moana Park; approximately 550 feet of 36-inch main sewer line along Kapiolani Boulevard and Kalakaua Avenue. The Applicant shall be responsible for the cost of these improvements; and

RESOLUTION

    b. coordinate all wastewater improvements with DPW.

14. In accordance with City standards and requirements, the Applicant shall:

    a. install drainage improvements as described in Appendix A Infrastructure Engineering Report of the Applicant's PRU application. These improvements include the demolition of two existing lines which traverse the property, and the installation of two replacement lines; and provided that Applicant develops the parking structure on Kapiolani Boulevard, install a concrete cover over Makiki Stream at the proposed parking garage site on Kapiolani Boulevard; and

    b. all drainage improvements shall be coordinated with the DPW.

15. Signage for the proposed Project shall be in accordance with the Land Use Ordinance, Chapter 21A, ROH, standards.

16. Final building and design plans shall be submitted to the DLU for review and approval prior to the issuance of a building permit.

17. Any deviations from the plan shall be processed in compliance with Section 21A-3.160-2(E), ROH.

18. In the event of noncompliance with any of the conditions set forth herein, the Director of Land Utilization ("Director") may initiate action to halt its operation until all conditions are met. The Director may also terminate the use and revoke the Plan Review Use upon determination that such activity or activities prove harmful to the health, life, safety, and welfare of the neighborhood and/or general public.

RESOLUTION

BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be, and hereby is, directed to transmit copies of this resolution to Mr. Donald Clegg, Director of Land Utilization; Mr. Sam Callejo, Director and Chief Engineer, Department of Public Works; Mr. Alfred Thiede, Director, Department of Transportation Services; Mr. Kazu Hayashida, Manager and Chief Engineer, Board of Water Supply; Mr. Walter Ozawa, Director, Department of Parks and Recreation; and Mr. Joe Johnson, Nihon-Daly, Incorporated, Three Waterfront Plaza, Suite 567, 500 Ala Moana Boulevard, Honolulu, Hawaii 96813.

INTRODUCED BY:

/s/ Arnold Morgado, Jr. (BR)

Councilmembers

DATE OF INTRODUCTION:

March 19, 1990

Honolulu, Hawaii

(8042490/ec)

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

I hereby certify that the foregoing RESOLUTION was adopted by the COUNCIL OF THE CITY AND COUNTY OF HONOLULU on the date and by the vote indicated to the right.

ATTEST:

RAYMOND K. PUA
CITY CLERK

ARNOLD MORGADO, JR.
CHAIR AND PRESIDING OFFICER

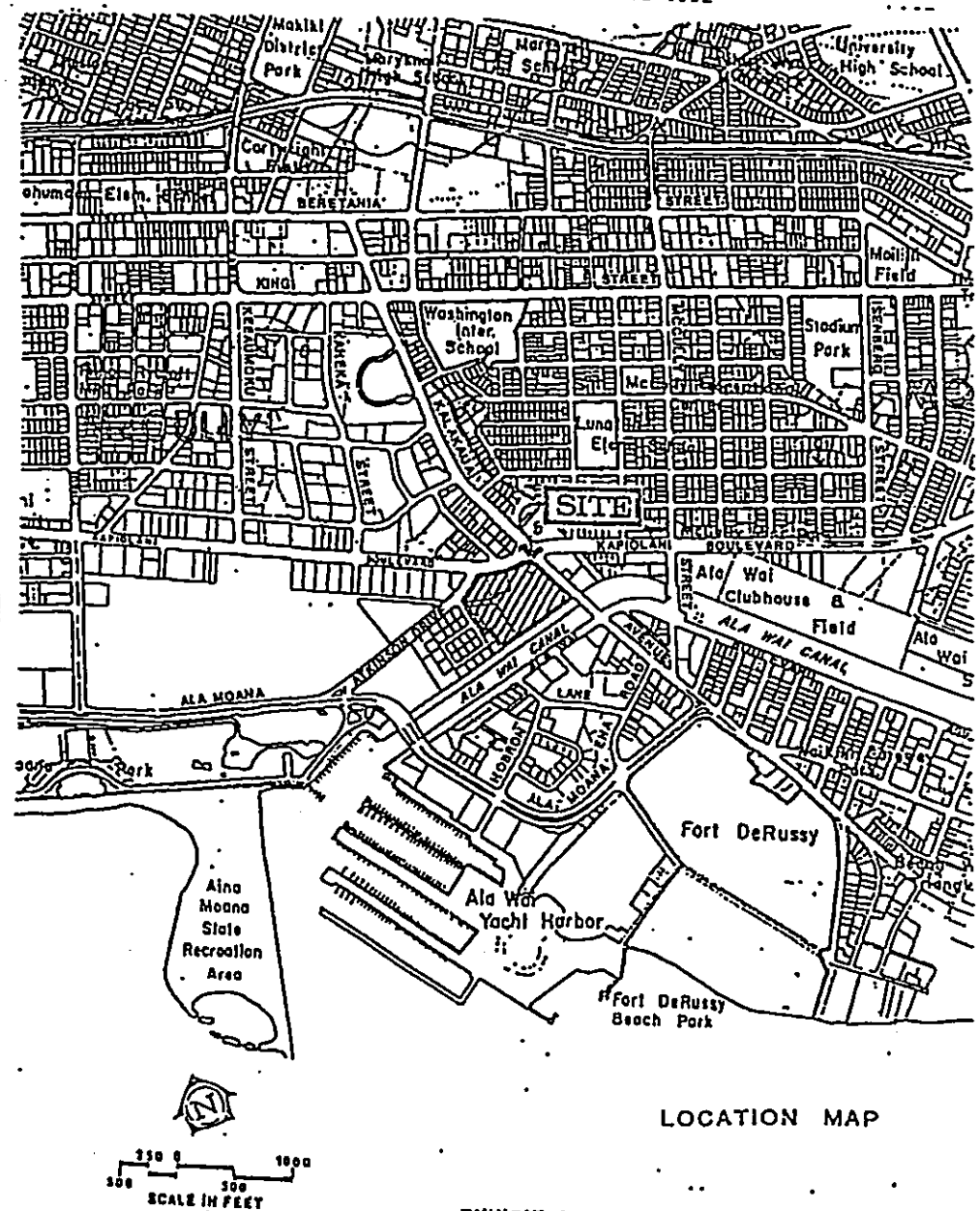
Dated APR 2 5 1990

ADOPTED MEETING HELD. APR 2 5 1990	AYE	NO	A/E
ARRICHOMBE		X	
DUKOTO		X	
DOO		X	
FRIE	X		
GILL		X	
KAHANU	X		
KIM	X		
MANENO	X		
MORGADO	X		
	5	4	0

Reference: D-205

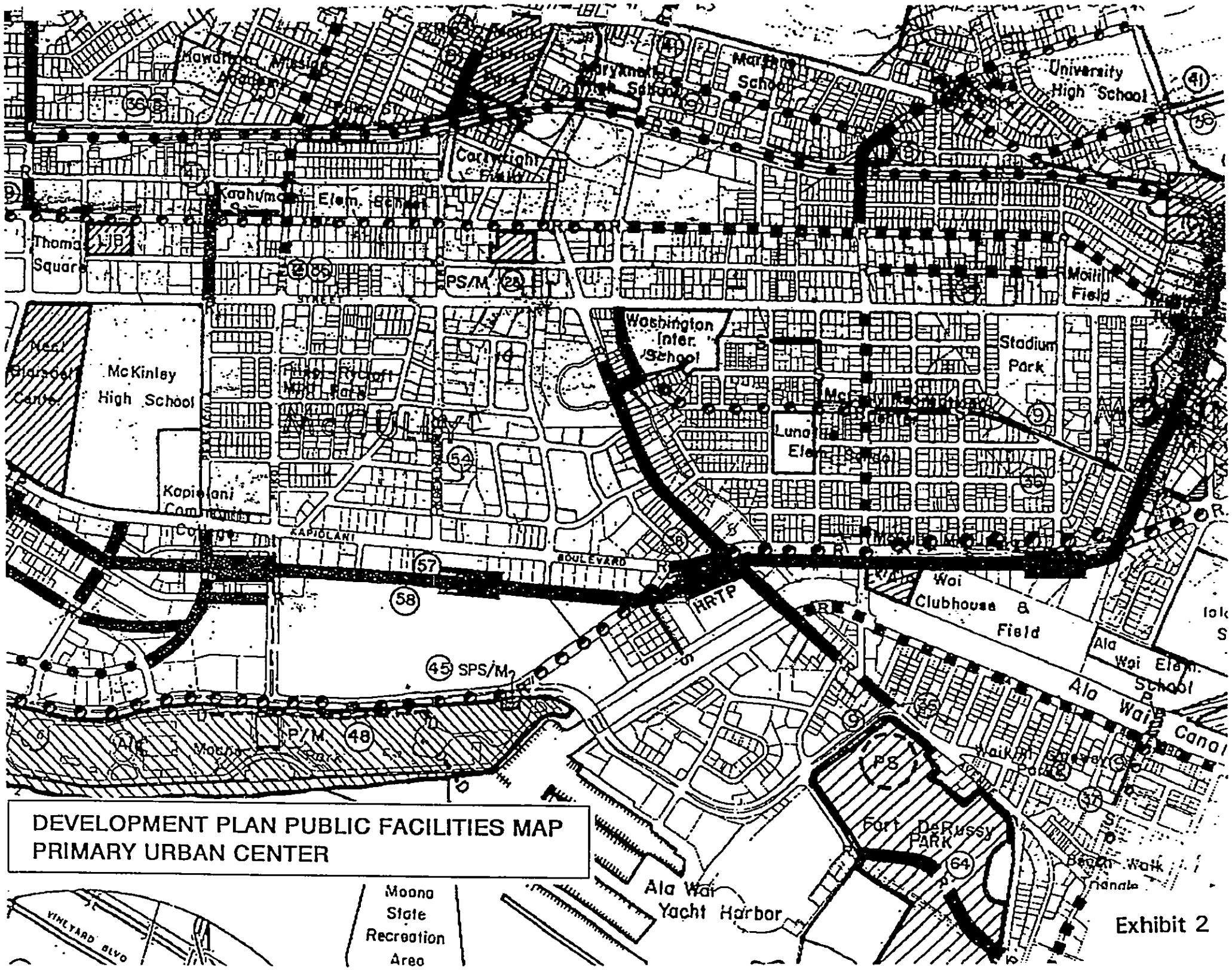
Report No. CWCR-46

Resolution No.
90-146
FD-1



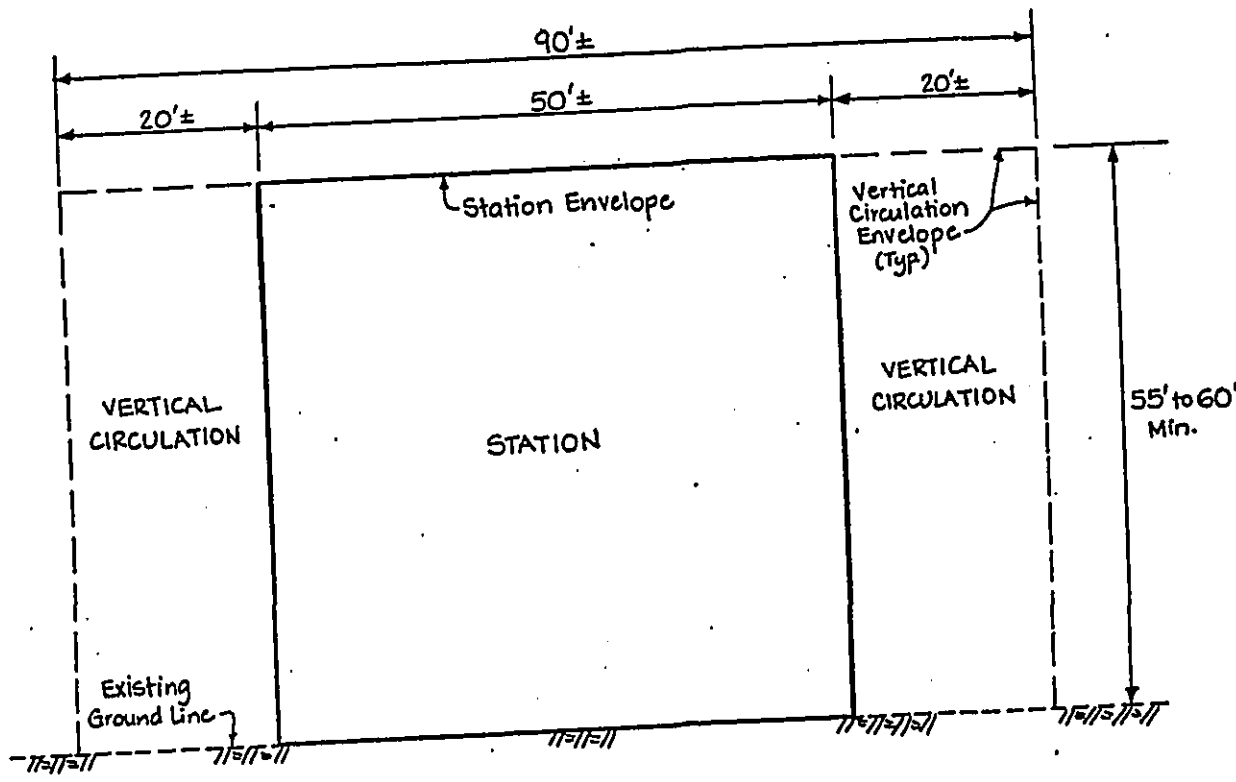
LOCATION MAP

EXHIBIT A



DEVELOPMENT PLAN PUBLIC FACILITIES MAP
PRIMARY URBAN CENTER

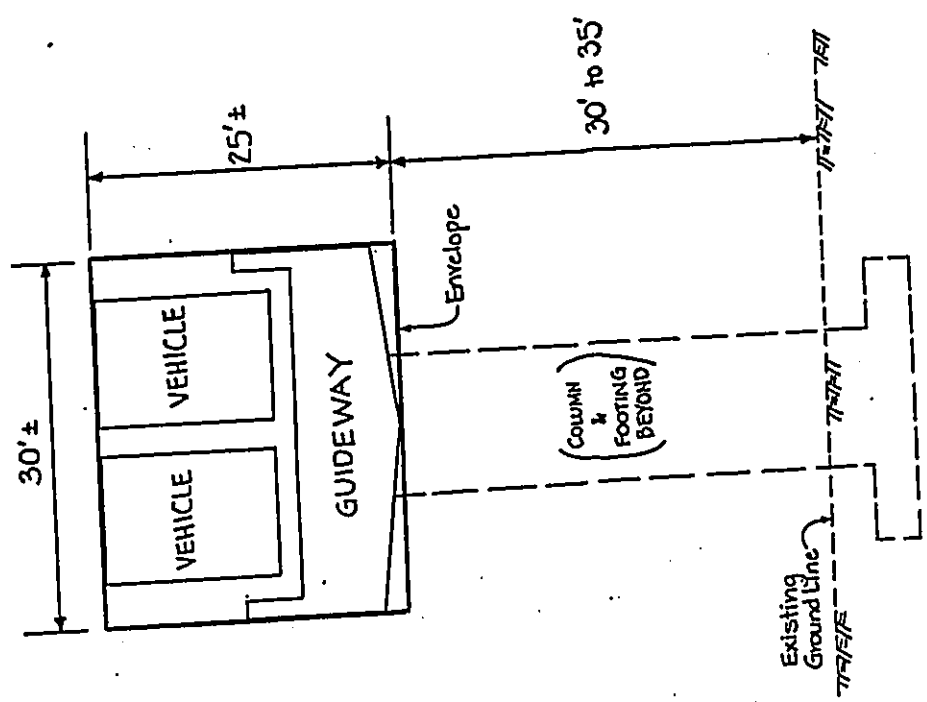
Exhibit 2



TRANSIT STATION ENVELOPE

N.T.S.

Exhibit 4



GUIDEWAY AND VEHICLE ENVELOPE

N.T.S.

Exhibit 3

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA
711 KAPIOLANI BOULEVARD, SUITE 1200
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

JOSEPH M. MAGALDI, JR
DIRECTOR

AMAR SAPPAL
DEPUTY DIRECTOR

TPD94-02203

June 23, 1994

JUN 24 1994

Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Attention: Mr. Leslie Kurisaki

Gentlemen:

Subject: Convention Center Environmental Assessment, May 1994

This is in response to your transmittal of May 23, 1994 regarding the subject Environmental Assessment (EA) document. Our general comments are that the proposed convention center's traffic assessment is based on trip generation assumptions which may be incorrect when considered on a cumulative basis. In addition, the EA does not provide an adequate level of transportation analysis, assessment of impacts for other than optimum conditions, or substantiation of the presumptive conditions needed to obtain the EA's conclusions. Therefore, the Department of Transportation Services (DTS) concurs with House Resolution No. 37 H.D. 2. (copy attached), that there needs to be a regional traffic plan to study the potential impacts associated with the development of a convention center on the old Aloha Motors site.

Our specific comments to the EA are as follows:

1. Design Criteria

The impact of 14,000 attendees need to be addressed even though it is not a typical occurrence. According to the project description (Section 1.4; pg. 1-3), occasionally 14,000 and rarely up to 18,000 persons (Section 2.6; pg. 2-7) are expected to attend during a two to four day large convention. Yet, all analyses are based on 10,000 persons attending. Is a 10,000 attendance the maximum number expected on any given day or at what frequency is this figure expected to be higher? The purpose of an EA/EIS is to document project impacts, including worse case as well as typical scenarios.

Based on the EA's assumed convention attendance characteristics (Appendix C; pg. 4-2), if 80% of the registered conventioneers attend, then the EA should also evaluate the possible impact of 11,200 attendees (14,000 X 80%) on traffic circulation and parking.

2. Conformance with Existing Public Plans

The EA (Section 1.5, page 1-4) erroneously concludes that the City's 89/PRU-5 Plan Review Use Permit, as amended, grandfathers the proposed convention center.

3. Parking

It appears that there will be inadequate on-site parking if only 800 stalls are provided. Assumptions, such as number of walking attendees, number of local residents and off-island conventioneers driving, and occupant per vehicle ratios greatly affect parking demand and need to be substantiated.

a. The impact of food service workers, added security and exhibitor help, in addition to the permanent staff, need to be evaluated in order to assess realistic traffic trips and parking requirements. According to the EA (Section 4.3.2; pg. 4-5), up to 500 food service personnel can be expected. The assumption that "the large numbers of food service and other workers needed for special events will use public transit or be bused to the site" (Appendix C; pg. 4-4) is not a guaranteed mitigation measure.

b. The EA states that there will be 6,400 morning attendees. Using the EA's traffic assumptions, 5% or 320 local residents would attend, of which 90% arrive by car with an average of 2.3 attendees per vehicle. The EA also states that only 18% or 96 of the 533 arriving vehicle trips would be resident attendees. Please explain this discrepancy.

320 attendees x .9	= 288 arrivals by car
288/2.3 persons per car	= 126 vehicles

c. According to the EA, on-site parking will be adequate for local events with attendance between 1,500 to 1,800 persons. The EA does not evaluate the impact of other functions occurring at the same time. This appears to be a gross miscalculation and/or underutilization of the facility.

An analysis of parking requirements should account for the possibility of multiple mixed-use events of up to 14,000 persons (see comment number 1).

d. The EA does not disclose off-site parking requirements or discuss related traffic circulation impacts. The impact of peripheral parking needs to be examined as part of a regional transportation study.

4. Loading

The traffic assessment should not presume that the City will permit on-street truck parking or loading. The convention center design should incorporate all necessary service functions

on-site. Any removal of on-street parking will impact surrounding residential and business properties. This should be coordinated with the neighborhood board, and affected businesses and residents. The EA needs to address this item as requiring further analysis.

The EA should evaluate the minimum number of full-size and small loading bays based on the zoning code (LUO) in order to assess whether the stated service frequency creates an adverse impact requiring mitigation.

5. Intersection Capacity Analysis

Average Delay per Vehicle (AD) and Volume-to-Capacity Ratio (V/C) are separate and distinct evaluation methodologies and should not be used interchangeably or to "average" Level-of-Service (LOS). Average Delay per Vehicle can provide an accurate assessment of traffic conditions when actual volumes and movements are known. This is not the case here.

The EA's LOS determination (Appendix C; pg. 4-10 to 4-13 and Table 4-5) does not coincide with Transportation Research Board LOS definitions for AD (Appendix C, Table A-2) and V/C (Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Table 7.1 attached). Using the Transportation Research Board definitions, the corrected LOS designations are noted (Blanks indicate no discrepancy with the Transportation Research Board definitions):

Intersection	Scenario	Morning Peak Hour		Afternoon Peak Hour	
		AD LOS	V/C LOS	AD LOS	V/C LOS
Kapiolani at McCully	Existing	D	-	-	-
	w/o project	D	-	E	E
	with project	D	-	E	E
Kapiolani at Kalakaua	Existing	F	F	D	D
	w/o project	-	-	D	E
	with project	-	-	-	D
Kapiolani at Atkinson	Existing	-	-	C	A
	w/o project	-	C	C	-
	with project	C	C	C	-
Atkinson at Ala Moana	Existing	-	A	-	C
	w/o project	-	B	F	D
	with project	F	B	-	D

Intersection	Scenario	Morning Peak Hour AD LOS	Morning Peak Hour V/C LOS	Afternoon Peak Hour AD LOS	Afternoon Peak Hour V/C LOS
Atkinson at Kahakai	Existing	-	-	-	-
	w/o project	-	-	-	-
	with project	C	A	C	A
Ala Moana at Kalia/Ena	Existing	E	B	E	C
	w/o project	E	B	E	-
	with project	E	b	e	-

6. Shuttle Bus Service

The proposed roadway mitigation actions are predicated on trip generation estimates based on a high walking ratio (35%) and 45% of visitors travelling by private shuttle/charter bus as opposed to rental car or taxi. These assumptions have a tremendous impact on the estimated number of vehicle trips. The EA acknowledges the magnitude of these assumptions and states that "a very convenient alternative (the shuttle bus system) [is] needed to keep usage levels of rental cars and taxis at the rates in this analysis." (Appendix C; pg. 4-6)

The EA, however, does not analyze the impact. The consequence of 75 shuttle bus trips during the morning peak hour needs to be evaluated for off-loading and queuing requirements, circulation through and outside of Waikiki, and conflict with regular City bus service. Afternoon peak hour shuttle trips also need to be analyzed. Due to the dependence on shuttle bus service, approval to develop a convention center should require implementation of a shuttle bus program and plan as a project mitigation measure.

7. Roadway Mitigation Actions

A traffic analysis is required to evaluate left turn movements and queuing impacts. Mitigation measures should require a circulation plan that minimizes or restricts left turns, such as from Kapiolani into Atkinson, and from Atkinson into or out of Kahakai Drive. This plan must be coordinated with the City's Waikiki Master Plan circulation system.

Traffic signal improvements (Section 5.1.4; pg. 5-11 and Appendix C) have been recommended without examining the impact on overall circulation. Such analysis should be conducted as part of a regional transportation study before any final mitigation measures are assumed or recommended. This study should assess regional transportation impacts to major intersections, major public roadways, and public transportation and emergency services through the surrounding communities. Forecasts for years 2010 and 2020 should be included to provide short- and long-range analysis.

The off-site roadway improvements which were required for the initial convention center should be included in the present proposal (See attached City Council Resolution 90-146 FD-1) unless it can be substantiated by the regional traffic analysis that some of those improvements are not necessary. In addition, the Ala Wai Bridge on Kalakaua Avenue should be widened to the Development Plan width to provide additional vehicle and pedestrian capacity to support this development.

Schematic plans for any roadway modifications should be provided to our office for review. Preliminary design plans, including use and location of all vehicular and pedestrian accesses, should be submitted for review during the early stages of the project.

8. Pedestrian Circulation

The traffic assessment (Appendix C; pg. 4-3) assumes unrealistic high walk percentages by downplaying taxi, shuttle and car rental services, leading to a 35% walk split mode. For example, 100% of all attendees from hotels within a 5 minute walk are assumed to be walking. The traffic assessment's pedestrian analysis must take into consideration that the proposed convention center is outside of Waikiki, attendee age and sex, and that there will be increased dependence upon rental car and taxi due to time of day (night or mid-afternoon vs. morning), year (winter vs. summer), and inclement weather conditions.

Pedestrian traffic from off-site parking lots also has not been addressed. Pedestrians crossing at grade could severely delay vehicle turning movements and impede traffic circulation.

9. Travel Forecast Assumptions

Many of the individual assumptions (Appendix C. Part 4; page 4-1 to 4-6) used to estimate trip generation appear to be optimistic and not substantiated, thereby leading to an overall travel demand that is probably underestimated. While each assumption may be justified under certain conditions, the EA should be evaluating conservative numbers to assess problematic areas, especially when precise numbers are not known. Examples include, but are not limited to:

a. Only 80% (Appendix C; pg. 4-2) of registered conventioneers assumed to attend events on a given day (also no assumption for unregistered attendees);

b. Assumption that only 25% of attendees will exit during the PM peak hour, implying there will be very limited afternoon convention activity;

c. Unrealistic high walk percentages by distance from hotels. See comment numbers 6 and 8;

d. Only 5% of attendees will use rental cars. See comment number 3;

e. 5% of attendees will use taxi with 2.3 occupants per taxi; and

f. 2.3 occupants per vehicle for Oahu resident trips.

10. Effects of Expansion

The EA (Appendix C; pg. 4-21 and 4-22) states that potential future expansion could result in a 20% increase in the size of events. Estimates are presented as to the potential increase in trip generation; however, there is no analysis of the possible need for increased mitigation measures.

Such an analysis should be done and incorporated into a regional transportation study to fully assess long-range impacts on existing infrastructure and the Waikiki circulation plan alternatives which are currently being developed. The impact of additional hotel development (Appendix C, pg. 4-5) on vehicular traffic and pedestrian trips also should be evaluated.

11. Relationship to City Transportation Plans

a. Waikiki Circulation Plan

Preclusion of a separate circulator option will impact the Waikiki traffic circulation alternatives available to the City and limit the efficiency of any one-way circulation scheme. A traffic analysis should be done of each circulation alternative to assist the City with its selection of a transportation plan.

b. Waikiki People Mover

At this time, it has not been determined whether the proposed people mover will run in a dedicated lane or with local traffic. Further consultation with the DTS is required to insure that all potential conflicts and impacts are adequately addressed.

c. Rapid Transit

Design considerations for a rapid transit station as noted in the DTS letter dated March 31, 1994 should be included as part of the convention center planning. If not, the following problematic areas will be of concern:

1) Reasonable geometric alignments from Kona Street to Kapiolani Boulevard and possibly Kalakaua Avenue cannot be accomplished. As a result, excessive right-of-way must be taken from other properties and train operation speeds will be severely impaired;

2) A minimum of one travel lane on Kapiolani Boulevard must be removed to accommodate station piers; an additional lane may also need to be removed for station entrance and bus interface;

3) Convention center vehicle access points may preclude efficient guideway and station supports, resulting in a visually undesirable structural solution without adequate space for mitigating measures, such as landscaping;

4) Station entrance structure and ancillary rooms may interfere with pedestrian access, storefronts, etc.; and

5) Transit construction may severely impact convention center operations and circulation for approximately two years.

12. Other comments:

a. Section 1.6.1 Flooding; pg. 1-5

A flood hazard analysis is required to determine flood inundation levels in Zone A.

b. Section 3.16.2 Project Area and Subsequent Visual Analysis; pg. 3-24 to 3-33

The prescribed building envelope (from existing property lines) setbacks leave little room for adequate visual relief and mitigative landscaping measures when recommended traffic improvements are taken into consideration. For example, the proposed setback on Kapiolani Boulevard is 26 feet. Roadway mitigation will require an additional 16 feet, leaving only 10 feet of building setback. No further additional lane improvements are possible.

Given the importance of the convention center and its landmark location at a major intersection and gateway to Waikiki, proper urban design considerations and amenities should be provided.

If you have any questions, please call Gregory Hee of my staff at 527-6978.

Sincerely,

JOSEPH M. MAGALDI, JR.
Director

Attachments

cc: Jeremy Harris, Managing Director
Benjamin B. Lee, Office of Waikiki Development
Peter Ho, DTS Traffic Engineering

STAND. COM. REP. NO. 1084-94

Honolulu, Hawaii
March 30, 1994

RE: H.R. No. 37
H.D. 2

Honorable Joseph M. Souki
Speaker, House of Representatives
Seventeenth State Legislature
Regular Session of 1994
State of Hawaii

Sir:

Your Committee on Finance, to which was referred H.R. No. 37, H.D. 1, entitled:

"HOUSE RESOLUTION REQUESTING THE CONVENTION CENTER AUTHORITY TO PREPARE A STUDY RECOMMENDING MEASURES TO MITIGATE THE CONVENTION CENTER'S IMPACT ON THE TRANSPORTATION NETWORK OF THE SURROUNDING AREA,"

begs leave to report as follows:

The purpose of this resolution is to request the Convention Center Authority to prepare a plan to mitigate the convention center's impact on the transportation network of the surrounding area, particularly on the congested Waikiki streets.

In addition, this resolution also requests the Convention Center Authority to:

(1) Prepare the plan in conjunction with the Office of State Planning, the Department of Transportation, and the City and County of Honolulu Department of Transportation Services, Department of Planning, and Office of Waikiki Development; and

(2) Submit its findings and recommendations to the Legislature no later than twenty days before the convening of the Regular Session of 1995.

Your Committee received favorable testimony on the resolution from the Convention Center Authority, the Office of Waikiki

HSCR FIN HR37 HD2 CTF, HWG

Development of the City and County of Honolulu, the Chamber of Commerce of Hawaii, the Waikiki Improvement Association, and two concerned citizens.

Upon consideration, your Committee has amended this resolution by:

(1) Changing the title of the resolution to read: "HOUSE RESOLUTION REQUESTING THE CONVENTION CENTER AUTHORITY TO PREPARE A PLAN RECOMMENDING MEASURES TO MITIGATE THE CONVENTION CENTER'S IMPACT ON THE TRANSPORTATION NETWORK OF THE SURROUNDING AREA"; and

(2) Making technical, nonsubstantive amendments for purposes of clarity, consistency, and style.

As affirmed by the record of votes of the members of your Committee on Finance that is attached to this report, your Committee concurs with the intent and purpose of H.R. No. 37, H.D. 1, as amended herein, and recommends its adoption in the form attached hereto as H.R. No. 37, H.D. 2.

Respectfully submitted on behalf of the members of the Committee on Finance,

CALVIN K.Y. SAY, Chair

HSCR FIN HR37 HD2

808 545 2050:# 9 DEPT OF LANDS SVC- 1:07PM 0-24-94

State of Hawaii
House of Representatives
The Seventeenth Legislature

Record of Votes of the Committee on Finance

Bill/Resolution No.: HR 37 HD1	Date: March 21, 1994
Committee Referral: TSM, FIN	☐ The committee is reconsidering its previous decision on this measure.

The recommendation is to: ☐ Pass, unamended ☒ Pass, with amendments ☐ Hold ☐ Recommit

FIN Members	Ayes	Ayes (WR)	Nays	Excused
1. SAY, Calvin K.Y. (C)	✓			
2. KAWAKAMI, Bertha (VC)	✓			
3. ALCON, Emilio	✓			
4. CHANG, Jerry L.	✓			
5. KANOHO, Eric R.	✓			
6. MORIHARA, David	✓			
7. NAKASONE, Bob		✓		
8. NEKOBA, Devon M.T.	✓			
9. PEPPER, Lennard J.	✓			
10. SANTIAGO, Alexander	✓			
11. SUZUKI, Nathan		✓		
12. TAJIRI, Harvey S.				✓
13. TAM, Rod	✓			
14. MARUMOTO, Barbara				✓
15. WARD, Gene	✓			
TOTAL	11	2	Ø	2

The measure is: ☐ Passed, unamended ☒ Passed, with amendments ☐ Recommitted

☐ Held If joint referral, _____ did not support recommendation.
committee acronym(s)

Vice Chair's or designee's signature: [signature]

Distribution: ☐ If passed, attach to Committee Report ☐ Data Entry

HOUSE OF REPRESENTATIVES
SEVENTEENTH LEGISLATURE, 1994
STATE OF HAWAII

H.R. NO. 37 H.D. 2

HOUSE RESOLUTION

REQUESTING THE CONVENTION CENTER AUTHORITY TO PREPARE A PLAN RECOMMENDING MEASURES TO MITIGATE THE CONVENTION CENTER'S IMPACT ON THE TRANSPORTATION NETWORK OF THE SURROUNDING AREA.

WHEREAS, the State has selected the portion of land on Kalakaua Avenue and Kapiolani Boulevard known as the Aloha Motors site for the new convention center to be constructed; and

WHEREAS, having a convention center and deciding which site it will occupy is only the beginning of the process; how it will work is the next question to be asked; and

WHEREAS, the Aloha Motors site is the center of what is already a well-known difficult traffic knot; and

WHEREAS, in a survey of Waikiki residents, respondents voiced their concern that a convention center at the Aloha Motors site would cause too much traffic at Kalakaua Avenue and Kapiolani Boulevard; and

WHEREAS, in addition to passenger vehicular traffic from those attending the conferences at the center, traffic will bear the burden imposed by trucks and other vehicles loading equipment to the center for convention activities; and

WHEREAS, it has been estimated that approximately forty-three truckloads would be needed for two simultaneous five thousand delegate conventions and those trucks would be using the roads surrounding the center as well as stopping to unload; now, therefore,

BE IT RESOLVED by the House of Representatives of the Seventeenth Legislature of the State of Hawaii, Regular Session of 1994, that the Convention Center Authority, in conjunction with the Office of State Planning, the Department of Transportation, and the City and County of Honolulu Department of Transportation Services, Department of Planning, and Office of Waikiki Development, is requested to prepare a plan to mitigate the convention center's impact on the transportation network of the surrounding area, particularly the congested Waikiki streets; and

TABLE 7.1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.00 - 0.60	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, 1980.

SENT BY:PLANNING DIV : 6-24-94 : 1:10PM : DEPT OF TRANS SVC→ 808 545 2050:#13

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 90-146
FD-1

RESOLUTION

APPROVING A PLAN REVIEW USE APPLICATION SUBMITTED BY FIRST DEVELOPMENT, INC., FOR THE DEVELOPMENT OF THE HONOLULU CONVENTION CENTER COMPLEX.

WHEREAS, in accordance with Sections 21A-3.160 and 21A-8.30, Revised Ordinances of Honolulu, First Development, Incorporated, ("Applicant"), has applied for a Plan Review Use to develop the Honolulu Convention Center Complex on BMX-3 Community Business Mixed Use District and A-2 Medium Density Apartment District zoned parcels located in Honolulu, Oahu, Hawaii, also identified as Tax Map Keys: 2-3-35: 1, 2, 4, 5, 8, 10; and 2-3-36: 18, 24, and 25;

WHEREAS, the City Council held a public hearing on April 4, 1990, to consider said application for a Plan Review Use; and

WHEREAS, on April 25, 1990, the City Council, having duly considered all the evidence and reports offered at said public hearing, recommended approval of the subject application for a Plan Review Use with certain conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that a Plan Review Use be issued to the Applicant under the following conditions:

1. This Plan Review use pertains to the land area described on the map attached as Exhibit A, and development of the site shall be in general conformance with the Master Plan as described in the Applicant's Plan Review Use Application for the Honolulu Convention Center Complex; dated August 1, 1989.

2. The Convention Center facility contained within the Honolulu Convention Center Complex ("HCCC") or also referred to herein as "Project" shall be financed, maintained, and operated as such in good faith. Under no conditions shall the floor area (approximately 556,000 square feet) allocated to the Convention Center be converted to another use without the express consent of the City Council and the mayor. Prior to the Convention Center facility being sold, the Applicant shall give the City and County of Honolulu the First Right of Refusal to purchase the facility either by negotiated sale or by eminent domain proceedings. The Applicant shall record these requirements as a deed restriction prior to the issuance of a building permit, and

CW

RESOLUTION

shall expressly agree that these requirements be enforced by injunctive relief as well as all other remedies available at law or in equity.

3. The development shall not exceed 3,050,000 square feet as calculated pursuant to the Land Use Ordinance, Chapter 21A, ROH, of which the Convention Center facility shall consist of no less than 550,000 square feet. The remainder of the development authorized hereunder shall consist of approximately 800 hotel rooms, approximately 800 apartment units, approximately 83,500 square feet of retail use, approximately 150,400 square feet of office use and approximately 115,000 square feet of arcade, building and mechanical use. Additionally, the building heights as calculated pursuant to the Land Use Ordinance, Chapter 21A, ROH, shall not exceed 500 feet.

4. The Applicant shall consult with various broadcasters regarding the effect of the Project on their broadcast signals.

5. Prior to the issuance of a Certificate of Occupancy for HCCC, the Applicant shall secure a lease agreement or title to the parcel(s) to be used for off-site parking. The Applicant shall submit the building plans for the off-site parking to the Department of Land Utilization ("DLU") and other public agencies, as required, for review and approval. The off-site parking shall contain a total of at least 1,000 parking spaces and be available prior to the issuance of a Certificate of Occupancy for HCCC.

6. The Applicant shall be responsible for improving and maintaining the Ala Wai Promenade fronting the Project site at its own expense. Further, the Applicant shall prepare a Conceptual Master Plan for these improvements in coordination with and subject to the approval of the Department of Parks and Recreation ("DPR").

7. The Applicant shall coordinate with the DPR the planting and relocation of trees along all public streets affected by development of the Project. A revised Street Tree Plan for the Project shall be submitted to the DPR and the Department of Transportation Services ("DTS") for review and approval.

RESOLUTION

8. The Applicant shall comply with the requirements of Article 7, Chapter 22, ROH, relating to the dedication of land for park and playground purposes, as specified in the Applicant's Plan Review Use Application as amended by the Applicant.

9. The Applicant shall obtain approval of and coordinate the design and phasing with the DTS regarding the following elements of the proposed rapid transit system:

   a. dedicate a vertical and horizontal easement to the City and County of Honolulu for a fixed guideway and transit station along the Kapiolani frontage of the property in exchange for a 65 year lease from the City and County of Honolulu of the property identified by T.M.K. 2-3-32:6 and a portion of 2-3-32:48 at a yearly rental of $1.00, for the operation of a 600 stall parking garage. The exact location of such easements to be determined upon mutual agreement between the Applicant and the City in order to ensure that the design of the Convention Center facility and the fixed guideway and transit station structures accommodate one another. The easement and any structures constructed thereon shall not adversely affect the HCCC as proposed by the Applicant in its Plan Review Use Application as amended by the Applicant. The easement document shall require that the City and County of Honolulu operate and maintain the property subject to the easement to first class standards at least as high as the maintenance of the remainder of the Project;

   b. provide space within the Convention Center Complex for construction of two 12-foot-high vaults to accommodate an electrical substation (35' x 85') and a track control room (20' x 40'). The location of these vaults shall be as determined by mutual agreement of DTS and the Applicant;

   c. cooperate with the City and County of Honolulu in the design and share in the cost of the above mentioned transit station and vaults; provided, however, that Applicant's share of the cost of the transit station:

      i) shall be mutually agreed upon by the City and County of Honolulu and Applicant;

RESOLUTION

ii) shall be limited to the station structure for the rapid transit system and the Waikiki people mover system including the enclosure, platforms, support columns, foundation plus elevators, escalators and stairways access to the platforms. Excluded is the cost of any operational elements or components of the transit system and people mover system including guideway and control mechanisms;

iii) shall be on terms and conditions (separate and apart from the terms of Applicant's PRU application) which are not less favorable to Applicant than required from other owners of similar properties on which similar transit stations are located;

iv) the provisions of this paragraph c shall terminate and be of no further force or effect if either (a) the above grade construction of the transit station and vaults has not commenced within five (5) years of the date hereof; or (b) the City and County of Honolulu fails to provide Applicant the structural design information (e.g. plan, location, weight, configuration, etc.) of station and fixed guideway system prior to June 1, 1991; and

v) in addition to the foregoing, Applicant shall contribute to the cost of the above referenced station the sum of $5,300,000.00.

d. provide reasonable access to the transit station;

e. provide that any relocation of trees or the installation of landscaping shall not interfere with the construction of the rapid transit fixed guideway and transit station;

f. provide landscaping around guideway and station structures upon their completion. This landscaping plan shall also be approved by DPR and DLU; and

g. any changes to HCCC which are the result of this Section 9 shall not adversely affect this approval of Applicant's Plan Review Use Application, nor the requirements set forth in Section 2 hereinabove.

RESOLUTION

10. The Applicant shall provide and have approved by DTS a plan for the improvements for vehicular traffic on Kahakai Drive, Kapiolani Boulevard, Atkinson Drive and Kalakaua Avenue, as set forth in Exhibit "B" attached hereto and made a part hereof, prior to the issuance of a building permit and shall assume the costs for all such improvements.

11. The Applicant shall assume the cost of and obtain the necessary approvals for the construction of the proposed pedestrian skybridge across the Kalakaua Avenue. Designs of this skybridge shall be coordinated with DTS.

12. In accordance with City standards and requirements, the Applicant shall:

    a. participate in the development of a water source to accommodate the proposed complex;

    b. install 1,300 linear feet of 16-inch main on Punahou Street, Phillips Street, and Kalakaua Avenue from King Street to Kanunu Street; install approximately 350 linear feet of 12-inch main on Kalakaua Avenue fronting the HCCC site makai of Kapiolani Boulevard; and install 1,100 feet of 12-inch line along Kapiolani Boulevard, Atkinson and Kahakai Drives. The Applicant shall be responsible for the cost of these improvements which is presently estimated to be $1.5 million;

    c. pay the Board of Water Supply's ("BWS") Water System Facilities charges for daily storage; and

    d. coordinate all water improvements with the BWS.

13. In accordance with City standards and requirements, the Applicant shall:

    a. install wastewater improvements as described in <u>Appendix A Infrastructure Engineering Report</u> of the Applicant's PRU application. These improvements include approximately 2,000 linear feet of 24-inch sewer line to provide site connection to the existing 69-inch main at Ala Moana Park; approximately 550 feet of 36-inch main sewer line along Kapiolani Boulevard and Kalakaua Avenue. The Applicant shall be responsible for the cost of these improvements; and

RESOLUTION

b. coordinate all wastewater improvements with DPW.

14. In accordance with City standards and requirements, the Applicant shall:

a. install drainage improvements as described in Appendix A Infrastructure Engineering Report of the Applicant's PRU application. These improvements include the demolition of two existing lines which traverse the property, and the installation of two replacement lines; and provided that Applicant develops the parking structure on Kapiolani Boulevard, install a concrete cover over Makiki Stream at the proposed parking garage site on Kapiolani Boulevard; and

b. all drainage improvements shall be coordinated with the DPW.

15. Signage for the proposed Project shall be in accordance with the Land Use Ordinance, Chapter 21A, ROH, standards.

16. Final building and design plans shall be submitted to the DLU for review and approval prior to the issuance of a building permit.

17. Any deviations from the plan shall be processed in compliance with Section 21A-3.160-2(E), ROH.

18. In the event of noncompliance with any of the conditions set forth herein, the Director of Land Utilization ("Director") may initiate action to halt its operation until all conditions are met. The Director may also terminate the use and revoke the Plan Review Use upon determination that such activity or activities prove harmful to the health, life, safety, and welfare of the neighborhood and/or general public.

RESOLUTION

BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be, and hereby is, directed to transmit copies of this resolution to Mr. Donald Clegg, Director of Land Utilization; Mr. Sam Callejo, Director and Chief Engineer, Department of Public Works; Mr. Alfred Thiede, Director, Department of Transportation Services; Mr. Kazu Hayashida, Manager and Chief Engineer, Board of Water Supply; Mr. Walter Ozawa, Director, Department of Parks and Recreation; and Mr. Joe Johnson, Nihon-Daly, Incorporated, Three Waterfront Plaza, Suite 567, 500 Ala Moana Boulevard, Honolulu, Hawaii 96813.

INTRODUCED BY:

/s/ Arnold Morgado, Jr. (8R)

Councilmembers

DATE OF INTRODUCTION:

March 19, 1990

Honolulu, Hawaii

(@042490/ec)

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

I hereby certify that the foregoing RESOLUTION was adopted by the COUNCIL OF THE CITY AND COUNTY OF HONOLULU on the date and by the vote indicated to the right.

ATTEST:

RAYMOND K. PUA
CITY CLERK

ARNOLD MORGADO, JR.
CHAIR AND PRESIDING OFFICER

Dated APR 2 5 1990

ADOPTED
MEETING HELD
APR 2 5 1990

	AYE	NO	A/E
AMBROSOMINE		X	
DeSOTO		X	
DOO		X	
FELIX	X		
GILL		X	
KAHANU	X		
KIM	X		
MANSHO	X		
MORGADO	X		
	6	4	0

Reference: D-205

Report No. CWCR-46

Resolution No.
90-146
FD-1

808 545 2050:#20

Helber Hastert
Planners

July 7, 1994

Mr. Joseph M. Magaldi, Jr.
Director
Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 23, 1994

Dear Mr. Magaldi:

Thank you for your comments on the Convention Center Environmental Assessment (EA). Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns.

In reference to your letter, we would like to clarify that the primary purpose of the EA was to identify issues, concerns and problems for more detailed analysis in the forthcoming Draft Environmental Impact Statement (DEIS), to be prepared by the selected design team. It was not our intent to conduct an in-depth analysis or identify all needed mitigation.

However, we would like to provide clarification in response to the following comments made in your letter:

Item 1. Streets, intersections and parking lots are never designed to meet worst case scenarios (i.e., is Kalakaua Avenue designed to flow smoothly on New Years Eve or Ala Moana Center designed to accommodate all parking on the Saturday before Christmas?). The traffic analysis included in the EA describes impacts which will not be exceeded on 90 to 95 percent of the days of the target year, which is in keeping with accepted traffic analysis methodology. Worse conditions can and will occur on some occasions, but other regional traffic generators will likely have a significant influence on these conditions.

Item 3b. There is no discrepancy in the numbers you cite; the comments are taken out of context. Appendix C identifies 126 arriving vehicles for resident attendees in the AM peak hour (Table 4-2), which was used in the analysis. Page 4-6 of Appendix C indicates that 18 percent of morning peak hour trips (arrivals plus departures) are resident attendees (126 arrivals, plus 7 departures, divided by 750 total AM peak hour vehicles entering or leaving).

Item 3c. The intent of the report is to indicate that parking is a constraint to local event size, and that if a larger event or combination of events is to be held, then off-site parking or other actions would be necessary.

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Telephone 808 545 2055
Facsimile 808 545 2050

Item 5. The "Operations Methodology" used in the traffic study is a more detailed procedure and requires greater detail in specific intersection features, such as traffic signal timing. Hence, it is best used to analyze existing conditions, or conditions in the near future involving existing intersections. The Operations Methodology also generally results in more conservative (worst case) results than the Circular No. 212 methodology, since it reflects the actual efficiency of intersection operations. This is particularly evident in the comparison of the ADPV and Circular 212 results at the Ala Moana Boulevard/Atkinson Drive intersection provided in your letter. The State DOT and City DTS usually require that this Operations Methodology be used for traffic impact studies, particularly when the project completion is expected within a few years.

The Operations Methodology calculates both Average Delay per Vehicle (ADPV) and Volume to Capacity Ratio (V/C). ADPV and V/C are distinct measures, and the study identifies each measure at the intersections. The study narrative identifies where project traffic affects one or the other at an intersection, since the level of impact may differ depending upon the individual operational and traffic characteristics at each intersection.

Item 7. The study indicates that vehicles traveling from Waikiki to the convention center should be asked to use Ala Moana Boulevard and Atkinson Drive in order to avoid the problem left-turn movements, given the continuation of the existing two-way street system.

Item 8. The study indicates the assumptions used to arrive at the figure of 35 percent walking for a 10,000 person convention. The one hotel within a 5-minute walk is the Ala Moana Hotel, located one block away, from which 100 percent of those traveling to the center were assumed to walk.

The study addresses the morning peak hour since this should be the most concentrated flow of pedestrians to or from the center. The study does not address inclement weather conditions, which may require more emphasis on shuttle buses to nearby hotels, as well as special measures to move increased taxi traffic to and from the center.

Item 9. The various assumptions on attendees, vehicle occupancy, and travel mode were developed after discussions with local representatives of the visitor industry and review of information available from mainland facilities. The assumptions have been listed in the report for review, and the Convention Center Authority is open to suggestions regarding specific numbers you feel would be more appropriate.

Again, your comments will be incorporated in the DEIS. You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period. We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Convention Center Authority
Mr. Jeremy Harris, City Managing Director
Mr. Benjamin B. Lee, Office of Waikiki Development
Mr. Peter Ho, DTS Traffic Engineering

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Charles O. Swanson
Director
Department of Transportation Services
City and County of Honolulu
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Mr. Swanson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters from Mr. Joseph M. Magaldi, Jr., dated March 31, 1994 and June 23, 1994. We acknowledge that some of the comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners dated July 7, 1994.

Letter of March 31, 1994

We offer the following responses in the respective order of the numbered comments:

1. Traffic Circulation Pattern in Waikiki

   Based on our most recent discussions with the Office of Waikiki Development, we understand that the study to analyze a one-way traffic circulation pattern in Waikiki was not completed and, therefore, is not available for review.

2. Traffic Infrastructure Improvements

   The traffic infrastructure improvements which the previous convention center developer (First Development, Inc.) agreed to provide were required to mitigate traffic impacts of developing a convention center complex, including a hotel, condominiums, office tower, and retail establishments, in addition to a convention center. Such a convention center complex would have generated substantially greater volumes of traffic than the proposed "stand alone" convention center proposed by the

State. Therefore, the infrastructure improvements previously agreed to are not appropriate for the currently proposed design.

3. Rapid Transit Alignment/Station and Waikiki People Mover Interface Facilities

The EA recognized that the City's Development Plan Public Facilities Map for the Primary Urban Center reflects a rapid transit alignment and station on the convention center property. Development of the regional rapid transit system, however, has largely ceased due to the absence of a dedicated local funding source. Therefore, the convention center request for proposals did not require that a rapid transit station or associated people-mover interface be included in the design proposals.

Letter of June 23, 1994

Subsequent to receiving Mr. Magaldi's letter of June 23, 1994, the consultants preparing the Hawai'i Convention Center DEIS, Wilson Okamoto & Associates, Inc., and their traffic engineering subconsultant met with Mr. Marvin Char and members of his staff to discuss your agency's comments. The scope of the TIAR being prepared for the DEIS (hereafter referred to as DEIS/TIAR) reflects the results of those discussions.

Also subsequent to Mr. Magaldi's letter, the City engaged a consultant to prepare the Waikiki Regional Traffic Study. The study will examine the impacts of various traffic generators within the Waikiki area, including the proposed convention center. Traffic data from the DEIS/TIAR will be provided to the City for input in the regional study.

In consideration of these events, we offer the following responses to the specific comments on the EA as follows:

1. Design Criteria

An initial response to this comment was provided by Helber Hastert & Fee in their letter of July 7, 1994. As a result of the discussions with Mr. Char and his staff, we decided to include an analysis of a 14,000 person

event in the DEIS/TIAR. Such an event is anticipated to occur approximately once in three years.

With respect to the amount of parking available in the convention center facility, event organizers will need to take into account the number of stalls made available to them. They will be responsible for arranging transportation for participants in excess of those who can be accommodated within the parking structure.

2. Conformance with Existing Public Plans

The CCA's decision not to file a plan review use (PRU) application for the Hawai'i Convention Center was made in consideration of the City's approval of a PRU for a much larger convention center complex at the same site. The CCA does not regard that PRU permit to be an approval of the current proposal.

3. Parking

The 800 parking stalls to be provided at the Hawai'i Convention Center are not intended to accommodate every conceivable type of event that may be held there. The primary market for the center is overseas conventions whose participants will be bused in from hotels in Waikiki. It would not be cost effective to provide excess parking to accommodate rare events demanding more parking. By limiting the amount of parking available and requiring event organizers to consider the amount of parking that will be allocated for their use, more efficient means of transporting participants will be promoted. This will help to reduce the amount of traffic congestion generated by convention center events.

a. Event organizers will need to consider the amount of parking made available to them and determine who will be allowed to park at the convention center. Food service and other workers at the events may not be provided with parking, in which case they will need to find alternative transportation. The DEIS/TIAR will discuss parking alternatives for these employees. For example, they can be encouraged to use public transit through incentives such as providing bus passes or arranging for

parking at nearby hotels, office buildings or condominiums.

b. This item was responded to by Helber Hastert & Fee in their letter of July 7, 1994.

c. As mentioned previously, the amount of parking available at the Hawai'i Convention Center is a limitation on the size of events that can be held without providing alternative transportation for participants.

To account for the possibility of heavy automobile usage, the analysis of the 14,000 person event in the DEIS/TIAR assumes that the entire parking lot is utilized by participants arriving in their cars. It also assumes, however, that transportation management for such an event will assure that only those authorized to park at the convention center will attempt to do so. Hence, "turn aways" from the parking garage will be insignificant.

d. The size of events held at the convention center is limited by the amount of parking available. To the extent that event planners may require offsite parking, they will need to make appropriate arrangements. It is uncertain at this time which parking facilities will be used. Inasmuch as they will be using existing facilities, the resulting traffic in their vicinity should be no greater than generally associated with their normal use.

All truck parking and loading will be accommodated within the convention center facility.

Loss of on-street parking along portions of Kahakai Drive will be discussed in conjunction with the TIAR for the Hawai'i Convention Center DEIS.

The number of loading bays required for the Hawai'i Convention Center is unique to the needs of the facility. Therefore, comparison to zoning code (LUO) requirements for non-comparable uses would be inappropriate.

5. Intersection Capacity Analyses

This item was responded to by Helber Hastert & Fee in their letter of July 7, 1994.

6. Shuttle Bus Service

Transportation planning is integral to planning a convention event. The future convention center operator will need to work closely with event planners to assure that participants arrive on time and with minimum inconvenience. This is an important aspect of maintaining the Hawai'i Convention Center as a desirable national and international convention venue. In preparing the DEIS/TIAR, a professional convention transportation planner was consulted regarding the means by which conventioneers would be transported to the center. Based on his practical experience, assumptions regarding the number of buses required and their operations were determined for analysis in the DEIS/TIAR.

With respect to shuttle bus impacts, the DEIS/TIAR will address shuttle bus traffic as part of the overall traffic analysis.

7. Roadway Mitigation Actions

A portion of this comment was responded to in the July 7, 1994 letter from Helber Hastert & Fee.

Left turn movements into the Hawai'i Convention Center will be minimized by directing all trucks and buses to approach the center from Ala Moana Boulevard to Atkinson Drive and right-turning into Kahakai Drive. Event participants authorized to park at the center can also be instructed to arrive along the same route.

Delivery trucks exiting the center would normally turn left from Kahakai Drive onto Atkinson Drive to access Ala Moana Boulevard. This will keep them out of the busy Kalakaua Avenue/Kapiolani Boulevard intersection.

With respect to the overall traffic circulation patterns, we understand that the forthcoming Waikiki Regional Traffic Study will provide the appropriate scope for examining these traffic patterns.

The DEIS/TIAR substantiates that the proposed roadway widening, traffic signaling and restriping would mitigate traffic impacts associated with most events that would be held at the Hawai'i Convention Center. The DEIS/TIAR will analyze additional scenarios discussed with Mr. Char.

The TIAR in the EA determined that the bridge can accommodate pedestrian traffic generated by a large event and that removal of utility poles at either end of the bridge can substantially increase its capacity.

Widening the Ala Wai bridge for an additional Waikiki-bound traffic lane would not necessarily provide significant relief as laneage on the Waikiki side of the bridge is constricted at Ala Wai Boulevard by an existing building. Vehicles using the extra right lane while crossing the bridge would need to merge back into the existing lanes beyond Ala Wai Boulevard or be forced to make a right turn on Ala Wai Boulevard.

We will provide your office with schematic plans for roadway modifications for review along with preliminary design plans, including use and location of all vehicular and pedestrian accesses.

8. <u>Pedestrian Circulation</u>

A portion of this comment was responded to in the July 7, 1994 letter from Helber Hastert & Fee.

The DEIS/TIAR will use a reduced walk mode based on the 14,000 person event. This will result in a much higher dependence on the shuttle bus system.

9. <u>Traffic Forecast Assumptions</u>

A portion of this comment was responded to in the July 7, 1994 letter from Helber Hastert & Fee.

a. Please refer to the July 7, 1994 letter from Helber, Hastert and Fee. Pre-registration for conventions is generally assumed.

b. Please refer to the July 7, 1994 letter from Helber, Hastert and Fee.

c. The DEIS/TIAR will use a reduced walk mode based on the 14,000 person event.

d. The DEIS/TIAR analysis for the 14,000 person event assumes a modal split for cars that will utilize the parking capacity of the convention center.

e. Occupants of taxis are assumed to include those who missed the shuttle.

f. The 2.3 person occupancy rate is accepted for those attending a social event. For the DEIS/TIAR, a lower commuter rate of 1.2 persons will be used for the 14,000 person convention event. This rate is applied to Oahu residents going to the convention center in the a.m. and p.m. peak traffic hours.

10. Effects of Expansion

Inasmuch as it is uncertain if or when the expansion may become feasible and desirable, any quantitative analysis would be highly speculative. It is anticipated that when the decision to pursue the expansion is made, a supplemental EIS would need to be prepared. The Supplemental EIS could consider the findings of the Waikiki Regional Traffic Study and any resulting traffic improvements that may have been implemented by that time.

The development of more hotels in response to building the convention center would not necessarily result in larger events being held at the convention center. Therefore, traffic volumes associated with the convention center would not necessarily increase. In the long-run, however, new hotels would contribute to the overall increase in traffic in and around Waikiki. This impact would be appropriately addressed through the City's Waikiki Regional Traffic Study.

11. Relationship to City Transportation Plans

a. Waikiki Circulation Plan

We understand that the Waikiki Regional Traffic Study will address circulator options. The CCA will assist by providing traffic data associated

with the convention center as developed through the DEIS/TIAR.

b. Waikiki People Mover

The CCA is open to continuing dialogue with the City in regard to the people mover system.

c. Rapid Transit

As stated previously, inasmuch as the probability of realizing a fixed-rail transit system for Honolulu has declined significantly as a result of City decisions, the CCA did not include a costly and potentially restrictive requirement for accommodating such a system in its request for proposals to design and build the Hawai'i Convention Center.

12. a. A flood hazard analysis was conducted in conjunction with the PRU application filed by the previous convention center developer. The City Department of Land Utilization determined, based on that analysis, the flood elevation is seven feet above mean sea level. The ground floor exhibition hall of the Hawai'i Convention Center will be at that elevation.

b. Building setbacks along Atkinson Drive, Kapiolani Boulevard and Kalakaua Avenue are measured from the assumed property line after the required lane widening is made.

We believe that the selected convention center design will live up to its role as a landmark structure in the urban design of Honolulu.

Mr. Magaldi's letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

DEPARTMENT OF WASTEWATER MANAGEMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

FELIX B. LIMTIACO
Acting DIRECTOR

WPP 94-236

June 28, 1994

RECEIVED
JUL - 7 1994
HELBER HASTERT & FEE
PLANNERS

Ms. Leslie Kurisaki, Project Planner
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Subject: Convention Center Environmental Assessment

Thank you for the opportunity to review the subject environmental assessment. We offer the following comments to clarify statements contained under section "5.2 Wastewater System" on page 5-16:

Section 5.2.1 Existing Conditions

Neither the 36-inch sewer line located along Kapiolani Boulevard nor the 8-inch sewer line located in Atkinson Drive has sufficient capacity to accept wastewater flows from the proposed convention center.

Wastewater flows from the project site tributary area are transported to the Sand Island Wastewater Treatment Plant via the Ala Moana Wastewater Pump Station. The Sand Island treatment plant provides primary treatment and has a capacity of 82 mgd. Treated effluent is disposed of through an 84-inch diameter deep ocean outfall.

Section 5.2.3 Mitigation

The sewer line serving the project would be required to connect to the existing 69-inch sewer line at Ala Moana Park if the wastewater flow exceeds 500,000 gpd. If the project flow is below 500,000 gpd, the connection would be to the 18-inch sewer line in the Atkinson Drive - Ala Moana Boulevard intersection.

No structure shall be allowed to be built over the existing sewer easement located in the northeast corner of the project site. However, the existing 36-inch sewer line may be relocated into the public right-of-way if the easement area is required for a structure.

Should you have any questions, please contact Thomas Tamanaha of our Division of Planning and Service Control at 523-4671.

Very truly yours,

FELIX B. LIMTIACO
Acting Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Felix B. Limtiaco
Director
Department of Wastewater Management
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Limtiaco:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated June 28, 1994 regarding the subject EA. We appreciate the clarification you have provided regarding the wastewater collection system and will revise the statements in appropriate sections in the forthcoming Draft Environmental Impact Statement (DEIS).

We understand that the design/builder's civil engineers have been consulting with your staff to determine the appropriate mitigation required to accommodate the wastewater collection and disposal needs of the convention center. The details of these mitigation measures will be discussed in the DEIS.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425
HONOLULU, HAWAII 96819-1869

FRANK F. FASI
MAYOR

RICHARD R. SETO-MOOK
FIRE CHIEF

June 22, 1994

RECEIVED
JUN 27 1994

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

ATTENTION: Leslie Kurisaki

Gentlemen:

SUBJECT: Convention Center Environmental Assessment, May 1994

We have reviewed the subject material provided and foresee no adverse impact in Fire Department facilities or services.

Access for fire apparatus, water supply and building construction shall be in conformance to existing codes and standards.

Should you have any questions, please call Assistant Chief Attilio Leonardi of our Administrative Services Bureau at 831-7775.

Attilio L. Leonardi
(for) RICHARD R. SETO-MOOK
Fire Chief

AKL:ny

Enclosure: Environmental Assessment report

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425
HONOLULU, HAWAII 96819-1869

FRANK F. FASI
MAYOR

RICHARD R. SETO-MOOK
Acting Fire Chief

April 6, 1994

RECEIVED
APR - 8 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, AICP
Vice-President
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Re: Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

Thank you for giving us the opportunity to provide input at this early stage of consultation. We are declining to make any input at this time because of the limited amount of information available regarding the project. We do appreciate that we will be consulted at a later time when more information is made available.

Sincerely,

Richard R. Seto-Mook

RICHARD R. SETO-MOOK
Acting Fire Chief

EY:lm

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Richard R. Seto-Mook
Fire Chief
Fire Department
City and County of Honolulu
3375 Koapaka Street
Honolulu, Hawaii 96819-1869

Dear Mr. Seto-Mook:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of April 6 and June 22, 1994, regarding the subject EA. While no response is required for your earlier letter, we offer this in response to the June 22 letter.

In general, we are pleased that you foresee no adverse impact to Fire Department facilities or services resulting from the proposed project. The convention center will be designed and constructed to comply with all existing fire protection-related codes and standards.

Your letters, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein; Nordic/PCL
Mr. Eugene Watanabe; Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa; Wilson Okamoto & Associates, Inc.

HONOLULU PUBLIC TRANSIT AUTHORITY
CITY AND COUNTY OF HONOLULU
PACIFIC PARK PLAZA, SUITE 275
711 KAPIOLANI BOULEVARD
HONOLULU, HAWAII 96813

FRANK F. FASI
MAYOR

BOARD OF DIRECTORS
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RUSSEL W. MIYAKE
WILLIAM E. SPENCER, JR.
JAMES L. O'SULLIVAN
EXECUTIVE DIRECTOR

March 22, 1994

Mr. Thomas A. Fee, AICP
Vice President
Mr. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, PRI Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

RECEIVED
MAR 24 1994
HELBER HASTERT & FEE PLANNERS

Dear Messrs. Fee and Kurisaki:

In response to your letter dated March 15, 1994, we offer the following comments:

1. On Kalakaua Avenue and Atkinson Drive, provide extended bus bays for multiple bus loading, similar to the one on King Street, fronting the Blaisdell Center.

2. The bus bays should be complemented by bus shelters/benches designed and integrated with the Center and be accessible to wheelchair users in compliance with the Americans With Disabilities Act (ADA).

3. Special loading area(s) near the entrance and exit of the Convention Center should be designated to allow TheHandi-Van riders easy access.

4. The above public transit facilities should operate free and apart from tour bus and taxi operators.

We thank you for the opportunity to offer our comments on your project and look forward to working with you when more definitive plans are developed. Should you have any further questions regarding this matter, please call Morris Watanabe, Chief, Facilities and Equipment Branch, at 523-4725.

Sincerely,

Howard K. Jr

for JAMES L. O'SULLIVAN
Executive Director

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. James L. O'Sullivan
Executive Director
Honolulu Public Transit Authority
Pacific Park Plaza, Suite 275
711 Kapiolani Boulevard
Honolulu, Hawaii 96813

Dear Mr. O'Sullivan:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 22, 1994, regarding the subject EA.

The selected design proposal cannot accommodate an exclusive public transit bus bay along Atkinson Drive. A bus stop can, however, be accommodated along Kalakaua Avenue. Your request has been forwarded to the design/builder to consider its design requirements. We look forward to working with you on this matter.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

OAHU CIVIL DEFENSE AGENCY
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE: 523-4121

FRANK F. FASI
MAYOR

MALCOLM A. SUSSEL
ADMINISTRATOR

RECEIVED
APR 20 1994
HELBER HASTERT & FEE
PLANNERS

April 8, 1994

Messrs. Thomas A. Fee, AICP,
and Leslie Kurisaki
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Grosvenor Center, PRI Tower
Honolulu, HI 96813

Dear Messrs. Fee and Kurisaki:

Thank you for the opportunity to provide comments on issues in our area of concern that we would like to see addressed in the design of the proposed Convention Center in Honolulu.

Because Oahu is vulnerable to a wide range of natural and man-caused disasters, the Oahu Civil Defense Agency (OCDA) develops plans and procedures to prevent, mitigate, prepare for, and recover from these events.

For example, in the event of a hurricane approaching the island of Oahu, we are tasked to prepare evacuation plans which include evacuation of residents of endangered coastal areas, and provision of emergency shelter in areas of lesser risk.

Due to the high density/high population of the Honolulu/Waikiki district, and the lack of suitably constructed and/or located buildings, there is currently a potentially serious shortage of sheltering capacity within the area. The proper design and construction of the proposed convention center at the old Aloha Motors site, to include hurricane hazard structural considerations and its use as an emergency shelter during future large-scale emergency evacuations would significantly improve and enhance emergency sheltering operations affecting the entire area. In addition, it would greatly reduce reaction (evacuation) time for the entire southeastern portion of Oahu, and reduce sheltering requirements of facilities located in adjacent areas.

The structural considerations that we recommend be included into the design of the convention center include:

A. Meets the wind loading standards of the American Society of Civil Engineers, 7-88.

B. Complies with the 1991 Uniform Building Codes for the City and County of Honolulu.

C. All roof surfaces constructed of steel-pitched or heavy concrete materials.

D. All exterior glass surfaces protected by shutters (or means of installing protection, when necessary).

E. Interior convention rooms not located in close proximity to exterior glass surfaces.

F. Emergency lighting for all interior spaces.

G. Provision of emergency electrical generators, fuel storage, food and water in sufficient amounts to serve the maximum capacity of people for minimum of three days.

H. Emergency communications system, to include public address capability for all interior/adjacent areas.

I. Adequate restroom facilities.

J. Compliance with Americans with Disabilities Act accessibility standards.

K. Emergency first aid/treatment capability.

L. A civil defense siren simulator to provide alerting of potential/actual emergencies.

Again, thank you for the opportunity to comment on the proposed project. Please contact Mr. Bill Horvath, OCDA Disaster Preparedness and Recovery Officer at 523-4121, should you have any questions or desire additional information regarding these comments.

Sincerely,

JOSEPH D. REED
Plans and Operations Officer

cc: Managing Director
American Red Cross

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Joseph D. Reed
Plans and Operations Officer
Oahu Civil Defense Agency
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Reed:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated April 8, 1994, commenting on the subject EA.

Subsequent to receiving your letter, we met with your agency and the State Office of Civil Defense to discuss the role that the Hawai'i Convention Center may have in serving as an emergency evacuation shelter. As a result of the meeting, provisions for accommodating a siren simulator were incorporated in the design of the Center. It was also agreed that we should continue our discussions as design work on the Center proceeds. We look forward to meeting with you again.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein; Nordic/PCL
Mr. Eugene Watanabe; Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa; Wilson Okamoto & Associates, Inc.

OFFICE OF WAIKIKI DEVELOPMENT
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 306
HONOLULU, HAWAII 96813 • AREA CODE 808 • 527-5751

FRANK F. FASI
MAYOR

BENJAMIN B. LEE
EXECUTIVE DIRECTOR

April 15, 1994

RECEIVED
APR 19 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Tom Fee
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Tom:

This is to summarize our March 21, 1994 discussion regarding issues that should be addressed in the Environmental Assessment (EA) for the proposed convention center at the former Aloha Motors site.

As we discussed, the Office of Waikiki Development and Planning Department are currently overseeing a study to analyze the following:

1. Infrastructure and other improvements necessary to establish a one-way counter-clockwise circulation pattern for Waikiki.

2. The establishment of an on-grade, rubber-tired, visitor-oriented people-mover system for Waikiki, and the potential for a privatized system.

3. Evaluation of potential parking sites on the periphery of Waikiki, including attendant traffic impacts, for Waikiki employees.

The results of the study are due shortly and will be shared with the Convention Center Authority upon receipt.

Another traffic-related issue that should be addressed is accommodation of the increased level of pedestrian traffic across the Ala Wai Canal to be generated by the convention center. Potential solutions such as pedestrian bridges across the canal and the widening of the Kalakaua and Ala Moana Bridges will require cooperation and coordination amongst all levels of government.

The size and bulk of the one level convention facility with a footprint encompassing most of the ±9.7 acre site is a major visual, architectural and site planning concern. While there is general agreement on creating a facility which embraces a "Hawaiian sense of place," this concept is vague and not clearly defined. We offer the following suggestions to help articulate this concept which are consistent with the urban design guidelines of the Waikiki Master Plan:

1. Generous building setbacks should be provided around the perimeter of the project. The size and configuration of the setback areas should be designed as useable, pedestrian friendly open spaces rather than narrow linear strips typically used for "base planting."

2. Canopy-form street trees should be provided along all street frontages. Monkeypod trees removed along Kapiolani Boulevard to accommodate road widening should be replaced within the sidewalk or setback areas. Abundant use of coconut trees are also encouraged.

3. Maximum use of indoor/outdoor spaces with no physical obstruction between the two should be an integral part of the facility design.

4. Terraced roof and building forms, landscaped roof decks, lanais, balconies, overhangs and pedestrian arcades should be used to reduce building bulk and provide a sense of pedestrian scale for this very large facility.

5. Rooftop mechanical equipment should be concealed.

6. Use of reflective glass and large expanse of blank walls on the building exterior are discouraged.

7. Improvements for the Ala Wai Canal and a parallel promenade recommended in the Waikiki Master Plan should be an integral part of the convention center design.

8. Fountains, artwork and landscaping should be used to reflect the history and culture of Hawaii and Waikiki (spouting waters) and would reinforce the idea of creating a "Hawaiian sense of place." These elements by themselves, however, will not achieve this objective without an appropriate architectural design and good site planning.

Thank you for your consultation with my office and we look forward to reviewing the EA.

Sincerely,

BENJAMIN B. LEE
Executive Director

BBL:lh

cc: Alan Hayashi, Hawaii Convention Center Authority
Mike Carr, Convention Center Advisory Committee
Dean Chuck Gee, UH Travel Industry Management School

OFFICE OF WAIKIKI DEVELOPMENT
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 306
HONOLULU, HAWAII 96813 • AREA CODE 808 • 527-5751

FRANK F. FASI
MAYOR

BENJAMIN B. LEE
EXECUTIVE DIRECTOR

June 24, 1994

JUN 24 1994

Ms. Leslie Kurisaki
Project Planner
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Convention Center Environmental Assessment

We have reviewed the subject document and have the following comments to offer:

1. Page 5-10, Special Shuttle Bus System - Much more analysis and detail will be required in the EIS regarding scheduling, routing and on-site accommodations for the anticipated number of buses, particularly during peak arrival hours for large events.

2. Page 5-11, Pedestrian Access - The EIS needs to explain how the estimate of 35% of convention-goers walking from their hotels to the Convention Center was derived.

3. Page 6-11, Circulation Road for One-Way Circulation Systems - The EA states "The land area needed for the Convention Center will likely preclude construction of a circulator road within the site, as has been suggested by the City as part of a one-way circulation pattern. However, the Convention Center would not necessarily preclude the development of a one-way circulation system for Waikiki." This conclusion is also mentioned on page 5-13 of the EA.

For your information, the one-way counter-clockwise circulation option has been determined by our transportation consultant, Kaku Associates, to clearly be the better of the two one-way options. Its reduced Vehicle/Capacity (V/C) ratios is significant in comparison to the alternate one-way clockwise option. However, the one-way counter-clockwise option does require construction of the circulator road. Therefore, if the Convention Center does not allow for the circulator road, development of an effective one-way circulation system <u>is</u> precluded.

We will be happy to share our consultant's final study with the Authority to enable a more complete analysis in the EIS.

4. Page 5-13, Peripheral Parking - The EA states "Use of Convention Center parking as peripheral parking for Waikiki on non-convention days may be feasible but may turn out to be impractical due to its sporadic availability."

   Please be informed that Mayor Fasi's proposal to the Convention Center Authority (CCA) for joint use of some 200 parking stalls, included as an additive alternate to the Center's RFP never specified limiting this joint use of parking to non-convention days, nor did subsequent discussion between City and CCA officials. Use of this parking during smaller events, evenings and any off-peak times and days has been discussed, as well as utilizing some of the area as a stop and/or staging area for the proposed people-mover system.

5. Page 5-14, Regional Traffic Impacts - The EA states that the Convention Center may have traffic impacts on a regional scale, and that such potential impacts should be addressed in the EIS.

   We strongly agree that the potential traffic impacts of the Convention Center necessitate a regional traffic study which should be included as part of the project's EIS.

6. The following are comments on the Traffic Impact Assessment conducted for the project by WSA.

   a. Page 3-1, Assumptions Regarding Traffic Growth - The assessment states that development of the Veterans of Foreign Wars site (opposite the project site across Kalakaua Avenue), and the former Unocal Service Station site and the City tow lot (on the mauka side of Kapiolani Boulevard one block east of the project site) were not included in the traffic forecasts.

      Although the timing and composition of developments for these parcels are not known at this time, at a minimum, traffic forecasts and analysis based on the existing zoning of the parcels should be incorporated in the EIS.

   b. Page 4-18, Private Shuttle Service - As stated in our first comment, the EIS will need to provide much greater detail about how the estimated 60-plus buses per peak arrival hour will be accommodated for a 10,000-person event. At one bus per minute, the EIS should describe routing, entrances and exits, and plans to avoid queuing on surrounding streets.

   c. Page 4-20, Pedestrian Access - We strongly agree that physical modifications/improvements will be necessary to increase safety for the anticipated volumes of pedestrians walking back and forth between the Convention Center and Waikiki hotels. Mere relocation of the utility poles at each end of the Kalakaua Bridge would not be adequate.

      The EIS should fully describe the three modification options mentioned on page 4-20 of the transportation assessment, including cost and construction timeframe estimates, and offer a recommendation. Further, there should be additional analysis of the need for improvements at the locations identified in the pedestrian studies conducted for the First Development, Inc. project and mentioned on page 4-21 of WSA's assessment.

d. Page 4-21, Off-site Parking - WSA's assessment states that the 700 available stalls at the Center could accommodate a local event with 1,500-1,800 attendees. It then briefly mentions the probable need for off-site parking to accommodate larger local events.

The EIS should fully describe: where the off-site parking facilities will be, the number of stalls to be provided, traffic routing considerations (including entrances and exits), pedestrian access between these off-site facilities and the Convention Center, the need for any shuttle service between these off-site parking facilities and the Center, and the need for any roadway or pedestrian improvements.

e. Page 4-21, Convention Center Expansion - The design program for the Convention Center calls for possible future expansion of the Convention Center facilities estimated to result in a 20 percent increase in event size.

The EIS should include analysis of off-site parking, pedestrian volumes and access, private shuttle service and regional traffic impacts in terms of this potential 20 percent increase.

f. Page 5-3, Peripheral Parking (Waikiki Master Plan) - The assessment states that use of some of the parking facilities on the Convention Center site as peripheral parking for Waikiki "would increase the traffic volumes forecast for site driveways and adjacent street sections, and could result in the need for additional roadway improvements."

We take exception to this statement. Obviously, no joint use of parking would or should occur beyond the on-site capacity of the Center and its facilities. As we stated in an earlier comment, possible use of some Convention Center parking as peripheral parking for Waikiki would occur only during non-convention days, evening hours and any off-peak hours and days. Therefore, under no circumstances can it be imagined that peripheral parking use by the City would increase forecasted traffic volumes or necessitate additional roadway improvements.

7. We have previously provided the following suggestions to the CCA regarding the visual appearance of the Convention Center, and urge the Authority and the selected project team to incorporate as many as possible.

   a. Generous building setbacks should be provided around the perimeter of the project. The size and configuration of the setback areas should be designed as useable, pedestrian friendly open spaces rather than narrow linear strips typically used for "base planting."

   b. Canopy-form street trees should be provided along all street frontages. Monkeypod trees removed along Kapiolani Boulevard to accommodate road widening should be replaced within the sidewalk or setback areas. Abundant use of coconut trees are also encouraged.

   c. Maximum use of indoor/outdoor spaces with no physical obstruction between the two should be an integral part of the facility design.

   d. Terraced roof and building forms, landscaped roof decks, lanais, balconies, overhangs and pedestrian arcades should be used to reduce building bulk and provide a sense of pedestrian scale for this very large facility.

   e. Rooftop mechanical equipment should be concealed.

   f. Use of reflective glass and large expanses of blank walls on the building exterior are discouraged.

   g. Improvements for the Ala Wai Canal and a parallel promenade recommended in the Waikiki Master Plan should be an integral part of the Convention Center design.

   h. Fountains, artwork and landscaping should be used to reflect the history and culture of Hawaii and Waikiki (spouting waters) and would reinforce the idea of creating a "Hawaiian sense of place." These elements by themselves, however, will not achieve this objective without an appropriate architectural design and good site planning.

Thank you for this opportunity to comment. Please contact me at 527-5751 should you have any questions.

Sincerely,

BENJAMIN B. LEE
Executive Director

BBL:lh

cc: Joseph M. Magaldi, Jr., Director
Department of Transportation Services

Robin Foster, Chief Planning Officer
Planning Department

Ms. Christina Kemmer
Waikiki Improvement Association

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Christina Kemmer
Executive Director
Office of Waikiki Development
City and County of Honolulu
530 South King Street, Rm.306
Honolulu, Hawaii 96813

Dear Ms. Kemmer:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters dated April 15, 1994 and June 24, 1994 from Mr, Benjamin B. Lee pertaining to the subject EA. We offer the following responses to those letters:

April 15, 1994

We appreciate receiving the part of the traffic study pertaining to the Waikiki People Mover. We understand, however, that the other two parts relating to the one-way traffic pattern and peripheral parking were not completed and, therefore, are not available for review.

With respect to pedestrian traffic, the Traffic Impact Assessment Report (TIAR) for the EA indicates that the capacity of the Kalakaua Avenue Bridge would be somewhat restrictive for a large event (10,000 people) with a significant proportion of walkers (2,130 people) unless utility poles at the ends of the bridge are relocated. Beyond relocating the utility poles, further improvement in pedestrian flow could be achieved by bridge widening or by constructing new bridges. While no improvements are currently proposed, if the Hawai'i Convention Center Authority should pursue any in the future, we will coordinate its development with all appropriate City, State and Federal agencies.

With respect to the comments on achieving a "Hawaiian Sense of Place," we offer the following in the respective order of your numbered comments:

1. Building setbacks are as generous as possible given the requirement for the size of the single-floor exhibition hall. We believe that the design builder's treatment of the setbacks on Kapiolani Boulevard/Atkinson Drive, Kalakaua Avenue and the Ala Wai Promenade are particularly pedestrian friendly.

2. All trees, including the monkeypods and rainbow shower trees, which will be removed as a result of street widening will, at a minimum, be replaced with those of comparable size and the same species. Coconut trees are featured at the main entry and lobby on the corner of Kapiolani Boulevard and Atkinson and on the terraces facing the Ala Wai Promenade. They are also used generously in other landscaping for the facility.

3. Integration of indoor/outdoor spaces is a featured concept of the lobby where a high hanging glass curtain divides but does not visually separate the interior from the exterior space. Similar integration is found between the atriums and meeting rooms on the second floor. The two and a half acre Rooftop Garden complements the Ballroom on the top floor.

4. We feel strongly that the selected design maximizes the use of terraces, building forms, landscaped roof decks, lanais, balconies, overhangs and pedestrian arcades to reduce building bulk and provide a sense of pedestrian scale.

5. All rooftop mechanical equipment will be concealed from public view.

6. The only significant use of glass, at the front entry, is non-reflective in order to allow clear views into the lobby area from outside. Potential blank wall effects are broken up by lush landscaped decks, lanais and planters, and decorative thematic patterns on the walls.

7. No improvements to the Ala Wai Canal are proposed in conjunction with the project. Nevertheless, the Ala Wai Canal face of the convention center is designed to be a focal point of public activity along the Ala Wai Promenade. If a future pedestrian bridge across the canal is built, the area will easily integrate with the

parallel promenade on the opposite bank, as envisioned by the Waikiki Master Plan.

8. We feel strongly that the selected convention center design incorporates decorative and landscape features conveying a "Hawaiian Sense of Place" while providing sound architectural design and site planning. We will be working closely with the State Foundation on Culture and the Arts with respect to providing appropriate artwork that will also convey the "Hawaiian Sense of Place."

June 24, 1994

We offer the following responses in the respective order of your numbered comments:

1. The Traffic Impact Assessment Report (TIAR) for the Hawai'i Convention Center Draft Environmental Impact Statement (hereinafter referred to as the DEIS/TIAR) shall discuss bus routing for large events as well as on-site accommodations for the shuttle buses at the proposed facility. A professional convention transportation manager was consulted regarding the logistics required to transport the number of convention delegates that would be attending a large event. His estimates on bus scheduling and anticipated number of buses were used in the traffic analysis.

2. The TIAR in the Environmental Assessment discussed the assumed proportion of delegates expected to walk to the convention center based on the distance of their hotels from it. In the forthcoming DEIS/TIAR, a traffic analysis using a more conservative estimate, assuming fewer walkers (10 percent), is provided. The analysis also assumes a larger convention event. While the number of delegates who may decide to walk to an event is somewhat speculative, the alternative analysis in the DEIS offers a basis for comparing the effect that the assumed proportion of walkers has on traffic, as the number of shuttle buses and other vehicles transporting delegates increases.

3. As mentioned previously, the part of the City's study pertaining to the one-way circulation pattern was not available to us. Nevertheless, we have been involved

with the City Department of Transportation Services' commissioning of a Waikiki Regional Traffic Study which will examine broader, regional considerations of long-term traffic from the multitude of traffic generators, including the convention center, in and around Waikiki. One of the potential solutions to be considered in that study is a one-way circulation pattern. The DEIS/TIAR discusses the implications of developing the Hawai'i Convention Center on several of the major options previously examined by the City, including the one-way counter-clockwise circulation system.

4. Following discussions with the design/builder regarding alternatives for accommodating 200 more parking stalls at the convention center as an additive alternative, the HCCA has decided not to pursue any of the on-site options. Hence, there will be no provisions in the present convention center design to assure that such an expansion can be accommodated in the future. Nevertheless, we will continue to invite discussions regarding potential joint-use of the convention center's parking garage.

5. The TIAR in the Environmental Assessment determined that the impacts of convention center-related traffic decreases significantly at intersections beyond those in the immediate vicinity. As mentioned previously, the City is commissioning the Waikiki Regional Traffic Study to examine regional traffic concerns related to the multitude of traffic generators in and around Waikiki, including the Hawai'i Convention Center. This is the appropriate study for examining the regional impact of these traffic generators.

6.a. It is unrealistic to account for potential individual developments based on zoning. Instead, a growth factor is applied to account for the gradual increase in traffic as a result of development in the region.

6.b. The DEIS/TIAR will discuss adequacy of bus loading/unloading facilities to accommodate shuttle buses as well as potential overflow alternatives that may be employed to prevent queuing on streets. It will also discuss bus routes approaching the center and entrance and exit patterns. This assessment will be based on a larger event of 14,000 persons and with a lower

assumption of the number of delegates walking to the convention center.

6.c. We are unclear as to your basis for stating that the "mere relocation of utility poles at ... the Kalakaua Bridge would not be adequate." The TIAR in the environmental assessment documents its quantitative analysis in arriving at its recommendations.

The DEIS/TIAR discusses the three modification options; but, since they are not proposed as mitigation measures, costs and construction timeframes are not provided. The DEIS/TIAR also discusses the pedestrian improvements identified in the study for First Development, Inc.

d. DEIS/TIAR will analyze traffic impacts associated with an all-local event. The size of the event will be limited by the amount of parking available. If a larger event is planned, alternative arrangements such as carpooling or use of off-site parking may be needed.

e. It is uncertain when and if such an expansion would take place. Thus, while general statements regarding potential impacts can be made about the expansion, there is insufficient basis for conducting a quantitative analysis. When the expansion is proposed for construction, preparation of a supplemental environmental impact disclosure document would be appropriate. A more realistic traffic analysis could be performed at that time.

f. In the TIAR for the EA, the convention center parking facility was not fully utilized during the analyzed event. Therefore, if peripheral parking were to take up the balance of parking available, there was a possibility that the additional traffic associated with it could have required more road improvements. The DEIS/TIAR, however, assumes total use of the parking facility and determined that no additional physical roadway improvements would be required.

7. A response to this comment was provided above to the April 15, 1994 letter.

Mr. Lee's letters, along with this response, will be reproduced in the forthcoming DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111

FRANK F. FASI
MAYOR

MICHAEL S. NAKAMURA
CHIEF

HAROLD M. KAWASAKI
DEPUTY CHIEF

OUR REFERENCE BS-LE

March 30, 1994

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE
PLANNERS

Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
Grosvernor Center, PRI Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

Your letter of March 15, 1994 asks for input from the Honolulu Police Department about issues to be addressed in the design and environmental review process for the proposed convention center at the old Aloha Motors site. We have only a few comments about the generic plan at this stage of the process.

- There must be adequate parking stalls for those using and working at the center in order to avoid parking problems on surrounding streets.

- There must be adequate loading zones for both passengers and freight. These zones must be positioned not to interfere with vehicular or pedestrian traffic, especially before and immediately after events. They must be large enough to handle trucks and buses.

- Emergency routes into and out of the center must be provided for and kept clear at all times.

- Provisions should be made to reduce the traffic impact on the surrounding area.

- Noise from the center should be kept to a minimum to avoid disturbing tenants of the surrounding residential areas.

- Additional officers will be needed to handle calls for service at the center, to keep order, and to direct traffic before and after events.

- The center must plan for adequate private security for the facility itself and for those present in it.

Thank you for this opportunity to make these preliminary comments.

Sincerely,

MICHAEL S. NAKAMURA
Chief of Police

By Eugene Uemura
EUGENE UEMURA
Assistant Chief of Police
Administrative Bureau

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Eugene Uemura
Administrative Assistant Chief
Police Department
801 South Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Uemura:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 30, 1994 regarding the subject EA. We offer the following responses in the respective order of your comments:

1. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. The traffic impact assessment report (TIAR) being prepared in conjunction with the forthcoming Draft Environmental Impact Statement (DEIS) will discuss how parking will be accommodated for the largest events at the convention center. The intent of managing parking, however, is to avoid turning vehicles away from a full parking lot and back into traffic. Use of off-site parking will be discussed as means of supplementing on-site parking.

2. The adequacy of passenger loading and unloading zones for the convention center will be addressed in the DEIS with respect to shuttle buses and taxis. Proposed freight handling facilities include generous loading dock space, a truck turnaround within the freight area, the ability for trucks to drive directly onto the exhibition floor for loading/unloading, and generous space within the center to accommodate any queuing. All of these features will minimize the potential for queuing of trucks on streets.

3. Emergency routes into and out of the center will be provided and the convention center operator is responsible for keeping them clear.

4. The TIAR will discuss mitigation measures and their effectiveness in minimizing the impact of convention center operations on traffic in the surrounding area.

5. A noise study is being prepared and shall be incorporated in the DEIS. The study will address potential noise impacts during construction and operation of the convention center. Noise associated with convention center operation include additional traffic noise from streets and vehicle access and parking areas within the center, and noise from activities on the open-air rooftop garden. Noise from equipment such as fans, blowers and condensers will comply with State Department of Health standards.

6. We acknowledge that additional police service will be required as a result of developing the convention center. With regard to traffic, however, convention center event organizers are responsible for providing traffic control, if warranted, based on the size of the event and anticipated traffic demands.

7. The convention center operators will provide adequate private security for the facility and for events held at the facility.

Your letter, along with this response, will be reproduced in the forthcoming DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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

FRANK F. FASI
MAYOR

ROBIN FOSTER
CHIEF PLANNING OFFICER

ROLAND D. LIBBY, JR.
DEPUTY CHIEF PLANNING OFFICER

TH 5/94-3672

June 23, 1994

JUN 27 1994

Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Environmental Assessment (EA) for the Proposed Convention Center, Honolulu, Oahu, Hawaii, Tax Map Keys: 2-3-35: 1, 2, 4, 5, 8, 10 and 2-3-36: 18, 24, 25

In response to your memorandum of May 23, 1994, we have reviewed the subject EA and offer the following comments:

1. The Waikiki Master Plan identifies three districts near the proposed convention center site which are susceptible to change and redevelopment.

   The Draft Environmental Impact Statement (EIS) should discuss how these districts, including the makai edge of the Ala Wai Canal would be impacted by the proposed convention center. The discussion should include the effect on land values and the types of land uses that may be encouraged.

2. Under Section 24-1.4(c) of the Development Plan Common Provisions, "landscaping shall be provided along major arterials and collector streets . . . to increase the general attractiveness of the community . . . ." Therefore, the Draft EIS should indicate how shade trees (especially monkeypods), plantings, street furniture, utility fixtures, sidewalk paving treatments, signs, and open space will be provided along Atkinson Drive, Kapiolani and Kalakaua Boulevards to accomplish this objective.

3. A more detailed discussion on pedestrian access should be included. Appendix C, Traffic Impact Assessment, appears to ignore the existing or ambient pedestrian traffic and instead focus on a unidirectional flow of pedestrian traffic generated by the Convention Center. While pedestrian safety is certainly a concern, convention goers on foot will increase the perception that Waikiki's sidewalks are already too crowded. The one-way traffic circulation pattern proposed by the Waikiki Master Plan and currently under more detailed study by our department has the primary objective of increasing public areas for landscaping and pedestrians. What will be the impact on sidewalks and the pedestrian experience throughout Waikiki without changes to the traffic pattern once the Convention Center is built? What mitigation is proposed?

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Sincerely,

ROBIN FOSTER
Chief Planning Officer

RF:lh

cc: Benjamin B. Lee, Executive Director
Office of Waikiki Development

Helber Hastert
Planners

July 7, 1994

Mr. Robin Foster
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 23, 1994

Dear Mr. Foster:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS). You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period.

Although most of your comments will be addressed in the DEIS, we would like to provide clarification on a comment made in Item #3 of your letter. The letter states, *"Appendix C, Traffic Impact Assessment, appears to ignore the existing or ambient pedestrian traffic and instead focus on a unidirectional flow of pedestrian traffic generated by the Convention Center."* Please note that existing pedestrian volumes were counted and are included in the analysis of walkway service levels, which reflect pedestrian traffic in both directions.

We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Convention Center Authority
Mr. Benjamin Lee, Office of Waikiki Development

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Telephone 808 545-2055
Facsimile 808 545-2050

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Cheryl D. Soon
Acting Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from Mr. Robin Foster dated June 23, 1994, regarding the subject EA. We offer the following responses in the respective order of the numbered comments:

1. The Draft Environmental Impact Statement (DEIS) will include a discussion of potential impacts the convention center may have on nearby land uses based upon the City's Development Plan, and other plans and policies such as the Waikiki Master Plan.

2. The DEIS will include a description of streetscapes along Atkinson Drive, Kalakaua Avenue and Kapiolani Boulevard edges of the convention center.

3. A revised traffic study will be included in the DEIS. The issue of pedestrian traffic will be reexamined in that study.

Mr. Foster's letter, along with this response, will be reproduced in the forthcoming DEIS. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER FIVE

CITY COUNCIL
Comments Received and Responses

Hawai'i Convention Center

CITY COUNCIL

CITY AND COUNTY OF HONOLULU

HONOLULU, HAWAII 96813-3065 / TELEPHONE 523-4000

GARY GILL
CHAIR
District VI
(808) 547-7006

June 27, 1994

RECEIVED
JUN 30 1994

Mr. Thomas A. Fee, AICP, Vice President
Ms. Leslie Kurisaki, Senior Associate
Helber Hastert and Fee
733 Bishop Street
Suite 2590
Honolulu, HI 96813

Dear Mr. Fee and Ms. Kurisaki:

Thank you for inviting me to comment on the proposed convention center at the old Aloha Motors site. Although my staff has verbally communicated with you, I would like to formally express my comments.

As the convention center borders the Waikiki Special Design District (WSDD), it is imperative to be sensitive to the intent of the WSDD, especially relating to the creation of a Hawaiian atmosphere through architecture, open space and planting. You may be interested to know that two bills relating to the WSDD have passed second reading and are in the Council's Zoning Committee. These bills are Bill 171 (1993), FD-1, CD-1 and Bill 172 (1992), FD-1, CD-1.

The City is working on a people mover for the WSDD. Although your needs to move conventioneers at specific times of the day exceed the City's WSDD ridership for the people mover at those times, it is feasible that an appropriate transportation system can be created that is helpful to everyone.

Rapid transit may be dead at this time, but I envision that rail will be part of Honolulu's future. The center is a logical place for a rail station and you should plan accordingly.

Again, I appreciate your contacting me. Revitalizing Waikiki to be a special place for residents and tourists entails great planning and effort by the State, the City and the private sector. Please continue to apprise me of your efforts to plan a world class convention center.

Sincerely,

GARY GILL
Chair

GG:dsf

Helber Hastert
Planners

July 12, 1994

Council Chair Gary Gill
City Council
City and County of Honolulu
Honolulu, HI 96813

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 27, 1994

Dear Council Chair Gill:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS).

Although most of your comments will be addressed in the DEIS, we would like to respond to your comments on the City's proposed people mover and on planning for rapid transit.

The Design/Build teams have been advised that the City is currently studying a people mover system for Waikiki. This system would be compatible with the Convention Center's provisions for bus access, and the people mover could use space in the entry driveways for loading and unloading of convention visitors from Waikiki hotels.

Due to the site's limited land area and the lack of definitive plans for rapid transit, the Authority has determined that the Design/Build teams are not required to provide for a transit station on site. However, the Authority is aware of the value of having a transit station in the immediate proximity and is willing to cooperate with the City if and when plans and funding for rapid transit are available.

You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period. We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Executive Director
Convention Center Authority

Helber Hastert & Fee
Grosvenor Center, Makai Tower

733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Telephone 808 545-2055
Facsimile 808 545-2050

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Jon Yoshimura
Honolulu City Council
City & County of Honolulu
Honolulu, Hawaii 96813

Dear Councilmember Yoshimura:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to a letter from former Councilmember Gary Gill, dated June 27, 1994, regarding the proposed convention center. We acknowledge that some of his comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners in a letter dated July 12, 1994. As such, we offer the following responses to his remaining comments.

The concept and design of the proposed convention center, with its emphasis on the "Hawaiian sense of place", reflects sensitivity to the intent of the Waikiki Special Design District (WSDD). The criteria that the convention center facility shall reflect a "Hawaiian sense of place" is set forth in H.B. S7-93, the mandate for development of a convention center as approved by the State Legislature in 1993. This criteria was also a key requirement of the Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. We also acknowledge the reference to Bill 171 (1993), FD-1, DC-1, and Bill 172 (1992), FD-1, CD-1 relating to the WSDD.

We concur that revitalizing Waikiki to be a special place for residents and tourists entails comprehensive planning and effort by the State, City and the private sector.

We will continue to keep you apprised of the convention center project through the EIS process. Mr. Gill's letter along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest

and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Gary Gill, Office of Environmental Quality Control
Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 523-4000

DONNA MERCADO KIM
COUNCILMEMBER
(808) 547-7007
(808) 523-4978

March 31, 1994

Mr. Thomas A. Fee
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Re: Pre-Assessment Consultation
Convention Center Environmental Assessment

Dear Mr. Fee and Ms. Kurisaki:

Thank you for your letter dated March 15, 1994 regarding the above-referenced matter. I appreciate your request for my input on issues relating to the design and environmental review process for the State's proposed convention center facility; however, it is difficult to provide you with specific comments without having the advantage of reviewing the proposed project design.

In any event, the question of whether the State's proposed convention center will be exempt from City Council ("Council") review is of very serious concern to me as the Council Zoning Committee Chairperson. If exempt from Council review, a determination of whether the proposed convention center is consistent with existing land use policies will not be addressed by the appropriate body, namely the Council. It is the Council who has the legislative responsibility to insure comprehensive, coordinated, and consistent land use planning for the island of Oahu.

As you know, under the City's Land Use Ordinance, convention centers are permitted within all zoning districts, other than in

residential districts, subject to the approval by the Council of a five-year master plan for a Plan Review Use (PRU). The purpose of the PRU is to establish a review and approval procedure for uses of a permanent and institutional nature which may impact surrounding land uses. Under the PRU process, zoning regulations and standards, including, but not limited to, controls relating to density, height, setbacks, signage and parking take into consideration adopted land use policy and applicable zoning regulations.

Accordingly, on August 11, 1993, the Council approved a PRU application submitted by the Hawaii Convention Center Partners for a major modification to an existing PRU for the Honolulu Convention Center at the former Aloha Motors site. Although the proposal approved by the Council was not a stand-alone facility and in fact included additional private development on-site, the proposal reduced the maximum height and density permitted on the Aloha Motors site.

There is no question that the increased activities and the anticipated revenues to be generated by a convention center will result in positive economic benefits; however, negative impacts such as: off-site parking; potential for the displacement of businesses and residents due to property value increases; noise and dust during construction; visual impacts due to height, bulk and signage; and traffic must be addressed. Roadway, sewage, potable water and drainage infrastructure capacities must also be weighed.

The Aloha Motors site poses unique areas of concern. Anticipated traffic volumes associated with the convention center project for roads in the vicinity can be expected to severely impact the area. The acquisition of off-street parking facilities must be considered. Maximum flexibility will be required to enable a potential fixed rail rapid transit station to serve the proposed convention center site in the event issues associated with rapid transit on Oahu are resolved in the future. The issue of building height and bulk impacts on radio and television transmission must be resolved. Consistency with the provisions of the Waikiki Master Plan calling for a pedestrian promenade mauka of the Ala Wai Canal must be reviewed and considered in any environmental review.

In conclusion, any proposal for a convention center must be consistent with established public policy of mixed use growth for the area. The State's convention center proposal must address

the zoning and development plan land use designations of the site and surrounding properties. There is no appropriate body, other than the Council, who has the legislative authority to insure that the proposed convention center is planned so as to minimize any potential incompatibility on the surrounding land uses and the existing community.

The convention center is an important addition to our City and should be at least jointly planned and reviewed. Again thank you for the opportunity to address this issue.

Sincerely,

DONNA MERCADO KIM
Councilmember
Council District VII

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Donna Mercado Kim
Honolulu City Council
City & County of Honolulu
Honolulu, Hawaii 96813-3065

Dear Councilmember Kim:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 31, 1994 regarding the pre-assessment consultation for the subject environmental assessment.

We appreciate your concern regarding the lack of formal City Council review of the proposed convention center design. I know you are well aware of the vital importance of this project to the economic well-being of the State's visitor industry as well as the accelerated development schedule under which we are operating. Notwithstanding, please be assured that we are making every effort to consult with and comply with the myriad of City, State and Federal land use and environmental requirements.

A Plan Review Use approval is not being sought for the Convention Center development, but we would note that the mass and scale of the proposed development is substantially less than that previously approved by the Council for a private convention center on the site which incorporated a mix of hotel, residential and commercial uses.

Whenever possible, we are endeavoring to be consistent with City plans and policies regarding the project development and associated impacts. In particular, we are using the Environmental Impact Statement (EIS) process as the vehicle to consult with and incorporate the specific concerns of the various public agencies and community organizations relative to anticipated project impacts.

The potential project impacts which you have identified, including traffic, off-site parking, displacement of businesses and residents, noise and dust, visual impacts,

infrastructure and utilities, and radio and television transmission will be fully addressed in the forthcoming Draft EIS. Proposed mitigation measures have been identified for any adverse impacts and will be presented for public review.

Our plans for a pedestrian promenade along the mauka side of the Ala Wai Canal are described in detail in the Draft EIS. Consistency with the applicable provisions of the Waikiki Master Plan and zoning and development plan land use designations for the surrounding area are also fully disclosed.

We would appreciate your in-depth review of the forthcoming Draft EIS as to whether we have sufficiently described the anticipated impacts and are proposing adequate mitigation measures to address the negative impacts of the convention center development. Detailed responses to preliminary agency comments have been incorporated in the Draft EIS. All in all, we share your concerns and wish to have a project that will be as consistent and compatible on the infrastructure and surrounding community while providing a world class convention center which will provide long term support for our visitor industy and economy.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER SIX

UTILITIES
Comments Received and Responses

Hawai'i Convention Center

GTE Hawaiian Tel
Beyond the call

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 · Honolulu, HI 96841 · (808) 546-4511

June 13, 1994

RECEIVED
JUN 14 1994

Helber Hastert & Fee
733 Bishop Street
Suite 2590
Honolulu, Hawaii 96813

Attention: Leslie Kurisaki

Subject: Convention Center Environmental Assessment, May 1994

Thank you for allowing GTE Hawaiian Telephone Company, Inc. the opportunity to review the Environmental Assessment for the new Convention Center.

We currently do not have any comments to add to the Environmental Assessment. We will be working with the design consultants for the telecommunication requirements.

Please contact Joy Fujita at 483-8001 if you should have any questions.

Winslow I. Tanabe
Operations Manager
OSP Engineering

c: J. Fujita

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Winslow I. Tanabe
Operations Manager
GTE Hawaiian Tel Company, Incorporated
P.O. Box 2200
Honolulu, Hawaii 96813

Dear Mr. Tanabe:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 13, 1994, in which you indicated that you had no comments to add to the Environmental Assessment for the proposed convention center. Be assured that project design and construction plans will be coordinated with your staff to ensure that the telecommunication requirements for the proposed Hawaii Convention Center project are met.

Your letter and this response will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-00

William A. Bonnet
Manager
Environmental Department

March 31, 1994

RECEIVED
APR - 5 1994

Mr. Thomas A. Fee
Helber Hastert & Fee
Grosvenor Center, PRI Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Subject: Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

Dear ~~Mr. Fee~~ Tom:

Thank you for the opportunity to comment on your March 15, 1994 pre-assessment consultation for the Convention Center project, as proposed by the Convention Center Authority for the State of Hawaii. Based on the information provided in your letter, Hawaiian Electric Company (HECO) estimates the final load requirement for the center to be between 4 and 6 megawatts (MW). Service date for this project will trigger the construction date for the 138/25 kV substation addition at Kewalo Substation, and the extension of 25 kV ducts and cables from the substation to the convention center.

HECO shall reserve further comments pertaining to future electrical needs and the protection of existing powerlines bordering the project area until receipt of the subject draft environmental assessment. Again, thank you for this opportunity to comment on this consultation.

Sincerely,

Hawaiian Electric Company, Inc. • P.O. Box 2750 • Honolulu, HI 96840

William A. Bonnet
Manager
Environmental Department

RECEIVED
JUN 29 1994
HELBER HASTERT & FEE

June 27, 1994

Leslie Kurisaki
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Kurisaki:

Subject: Convention Center Environmental Assessment

Thank you for the opportunity to comment on your May 23, 1994 Environmental Assessment report for the Convention Center construction project, as proposed by the Convention Center Authority of the State of Hawaii. We have reviewed the subject document and have no comments at this time on the proposed project. HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this Environmental Assessment.

Sincerely,

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. William A. Bonnet
Environmental Department Manager
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840

Dear ~~Mr. Bonnet~~ Bill:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of March 31, 1994 and June 27, 1994, in which you indicated that the final load requirement of 4 and 6 megawatts (MW) for the facility, will require the construction of the 138/25 kV substation addition at Kewalo Basin, and the extension of 25 kV ducts and cables from the substation to the convention center.

The aforementioned information has been forwarded to the project designers to assure that the service date will be coordinated with the construction of the substation and cable extensions.

Your letters and this response will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Oceanic CABLE
200 Akamainui Street • Mililani, Hawaii 96789-3999 • Telephone: (808) 625-2100

March 28, 1994

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop St., Suite 2590
Honolulu, Hawaii 96813

RECEIVED
MAR 30 1994
HELBER HASTERT & FEE PLANNERS

Attn: Mr. Thomas A. Fee

Subject: Pre-Assessment Consultation
Convention Center Environmental Assessment
Honolulu, Hawaii

Dear Mr. Fee:

This is in response to your letter of March 15, 1994 relative to the above subject matter. Please be advised that Oceanic has existing aerial cable facilities along Kalakaua Ave. and on Atkinson Drive to service the Kahakai Drive area. We have attached a copy of our system drawing for your use.

Our recommended structural requirements to service the Conventional Center is as follows:

- 2 each 4-inch entrance conduits from both Kalakaua Ave. and Atkinson Drive terminating within a designated CATV equipment room.
- 4-inch conduits throughout the complex to the various service corridors or riser systems terminating within security type 24 x 36 x 6 cabinets.
- Minimum 2-inch conduit extensions to reach the various exhibition halls, meeting rooms, ballrooms, etc. -- all conduits to terminate in 18"x24"x6" cabinets.
- Service conduits to individual outlet locations shall be minimum 1-inch diameter

The above are our minimum anticipated basic requirements. Will require further review of same when more detailed information can be furnished by the electrical consultant.

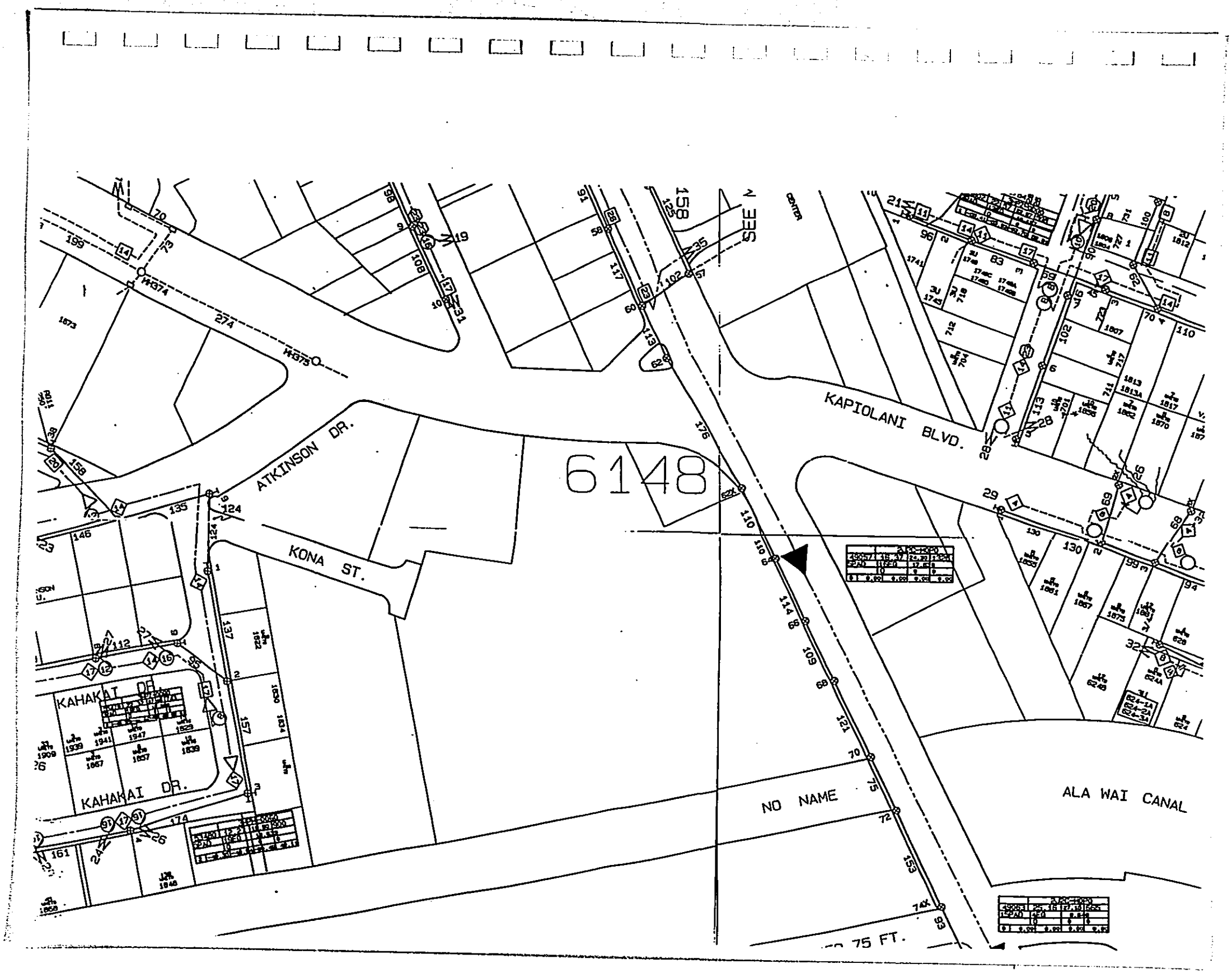
Also, Mr. Fee, please be advised that the aerial cable along Kalakaua Ave. is our main feed route to service the Waikiki area. We have both system trunk and a separate hotel trunk along this route.

Hope the above satisfies your requirements for the EA statement. Should there be any questions or require further clarification, please call me at 625-8345.

Sincerely,

Don Camacho

Don Camacho
Director of Administration
DC:sb


KAPIOLANI BLVD.
ATKINSON DR.
KONA ST.
KAHAKAI DR.
KAHAKAI DR.
NO NAME
ALA WAI CANAL
6148
SEE
CENTER
75 FT.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Don Camacho
Director of Administration
Oceanic Cable
200 Akamainui Street
Mililani, Hawaii 96789-3999

Dear Mr. Camacho:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 28, 1994, in which you indicated the location of existing aerial cable facilities along Kalakaua Avenue and Atkinson Drive and the respective service areas, and recommended structural requirements to service the convention center.

The aforementioned information has been forwarded to the project designers. Be assured that project design and construction plans will be coordinated with your staff to ensure that cable service is maintained during construction and that service requirements for the proposed project are met.

Your letter and this response will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER SEVEN

OTHER ORGANIZATIONS
Comments Received and Responses

ALA MOANA HOTEL
HONOLULU, HAWAII

RECEIVED
JUN 13 1994

June 9, 1994

Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee, Planners
733 Bishop Street, Suite 2590
Honolulu, HI 96813

RE: Convention Center Environmental Assessment

Dear Ms. Kurisaki:

On behalf of Azabu USA, the owners and operators of the Ala Moana Hotel, we have reviewed a copy of the Convention Center Environmental Assessment that was prepared by your firm.

There are several points we would like to make:

1. The Perimeter Design
While we anticipate the developer to position the front of the convention center toward Waikiki, we would like to be assured that equal consideration will be given to facades facing Kalakaua Avenue, Kapiolani Boulevard, Atkinson Drive, and Kahakai Drive. This factor will help foster respect for the convention center by the local community. This is particularly significant considering the current issues of Hawaiian sovereignty and native land rights.

Further, as the closest hotel to the site, and certainly one that will play a key role in the hosting of convention vendors and delegates, we are especially concerned that the facade fronting Atkinson Drive and Kahakai Drive be aesthetically pleasing, and not downgraded in lieu of emphasis to the Waikiki frontage.

2. Congestion Caused by Vehicles Servicing the Center
It is our understanding that Atkinson Drive will be the primary route for a service entrance. Accordingly, we would propose that there be sufficient roadway and staging areas for trucks and vehicles within the facility, so that service vehicles are not backed up on Atkinson Drive.

410 Atkinson Drive • Honolulu • Hawaii • 96814-4722 • Phone: (808) 955-4811 • Fax: 947-7338 • Telex: (808) 743-0350

3. **Pedestrian Accessibility Across Atkinson Drive**
Because of the convention center's proximity to the Ala Moana Hotel and the Ala Moana Shopping Center, there will be a tremendous increase in pedestrian traffic crossing Atkinson Drive. To help ensure the safety of the pedestrians, we recommend the construction of an underpass or overpass across Atkinson Drive. Our preference is for an underpass because we feel it is safer and more visually attractive. In addition, we believe having an underpass is more in keeping with ADA requirements.

4. **Deny the Proposal of Atkinson Being a One-Way Street**
We understand a proposal has been put forth to transform Atkinson Drive from a two-way thoroughfare to a one-way street in the makai direction of Kapiolani Boulevard to Ala Moana Boulevard. This restricts access to our property and we oppose the measure.

5. **Making Atkinson Drive a Prominent Entry Point**
We suggest that consideration be given to making Atkinson Drive a prominent approach to the convention center. To accomplish this, we believe that Atkinson's physical characteristics should be enhanced through such items as the addition of median strips featuring stately royal palm trees and that the sidewalks should have improved landscaping and finishing. As one of the convention center's primary conduits, these improvements will help reflect the majesty and importance of the convention center in Hawaii.

6. **Renaming Atkinson Drive**
We ask that consideration be given to the renaming of Atkinson Drive to be more in keeping with the importance and significance of the convention center. Certainly, with a world-class convention center, Hawaii will be the site of many conventions combining East-West themes and gatherings. One possible suggestion for consideration is renaming Atkinson Drive to "Pacific Nations Boulevard".

We thank you for your consideration of these items.

Sincerely,

John Cushnie
General Manager

JC:jrp

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. John Cushnie
General Manager
Ala Moana Hotel
410 Atkinson Drive
Honolulu, Hawaii 96814-4722

Dear ~~Mr. Cushnie~~ John:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 9, 1994 commenting on the subject EA. We offer the following responses in the respective order of your comments:

1. <u>The Perimeter Design</u>

While the environmental impact statement (EIS) is intended to address the environmental and social impacts associated with the convention center project and not the proposed design of the convention center, please be advised that the primary entrance of the selected convention center design is positioned at the corner of Atkinson Drive and Kapiolani Boulevard. Respecting the sensitivities of the project's neighbors, the urban design of the convention center, with respect to the scale and massing of the building, is intended to be complementary to the Ala Wai Canal and Promenade, surrounding streets, and neighboring residences.

The convention center's signature facade is intended to be the first impression of the building as conventioneers approach from Ala Moana Boulevard on Atkinson Drive, which is the intended arrival pattern for conventioneers. The building's facade along Kahakai Drive, which serves as the primary entrance to the convention center's parking garage, is designed to be in scale with the adjacent neighborhood and will further be enhanced with landscaping.

2. Congestion Caused by Vehicles Servicing the Center

Access to the service or loading dock of the convention center will be from Kahakai Drive about mid-block along the project site, with a secondary access on Kalakaua Avenue. The segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes to accommodate both commercial and automobile access to the loading dock and parking garage, respectively. The loading dock is contained entirely within the convention center site at ground level adjacent to the Ala Wai Promenade and is designed to allow for simultaneous in-and-out traffic movement with provisions for a turnaround area, thus minimizing potential queuing of service vehicles back onto the streets. The truck access driveways on Kahakai Drive and Kalakaua Avenue will be designed for semitrailer truck turning movements to ensure accommodation of the larger vehicles.

3. Pedestrian Accessibility Across Atkinson Drive

Pedestrian access between the convention center and host hotels is an important component of the transportation system for the convention center. While we acknowledge the potential increase in pedestrian traffic crossing Atkinson Drive between the Ala Moana Hotel and Ala Moana Shopping Center and the convention center, current plans do not include any improvements associated with a pedestrian overpass or underpass across Atkinson Drive. However, a traffic signal is proposed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project which would provide a signal crossing for pedestrians walking between the convention center and the Ala Moana Hotel and Ala Moana Shopping Center.

4. Deny the Proposal of Atkinson Being a One-Way Street

The proposed City and County of Honolulu Waikiki Master Plan sets forth changes in the traffic patterns of major streets as a means to improve traffic flow in the area. Furthermore, the City has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns in Waikiki. This regional study is anticipated to reevaluate the change in traffic circulation and patterns of the major streets in

the area. It is anticipated that the public will have an opportunity to provide input on the regional traffic study during its preparation.

The Hawai'i Convention Center Authority (HCCA) has been participating in the task force for the regional study as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in Waikiki. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The HCCA has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

Please be advised that pursuant to the Request for Proposals (RFP) process for development of the convention center, directive was given by the HCCA to proceed with design on the basis of existing traffic patterns in the project vicinity due to uncertainty as to the nature and timing of the proposed traffic improvements.

5. <u>Making Atkinson Drive a Prominent Entry Point</u>

As indicated in our response no. 1 above, the primary entrance to the convention center is located at the corner of Atkinson Drive and Kapiolani Boulevard. The vitality of the Atkinson Drive and Kapiolani Boulevard frontage is evident with the dramatic verticality of the lobby. The primary landscape statement along the Atkinson/Kapiolani frontage will include a continuous line of coconut palms and Monkeypod trees within the available planting space. These trees will have both the height and mass to provide an appropriate scale for the building along these elevations. A low berm within the triangular space at the intersection of Kapiolani Boulevard and Atkinson Drive will partially screen the view of buses at the entrance to the convention center.

At this time, it is anticipated that sidewalks adjacent

to the convention center will be of textured concrete. Street furniture, utility fixtures and signs are elements which will be studied during the design development and construction document phases.

6. Renaming Atkinson Drive

The authority to approve the renaming of City streets is under the jurisdiction of the Director of the City and County of Honolulu Department of Land Utilization (DLU).

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

TF ✓ LK —
Conv. Center

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1128 Nuuanu Avenue
Honolulu, Hawaii, 96817
Tel: (808) 545-4244
Fax: (808) 537-1463

March 17, 1994

Ms. Sheryl B. Seaman, AIA, President
AIA Honolulu
1128 Nuuanu Avenue
Honolulu, Hawaii 96813

Dear Sheryl,

Attached is a copy of a letter which asks AIA to participate in the pre-assessment consultation for the Hawaii Convention Center. I believe that this project is primarily an urban design issue and that AIA Honolulu is the proper component to participate in the EA process. The potentially high visibility of this project would seem to make it an item for the Urban Design Committee to review.

The Hawaii State Council intends only to provide commentary on any procurement process being used by the Convention Center Authority. This is because the Council needs to remain alert with respect to the fairness and economic impact of public procurement for architectural services. I am also sharing with you a copy of a letter which was circulated at the last Council board meeting.

I believe that the division of urban design and public procurement issues between the chapter and the council is the proper separation for our joint activities on behalf of good architecture and the economic welfare of our profession.

Very truly yours,

Daniel G. Chun, AIA
President

cc: Helber Hastert & Fee/Thomas A. Fee, AICP

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Daniel G. Chun, AIA
President
American Institute of Architects
Hawaii State Council
1128 Nuuanu Avenue
Honolulu, Hawaii 96817

Dear Mr. Chun:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is to acknowledge receipt of your letter dated March 17, 1994 to Ms. Sheryl B. Seaman, AIA President, in which you indicated that AIA Honolulu is the proper component to participate in the environmental assessment (EA) process.

Please be advised that written comments were not received from AIA Honolulu with respect to the Hawai'i Convention Center EA.

Likewise, we are unable to specifically respond to your letter since it did not provide specific comments to the procurement process used by the Hawai'i Convention Center Authority. As referenced in your letter, the copy of the letter which was indicated to be circulated at the last Council board meeting was not attached.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Robert P. Harbold, III
Vice Commodore, Hawai'i Division
American Canoe Association
6231 Keokea Place
Honolulu, Hawai'i 96825

JUN 14 1994
HELBER HASTERT & FEE PLANNERS

Ms. Leslie Kurisaki
Helber Hastert & Fee Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawai'i 96813

June 6, 1994

Re: Convention Center Environmental Assessment

Dear Ms. Kurisaki,

In response to the captioned environmental assessment (EA) I am submitting the following negative comments.

The EA discusses the use of the Ala Wai Canal for a "convention-related water transport" system that would "provide a unique visitor attraction ... and serve to underscore the Hawaiian sense of place."

1) Past proposals for commercial use of the Ala Wai have been overwhelmingly rejected. Strong community objection arises because of the potential threat to the recreational use of this valuable resource. It has been the experience of the paddling community that commercial use of recreational areas in the state of Hawaii does not accommodate recreational use. Commercial use becomes dominant and restricts or obstructs recreational use.

2) The notion that *a unique sense of place* will be achieved by providing commercial water transport service to and from the proposed convention center is unreal because it will restrict the recreational use of outrigger canoes. The outrigger canoe is viewed as the epitome of the "Hawaiian Sense of Place." Replacing this activity would be a loss of a "Hawaiian Sense of Place." In addition, the Ala Wai is a relatively shallow silt basin that requires maintenance dredging. The bridges over the Ala Wai restrict the height of the craft used to transport conventioneers. It is difficult to see how a shallow draft and low profile craft could be an economically viable enterprise.

3) The EA fails to address several major areas that the reduction of recreational use would have. The Ala Wai is in a major population center with access by pedestrian, bus and private automobiles. The water is calm and makes for excellent canoe and kayak training and is the largest paddling site in the City and County of Honolulu as well as the largest site in the State of Hawaii. The Hawaii Canoe and Kayak Team training program conducted on the Ala Wai is a major feeder into the U.S. Canoe and Kayak National Team. Any decision that would restrict the access to the Ala Wai by this program would have national repercussions.

The EA list outrigger canoes and kayaks as the only on-water users of the Ala Wai.

1) The Ala Wai is the only public flat water area that is utilized by the general public for rowing. One and two person skulls practice on the Ala Wai on a routine basis.

2) This type of rowing craft has a very low freeboard and is propelled by the athlete facing backwards. Potential problems that would arise by adding a convention-related water transport system include right-of-way with this type of rowing craft and wakes thrown by the transport craft.

The Hawaii Division of the American Canoe Association is very concerned that the authorization by the State Legislature to construct a convention center will be used to commandeer one of the largest recreational paddling and training sites in the world.

Please contact me with any additional meeting dates or deadlines for submitting comments.

Sincerely,

Robert P. Harbold, III

CC: Michael Tongg, Hawaiian Canoe Racing Association
David Jenkins, American Canoe Association

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Robert P. Harbold, III
Vice Commodore, Hawaii Division
American Canoe Association
6231 Keokea Place
Honolulu, Hawaii 96825

Dear Mr. Harbold:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 6, 1994, commenting on the subject environmental assessment (EA).

Discussion on the concept of a water transport system along the Ala Wai Canal has recurred for many years, even during the previous proposal for a privately-developed convention center at the Aloha Motors site by First Development Inc. The bases in support of such a concept have consistently been to provide an alternative mode of transportation to vehicular travel and to provide a uniquely appealing means of transport for conventioneers.

In response to your comment nos. 1, 2 and 3, current plans for the convention center do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach by conventioneers. Several concerns need to be resolved before pursuing such a concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. Furthermore, as mentioned in the EA, such a system would likely require that portions of the Ala Wai Canal be dredged and docking facilities installed. The proposed convention center design, however, would not preclude such a use of the Ala Wai Canal in the future.

We acknowledge that in addition to canoeing and kayaking, the Ala Wai Canal is also utilized by the general public for rowing crafts.

Lastly, we would like to clarify that approval by the State Legislature in 1993 (H.B. S7-93) for development of a

convention center did not authorize development of a water transport system on the Ala Wai Canal.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Bank of Hawaii

DAVID L. RAMSOUR
Senior Vice President & Chief Economist
Economics Department

RECEIVED
APR - 7 1994
HELBER HASTERT & FEE
PLANNERS

April 5, 1994

Mr. Mark Hastert
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Dear Mark:

A key ingredient of a successful convention entity, in my opinion, is one that is so clearly inviting that even standing alone with no warmth of dwelling around it, it will compel participants to be enthusiastic attendees. The device I would use to elicit this response is an active water taxi to and from beautiful terminals at each end of the Ala Wai with drop off points along the way. This convention center must open onto the canal to a great extent if it is going to be remembered as special, even by local folks who enter from Kapiolani.

Thanks for asking.

Sincerely,

David Ramsour

DLR:lf

POST OFFICE BOX 2900 • HONOLULU HAWAII 96846 • TELEPHONE (808) 537-8111

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. David L. Ramsour
Senior Vice President and Chief Economist
Bank of Hawaii
P.O. Box 2900
Honolulu, Hawaii 96846

Dear ~~Mr. Ramsour~~ David:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 5, 1994 regarding the proposed convention center.

While we concur that using the Ala Wai Canal as a waterborne avenue of approach is appealing, current plans do not include any improvements associated with such a use. Several concerns need to be resolved before pursuing such a concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. Certainly, the proposed convention center design would not preclude such a use of the Ala Wai Canal in the future.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

HAWAII CONVENTION PARK COUNCIL

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*Advisory Members

March 23, 1994

RECEIVED
MAR 24 1994

Mr. Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Grosvenor Center, Makai Tower
Honolulu, Hawaii 96813

Dear Tom:

Thank you for your letter of March 15, 1994, outlining your purposes and intentions with regard to the preparation of an environmental assessment (EA) for the convention center. I appreciate the opportunity to provide input.

From an environmental standpoint, the only real major concern that I have is vehicular access to the convention center and the impact of this traffic on the surrounding streets and neighborhoods. My primary concerns are:

1. Quick and efficient ingress and egress is vital to the success of the convention center and our ability to successfully market it. If reality proves that it takes forever to move a group of 5,000 people from their hotels to the convention center, then we have a real problem; and

2. Traffic is already bad at that corner. If the convention center turns the area into a traffic nightmare, then the residents and businesses in the area are going to develop a feeling of bitterness that will severely hamper our ability to expand when and if that time comes.

I know that the City is working on some traffic solutions, but I have not as yet seen their recommendations. Given the fact that the site is surrounded on three sides by major streets, I am hopeful that this problem can be attacked aggressively by widening all three streets and changing the traffic pattern to improve flow. For example, if traffic entering Waikiki were one way in on Ala Moana and one way out on Kalakaua, then a major entrance to the center could be from Kalakaua. In addition, if the Ala Wai were extended all the way to Ala Moana with one lane for buses only against the flow curving around and up Atkinson, then buses could go either way. This is fine to get people there, but then the question is "how do we get them out?" Perhaps Atkinson will have to be made one way going makai so that it feeds into Ala Moana getting back into Waikiki, with a lane that can be made to change directions depending upon the timing of major convention center people movements.

TELEPHONE (808) 536-1742 • FACSIMILE (808) 538-1626 ~~MCI MAIL: HCPC (323-6730)~~

HAWAII CONVENTION
PARK COUNCIL

In any event, this is a critical issue that the developer must address even before design can commence. Your recommendations will be very important.

Please let me know if I can be of further assistance with bright ideas.

Sincerely,

Michael A. Carr
President

cc: HCPC Executive Committee members
Convention Center Advisory Committee members

HAWAII CONVENTION PARK COUNCIL
NEW ADDRESS
2255 Kuhio Avenue, Suite 1800
Honolulu, Hawaii 96815

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Michael A. Carr
President
Hawaii Convention Park Council
2255 Kuhio Avenue, Suite 1800
Honolulu, Hawaii 96815

Dear ~~Mr. Carr~~ Mike:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 23, 1994, regarding the proposed convention center. We offer the following responses in the respective order of your comments.

We concur that the potential impacts of the convention center traffic in the project vicinity is a primary concern. A detailed traffic impact assessment will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. The traffic assessment will also qualitatively assess the effects of any expansion of the convention center. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

The proposed City and County of Honolulu Waikiki Master Plan sets forth changes in the traffic patterns of major streets as a means to improve traffic flow in the area. Furthermore, the City has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns in the area. The regional study is anticipated to reevaluate the change in traffic circulation and patterns of the major streets in the area. It is anticipated that the public will have an opportunity to provide input on the regional traffic study during its preparation.

The Hawai'i Convention Center Authority (HCCA) has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in Waikiki. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The HCCA has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

Please be advised that pursuant to the Request for Proposals (RFP) process for development of the convention center, directive was given by the HCCA to proceed with design on the basis of existing traffic patterns in the project vicinity due to uncertainty as to the nature and timing of the proposed traffic improvements.

Your letter, along with this response will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

HAWAII TRANSPORTATION ASSOCIATION
P.O. Box 30166 • Honolulu, Hawaii 96820 • Telephone: 833-6628

March 31, 1994

RECEIVED
APR - 4 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

The Hawaii Transportation Association's interest in the Convention Center is based in logistics. A little word for such a wide ranging problem, and there is no exception here.

Our concern would begin with the traffic flow issue. Ala Moana Boulevard and the H-1 freeway will be heavily utilized for property carriage. Both the aforementioned routes would be heavily utilized to get passenger carriers into Waikiki. However, we are uncertain what route would be utilized to get the passengers to the Center, there are several possibilities.

The Ala Moana routing (Diamond Head bound) would require an extended left turn light onto Atkinson Drive since the commercial vehicles (especially combination vehicles) require additional time to start moving once the light turns. The H-1 routing simply requires more lanes on Kalakaua Avenue, perhaps with a dedicated right lane into the Center, to accommodate the anticipated traffic.

Size and weight issues follow. Turning radius space to access the center from right lanes must be adequate for commercial motor vehicles. The loading/service area must be able to accommodate the simultaneous ingress and egress of vehicles that could be as long as 65 feet, as wide as 9 1/2 feet, and as high as the highest item needed to be brought in plus 4 feet. That vehicle might also have two points of articulation, although a single point is much more common. Ideally the loading/service area would be large enough for one way flow, or to accommodate the safe reversing of a long, articulated vehicle.

Service area issues follow. The loading dock must be of sufficient height and the pathway leading to it relatively level. Ideally, levelling ramps should be installed as not all trucks or tractor-trailers are the same height.

There also must be an adequate number of dock lanes to accommodate the servicing required. The only good measuring stick we currently have is the fact that the Waikiki Sheraton can accommodate six tractor trailers at once in their loading area, and they still have commercial traffic backed up when sizeable events are being provisioned.

Electrical outlets should be provided in the dock area to run refrigerated containers, otherwise, the trucks would have to run their engines to power the units which would result in a tremendous accumulation of diesel exhaust in the area.

A parking area would be required for motor coaches and other passenger vehicles to stage for passenger pick up, and an area to unload their passengers at or near the building's entrance. A motor coach can carry up to 57 passengers so the staging and loading/unloading areas must be able to handle at least a dozen vehicles at once.

There are many details involved in a logistics package, and we would be very happy to assist you if you desire.

Sincerely,

Gareth K. Sakakida

Gareth K. Sakakida
Managing Director

cc: Donald M. Takaki

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Gareth K. Sakakida
Managing Director
Hawaii Transportation Association
P.O. Box 30166
Honolulu, Hawaii 96820

Dear Mr. Sakakida:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 31, 1994 regarding the subject environmental assessment. We offer the following responses in the respective order of your comments.

The intended arrival pattern for passenger carriers transporting conventioneers to the convention center is from the Ala Moana Boulevard approach onto Atkinson Drive. This is reflected in the designation of the main entrance to the convention center (including bus/taxi drop-off/pick-up) being located at the corner of Atkinson Drive and Kapiolani Boulevard. It is anticipated that passenger carriers will not approach the convention center from the H-1 Freeway since the left-turn movement makaibound on Atkinson Drive into the main entrance of the convention center will not be permitted. Freight trucks will likely be using the Ala Moana Boulevard/Atkinson Drive route to travel to the convention center.

Please be apprised that adjustments to traffic signal timing is under the responsibility of the City and County of Honolulu Department of Tranportation Services. However, the traffic signal timing at the intersection of Ala Moana Boulevard and Atkinson Drive will be analyzed in the traffic impact analysis report (TIAR) prepared for the Draft Environmental Impact Statement (DEIS).

The TIAR will consider the various transit modes, such as automobiles, shuttles, taxis, freight and walking, assess their impact on traffic and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation measures is the provision of an additional lane of

traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to more than offset the impacts of additional traffic generated by the convention center.

Access to the service or loading dock of the convention center will be from Kahakai Drive about mid-block along the project site, with a secondary access on Kalakaua Avenue. The truck access driveways on Kahakai Drive and Kalakaua Avenue will be designed for semitrailer truck turning movements to ensure accommodation of the larger vehicles. The loading dock is contained entirely within the convention center site at ground level adjacent to the Ala Wai Promenade and is designed to allow for simultaneous in-and-out traffic movement with provisions for a turnaround area, thus minimizing potential queuing of service vehicles back onto the streets. Internally, the loading dock will be designed to allow trucks to enter the facility front first, drive past their assigned dock, and reverse into the dock space. Once unloaded, the trucks will pull forward, turn around in the turning circle at the Diamond Head end of the dock, and exit the dock area front first.

To adequately accommodate required servicing, approximately 12 docks will be distributed across the length of the exhibit hall for easy access to each hall. Hydraulic dock levelers will be available at some of the docks.

Electrical service will be provided at the loading dock to allow refrigerated delivery trucks to continue operating while unloading. In addition, ventilation will be provided at the dock to maintain the appropriate air quality and will be monitored with carbon monoxide sensors. Positive pressurization in the exhibit hall will prevent truck exhaust from infiltrating the exhibit hall or other areas of the facility.

The passenger drop-off/pick-up area at the main entrance of the convention center will be sized to accommodate up to six (6) full-size shuttle buses curbside of the lobby. The entrance will also include space to accommodate taxis and vehicles for passenger drop-off/pick-up, which may also be used to accommodate up to three (3) full-size shuttle buses. Additionally, space to accommodate two full-size shuttle buses will be provided on the convention center side along Atkinson

Drive.

For larger conventions, the loading dock may also be used as a staging area for shuttle buses awaiting passenger pick-up to minimize queuing in the main entrance area. In addition, another passenger drop-off/pick-up area for taxis and passenger vehicles will be provided on the parking level of the convention center.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

HAWAII VISITORS BUREAU

March 23, 1994

MAR 2 4 1994
HELBER HASTERT & FEE PLANNERS

Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Leslie Kurisaki
Senior Associate

Dear Thomas and Leslie,

Thanks for inviting me to provide some input on the Convention Center EA.

The center must reflect a Hawaiian sense of place while not detracting from its true professional function.

- It should be user friendly, providing proper facilities, services and support to the exposition manager, meeting or convention planner and attendees.
- Meeting rooms should be sound proof and easily accessible.
- Simultaneous interpretation equipment and services should be included.
- All facilities should be handicapped friendly.

Aloha,

Hilary G. Kelly
Vice President-Sales

HAWAII VISITORS BUREAU • SUITE 801 • WAIKIKI BUSINESS PLAZA • 2270 KALAKAUA AVENUE
HONOLULU, HI 96815 • PH: (808) 923-1811 • TELEX: 8483 HVB HR • FAX: (808) 922-8991

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Hilary G. Kelly
Sales Vice President
Hawaii Visitors Bureau
Waikiki Business Plaza, Suite 801
2270 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. Kelly:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 23, 1994 regarding the proposed project. We offer the following responses to your comments.

The convention center design adheres to convention center industry planning standards, including functional and programmatic requirements, while responding to the special conditions of the site and the influences of a "Hawaiian Sense of Place".

1. The selected design is planned to meet the evolving standards within the convention center industry. In addition to meeting all the program requirements set forth in the RFP, the selected convention center design has incorporated additional features to enhance the marketability of the facility. Such features include high-tech audiovisual theaters, a teleconferencing center, and gathering places to encourage informal contact.

2. The meeting rooms in the convention center will be designed to be sound proof which may include the use of sound-isolation systems.

3. The audiovisual system planned for the convention center will include provisions for simultaneous interpretation equipment and services. Sound system connections for a portable hearing-impaired system is planned to be provided in the meeting rooms, exhibit hall, and ballroom. A built-in, hearing-impaired system is planned

to be included in the theater, depending on the seating option to be chosen. A language translation booth will also provide space for translators to work using video monitors to view the speaker who may be located in any room. Current plans call for portable translator booths which may be used in any room, if desired.

4. The convention center will conform with the Americans With Disabilities Act (ADA) Guidelines (Title II, 36 CFR Part 1191).

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

MICHAEL A TONGG
President

HAWAIIAN CANOE RACING ASSOCIATION

April 8, 1994

RECEIVED
APR 13 1994
HELBER HASTERT & FEE PLANNERS

KGICA
Kauai Garden Isle Canoe Association

MCHCA
Maui County Hawaiian Canoe Association

MOHCRA
Moku O Hawaii Canoe Racing Association

MCRA
Molokai Canoe Racing Association

N.O.O.N.H.W.A
Na Ohana O Na Hui Wa'a Association

OHCRA
Oahu Hawaiian Canoe Racing Association

Thomas A. Fee
Leslie Kurisaki
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Attention: Leslie Kurisaki

Dear Leslie:

I received Mr. Fee and your letter of March 29, 1994. Per our discussion I have sent copies of your letter to OHCRA, its member clubs as well as Hui Wa'a.

With regards to your questions I have several concerns that may or may not be apart of the Environmental Assessment. These concerns are as follows:

1. <u>Effect on the Ala Wai</u>

1.1 During the construction phase or thereafter, will there be any materials, waste, water, etc. that will be allowed to exit into the Ala Wai, intentionlly or unintentionally, so as to effect the quality of the water or restrict the current recreational use?

1.2 Are there any plans at anytime that will effect the physical design of the water way (Ala Wai) or the adjacent physical structure?

1.3 Do you have any plans to use the Ala Wai as a means of travel transporation by convention users.

1.4 Will any developments be complimentary or friendly user to the water ways.

2. Are there any plans to enhance, increase or decrease the public space and park use around and adjacent to the Ala Wai, in the area of the proposed Convention Hall. If so, in what ways will the water ways be effected.

3. At any time during the construction phase, will you be working on the Ala Wai area such that the present activities would be affected?

For now, these are some of the concerns which I have. I look forward to hearing from you.

Sincerely,

MICHAEL A. TONGG

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Michael A. Tongg
President
Hawaii Canoe Racing Association
169 South Kukui Street
Honolulu, Hawaii 96813

Dear Mr. Tongg:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 8, 1994 regarding the Environmental Assessment for the proposed convention center. We offer the following responses in the respective order of your comments:

1. <u>Effect on the Ala Wai</u>

1.1 It is anticipated that dewatering may be required during excavation and construction of the project's foundation work. The DEIS will provide more detailed information on such dewatering activities in conjunction with construction of the convention center and its potential impacts to adjacent areas.

Due to the existing paved conditions of the entire project site, any run-off during operation of the convention center will be similar to or less than existing conditions. Due to the extensive landscaping to be provided around the convention center, the amount of permeable surface area is anticipated to increase, marginally reducing run-off. At this time, it is anticipated that all run-off will be directed to existing drainage facilities into the Ala Wai Canal.

Current recreational use of the Ala Wai Canal is not anticipated to be restricted during construction or operation of the convention center.

1.2 The current convention center proposal does not include any improvements that will affect the physical design of the Ala Wai waterway or the adjacent physical structure.

1.3 Current plans do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach by conventioneers. Several concerns need to be resolved before pursuing such a concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. However, the proposed convention center design would not preclude such a use of the Ala Wai Canal in the future.

1.4 The current convention center proposal does not include any development to the Ala Wai Canal.

2. Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's service/loading dock by approximately 40 feet, reflecting a terraced landscape park. These improvements along the Ala Wai Promenade will not affect the Ala Wai Canal waterway.

3. The construction phase of the Ala Wai facade of the convention center may temporarily disrupt activities along the Promenade (i.e. walking, jogging). However, activities presently conducted on the Ala Wai Canal will not be affected during construction of the convention center.

Your letter, along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Hawaii Chapter
IAEM
International Association for Exposition Management

Tel: 808-261-6166
Fax: 808-261-6100

4/15/94

RECEIVED
APR 18 1994
HELBER HASTERT & FEE PLANNERS

Thomas A. Fee AICP
Helbert Hastert & Fee
Grosvenor Center, PRI Tower
733 Bishop St., Suite 2590
Honolulu, HI 96813

Subject: CONVENTION CENTER ENVIRONMENTAL ASSESSMENT

Dear Mr. Fee,

I wanted to bring to your attention a critical issue regarding the convention center which may be relevant to your work on the environmental assessment. In the form of a question it might be stated this way:

> ***"What will be the convention center's management policy regarding the priority, issuance and guarantee of booking dates to event producers?"***

The answer to this question can have substantial and potentially devastating impact on the existing tradeshow and exposition industry in Hawaii as well as our small-business community.

During the convention center site selection and design debate it seemed that just about everyone was quick to dismiss local event producers as potential tenants for the facility. The reasoning seemed to be that local events are just that - local events - and that the convention center is for events that generate off-shore, i.e. national and international, attendance. This kind of thinking is deeply short-sited in several ways:

1. Producers of local events which are beginning to outgrow our current facilities will want to move their events to the convention center. If these events truly only serve a local market, there still may be value in booking them into the convention center during periods when the off-shore convention market is seasonally slow.

2. Many local events already attract national and international exhibitors and attendees. The producers of these events may be waiting to expand them by moving them into the convention center when it is completed.

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3. Our local event producers already have experience in the Hawaii market and this, combined with their entrepreneurial skills, makes them ideal candidates to create new events that would become valuable tenants for our convention center.

4. There is also the question of how to schedule events into the convention center which may be competing for markets similar to those served by local events at roughly the same time in other local facilities. Do you allow a new event to knock off an exist ing one? Do you give right-of-first refusal to local event producers to secure dates for their events in the convention center, and, if so, on what conditions? Or, do you establish a booking policy that requires a reasonable amount of time between events with over-lapping markets? And what about event circuits and the necessity for producers to have access to the same dates year-after-year?

5. Local tradeshow and exposition producers have invested a great deal of time, energy and money to make their events successful. It may very well be that the only reason their events do not reach a larger national or international market is because Hawaii has lacked the proper facility for them to justify the additional investment necessary to reach these markets.

The booking policy and priorities of our convention center must be looked at very carefully to insure that the local tradeshow and exposition industry can also grow, too. Afterall, most of the revenues from locally produced events stay in Hawaii. This is not true for events brought to Hawaii by off-shore individuals or organizations.

I trust you will give this matter very serious consideration.

Very truly yours,

Kenneth A. Kanter
Chairman, Hawaii Chapter
IAEM

Hawaii Chapter
IAEM
International Association for
Exposition Management

Tel: 808-261-6166
Fax: 808-261-6100

March 30, 1994

Thomas A. Fee, AICP
Vice President
HELBER HASTERT & FEE, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop St, Suite 2590
Honolulu, HI 96813

Subject: **CONVENTION CENTER ENVIRONMENTAL ASSESSMENT**

Dear Mr. Fee,

Thank you for your letter of March 15, 1994 regarding the design and/or environmental review process for a convention center at the Aloha Motors site in Honolulu. I will respond to your request for comments in three parts:

I. My personal comments regarding environmental considerations.

II. My personal comments regarding design considerations.

III. Enclosures for your review.

I. ENVIRONMENTAL CONSIDERATIONS:

1. Pedestrian Traffic: The Aloha Motors site already suffers from serious vehicular traffic congestion. Not all event attendees will be bused to the center. The addition of a convention facility to this area will bring with it thousands of pedestrians walking to and from the site as early as 6am in the morning to past midnight potentially on any day of the week anytime of the year. Many will be tired and pre-occupied with social or business concerns or they will be experiencing the effects of too much food and drink. This will increase the danger of the intersection and slow traffic.

2. Vehicular Traffic: Convention and exposition attendees, facility workers and event suppliers will be travelling to and from the center in automobiles, buses, small vans and large trucks. It is very likely that many service vehicles and trucks will be moving in and out of the facility at all hours of the day and night year round. A typical exposition occupying 100,000 gross square feet

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of exhibit space could easily require 50 or more 40' containers to be moved in and out of the facility four times in a five-day period. Add to that the buses required to move 5,000 or more people twice a day, perhaps hundreds of supplier vans, thousands of local attendees and exhibitors and you have an overwhelming traffic problem.

3. Noise: Pedestrian and vehicular noise will increase substantially and be sustained for longer periods of time due to the delays caused by traffic congestion. It should also be expected that the events themselves will generate loud noise from music and entertainment programs, audience reaction, air-conditioning and ventilation systems, industrial staging and exhibit construction. Sound proofing the convention center for the sake of the events being held in it and for the sake of the neighborhood is a must.

4. Garbage: Trash of all kinds is generated at conventions and expositions in tremendous quantities. There will be lumber, plastic, paper, cardboard and other building supplies associated with the construction of exhibits and staging as well as shipping and packing materials, printed matter, decorations, food-service left-overs and trash all of which will accumulate quickly and have to be removed immediately. Much of it can also be recycled.

5. Utilities: Electricity, water, sewage service, air-conditioning, communications, telecommunications and video services will all be in extremely high demand at the convention center. What impact will this have upon the surrounding neighborhood and demand requirements and capabilities of the entire island of Oahu?

6. Emergencies: With large numbers of people gathered in one place and lots of activity, food and drink it is inevitable that emergiences will occur. Also, the traffic congestion in the area will contribute to this likelihood. The ability to respond quickly to emergencies with appropriate vehicles and personnel is crucial to the surrounding neighborhood and the reputation of the facility as a meeting site.

II. DESIGN CONSIDERATIONS:

1. Flexibility: The most important element of function and exhibit space is flexibility. Designers and architects should not second guess the customer. For example: meetings rooms, the ballroom and the lobbies may have to be used from time to time for exhibits and displays as well as social functions, and the exhibit halls may be used for food and special event functions. Currently, the RFP issued by the Convention Center Authority calls for a ballroom with a

permanent stage and chandeliers. This would be a mistake and a waste of money and space. Convention planners design their own temporary stages, position them where it is most appropriate to their audience and presentation style and light them as necessary. Recessed room lighting and a professional rigging grid in the ceiling will make the ballroom more flexible and, therefore, more useful and marketable. Design aesthetics should not supercede the technical needs of the customers.

2. Access: The quick flow of people and vehicles in and out of the facility is absolutely crucial. The set-up and dismantling of exhibits depends greatly on how fast exhibitor freight can be delivered and removed. This, in turn, effects how many events can be accommodated on an annual basis and the profitability of the facility. Also, if it takes too long for attendees to arrive and depart or locate and occupy function space inside the facility then the success of individual events will be hampered and turn-around time and cost of events will be increased. This, again, does not help the marketability or profitability of the convention center.

4. Parking: Currently, there is not enough parking space planned for the convention center. Many local residents will be attending national and international events held at the facility. Many travelers to Hawaii to attend these events will want to drive their rental cars to the facility. In other cities, convention centers are supported by nearby sateliite municipal and private parking lots in addition to those parking spaces available on site.

III. ENCLOSURES:

1. Review of the Convention Center Authority's Request for Proposals, Volume One and Two submitted by Kenneth A. Kanter, Chairman, Hawaii Chapter, International Association for Exposition Management, March 30, 1994.

2. Review of the Convention Center Authority's Request for Proposals, Volume One and Two submitted by Allan Woodrow, Director of Convention Services, Sheraton-Waikiki Hotel, March 20, 1994.

3. IAEM Exhibit Industry Congress Task Force on Facility Design Report on Hawaii Convention Center, March 31, 1993.

4. "Convention Center Basics" by David Polhemus, HONOLULU ADVERTISER, April 29, 1993.

5. "Center Design, Not Site, Is First Concern" by Kenneth A. Kanter, Special to

the HONOLULU ADVERTISER, JUNE 27, 1993.

5. Convention Center Criteria "What and Why" from the Hawaii Chapter of the International Association for Exposition Management, July 26, 1993.

6. Convention Center Policy Statement, Hawaii Association of Exposition Managers (now, the Hi. Chapter of IAEM), May 24, 1993.

7. Sampling of U.S. cities with convention centers having an exhibit hall of 200,000 or more gross square feet on one level.

8. Letter to Kenneth A. Kanter, IAEM Hi. Chapter Chairman, from Gary Huffaker, Chairman, IAEM, August 15, 1993.

The Hawaii Chapter of the International Association for Exposition Management has submitted the Convention Center Authority's request for proposals to the Exhibit Industry Congress Task Force on Facility Design of the International Association for Exposition Management in Indianapolis. Their response is expected in time to include any relevant comments in the Convention Center Authority's addendum to its RFP.

Please contact me at anytime at 261-6166 if I may be of further assistance. It has been a privilege and a pleasure to respond to your inquiry. Thank you.

Very truly yours,

Kenneth A. Kanter
Chairman, Hawaii Chapter
IAEM

Hawaii Chapter
IAEM
International Association for
Exposition Management

Tel: 808-261-6166
Fax: 808-261-6100

March 30, 1994

Michael Carr
President
HAWAII CONVENTION PARK COUNCIL
2255 Kuhio Ave., #1800
Honolulu, HI 96815

Dear Mike,

This is in response to your request for a review of the Convention Center Authority RFP. Also, attached is a copy of my response to a request from HELBER, HASTER & FEE regarding the Convention Center Environmental Assessment.

My comments are offered in no particular order although they primarily relate to Volume II of the RFP. I have focused on those elements of which I have experience and feel are worth formal consideration. I have also reviewed Allan Woodrow's comments on the RFP and found them to be quite relevant.

Mike, here are my thoughts:

1. Although the facility is for national and international events, some large local events will take place in the facility and serve national and international markets.

2. Many local residents will be attending all kinds of events at the facility. Therefore, parking needs should be given additional consideration.

3. A "Hawaiian Sense of Place" should not supercede technical and operational elements necessary to the flexibility and, thus, marketability of the facility.

4. The aesthetic design of the building should avoid ceiling skylights, wall sconces, mirrors, chandeliers, expensive and highly textured wall coverings and non-functional open allocation of space.

5. Meeting space should be as flexible as possible whether it is a meeting room, ballroom, lobby or exhibit hall. Large assemblies, exhibits, food functions, meetings, entertainment and sporting events, multi-media and industrial staging can and will take place in any of the available spacial divisions. Only the smallest of meeting rooms will be specifically used for meetings, and I still anticipate occasional specialty displays going in them.

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6. Net square footage, not gross square footage is the key to exposition marketing. The more meeting rooms, lobbies and the ballroom are designed for use as exhibit space the better.

7. Every effort should be made to get the maximum net square footage possible out of the 200,000 gross square feet of exhibit space (60% or better).

8. A 35,000 square foot ballroom seems too small. I would recommend 45,000 square feet with no permanent stage but, rather, a professional stage rigging grid in the ceiling, recessed lights, control booths on all four walls for their full length and a capability to divide the entire room once length-wise and three or four times width-wise.

9. Use moveable walls where-ever possible throughout the entire facility.

10. No permanently installed furniture fixtures or meeting room cabinets & shelving.

11. What happened to the expansion capability of 250,000 gross square feet?

12. An additional 200 parking stalls seems very little. Other facilities around the U.S. are supported by nearby municipal and private parking lots. We do not have any.

13. Equipment access doors from the loading dock generally are the largest, but there should be reasonably large doors into each of the function areas, too.

14. Make ceilings in all function, meeting and exhibit areas as high as possible and capable of being used to hang temporary banners, signs, stage lighting, etc.

15. With the increasing use of double-decker displays in expositions, water pressure into the building must be enough to feed temporary sprinkler systems which are incorporated into the exhibit's ceiling (now becoming a code consideration).

16. The exposition hall should be sub-dividable into a minimum of four or more areas.

17. Permanent concession stands in the exhibit hall are not absolutely necessary.

18. Rigging attachments in the ceiling should be as numerous as possible.

19. There may be better materials to cover room partitions than carpet.

20. There should be AV control booths built into the walls of the exhibit hall.

21. Start with meeting rooms capable of holding more than 1,000 to 1,500 people in full configuration but capable of partitioning. AV control booths should be built into all four walls.

22. Meeting room ceilings should be as technically flexible as possible with a rigging grid or numerous rigging points.

23. Each individual meeting room should have a door more than eight feet wide. 6' is too narrow.

24. Feature walls in the meeting rooms are not necessary and will increase cost while reducing flexibility.

25. Display rails on the wall finishes of meeting rooms are not necessary and will increase cost while reducing flexibility.

26. The ballroom should be able to host heavy exhibits and heavy multi-media and industrial staging events.

27. Power outlets in meeting rooms and the ballroom need to be more numerous.

28. Feature walls are not necessary in the ballroom. Avoid artistic design elements that will reduce technical flexibility.

29. The full ballroom and its sub-divisions must have at least one door each wider than eight feet. 6' is too narrow.

30. What exactly is meant by permanent concession stands in the main lobby? Are these to be gift shops and restaurants and of what quality?

31. Stone floor covering should be avoided. It's hard on the legs and feet and very difficult to move food service and equipment dollies across.

32. Avoid fluorescent lighting whenever possible. Make lighting color supportive.

33. The quality and ambiance of the Board Room should exceed that of the Ballroom given the necessity for the Ballroom to be more technically functional.

34. You can never have enough telephones, electrical outlets, restrooms, drinking fountains or benches throughout the public areas.

35. You can never have enough telephone and electrical outlets in the meeting rooms.

36. There seems to be an over-emphasis on banquet and food service capabilities. The convention center is first a meeting and exposition space. Perhaps, some of the space allocated to food service should be turned over to meeting space.

37. When in full configuration, the largest meeting rooms and ballroom must have

equipment access doors at least 12' to 16' wide.

38. It appears that truck ramps to the exhibit hall are mandatory in the RFP. Is this the case or can there be a ground level exhibit hall with truck bay?

39. Truck bay staging areas may also be used for exhibit crate storage.

40. Signs and banners should be supported from the floor or hung from the ceiling rigging points - not hung on the walls.

41. There is likely to be a greater need for electrical and telephone line distribution in the exhibit hall for exhibits. Access to these services should not be possible directly by exhibitors but rather by professional exhibit service contractors.

42. Much of the trash generated at conventions and expositions can be recycled, and show managers are very conscious of the need to do this. Support for this should be built into the structure if at all possible.

43. Generally, video services, signs, electrical distribution, stage lighting and so on are provided by independent outside service contractors and not by in-house personnel. They really don't need to be a part of the RFP.

44. The more storage space on-site for exhibitors' empty freight crates the better. It will reduce the need for more trucking of empties to and from an off-site location.

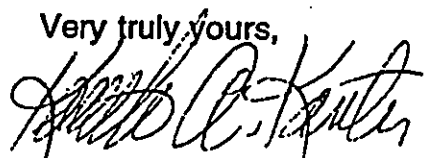
45. Local exhibit-related deliveries will include more than plants, floral arrangements literature and small equipment. They will include exhibits, furniture, signage, etc.

46. Live music amplification capability in the ballroom is not absolutely necessary.

47. Storage areas supporting the exhibit hall should be increased in size if possible.

Mike, I hope this proves helpful. Thank you for the opportunity to be of assistance. Please call me at 261-6166 if you have questions.

Very truly yours,



Kenneth A. Kanter
Chairman, Hawaii Chapter
IAEM

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Richard Barber
Chairman
Hawaii Chapter
International Association for Exposition Management
1103 Lunaai Street
Kailua, Hawaii 96734

Dear Mr. Barber:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to the letters from former Chairman Mr. Kenneth A. Kanter dated March 30, 1994 to Mr. Thomas A. Fee, Vice President of Helber Hastert & Fee, Planners, Inc., March 30, 1994 to Mr. Michael Carr, President of the Hawaii Convention Park Council, and April 15, 1994 to Mr. Thomas A. Fee of Helber Hastert & Fee regarding the subject project. We offer the following responses to your letters in the respective order of your comments:

Letter dated March 30, 1994 to Mr. Thomas A. Fee

I. ENVIRONMENTAL CONSIDERATIONS:

1. Pedestrian Traffic

and

2. Vehicular Traffic:

We concur that the potential impacts of the convention center on both pedestrian and vehicular traffic in the vicinity is a primary concern. A detailed traffic impact assessment on the impacts resulting from the operation of the convention center will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation

measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic impact assessment. We would like to note that pedestrian access between the convention center and host hotels is an important component of the transportation system for the convention center. A traffic signal is proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project which would provide a signal crossing for pedestrians walking between the convention center and the Ala Moana Hotel and Ala Moana Shopping Center. The primary pedestrian access for the convention center will be from the Ala Wai Promenade.

3. <u>Noise</u>:

A detailed noise study will be prepared and incorporated in the DEIS to assess the potential impacts and appropriate mitigative measures of the convention center in the project vicinity. The noise study will address impacts on noise-sensitive uses in the vicinity of the project site during construction and operation of the convention center. Analyses will include noise from construction vehicles and pile driving activities, vibration impacts caused by pile driving activities, traffic noise, and noise from open-air/outdoor event functions.

Noise generated by stationary equipment (mechanical systems) will be attenuated, as necessary, to comply with the provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

The proposed convention center is designed to enclose the noisier operations which occur at the loading dock area serving the convention halls and food service. Internally, the loading dock is designed for two-way circulation with ample space for reversing of commercial

vehicles. Garbage collection will also occur in the loading dock area.

4. Garbage:

As required by the Hawai'i Convention Center Authority's Request for Proposals (RFP), the proposed convention center design incorporates several recycling operation features, including an approximately 1,200 square-foot recycling room, two loading docks for accommodating trash compactors, and a refrigerated room for holding food waste.

5. Utilities:

The DEIS will include an assessment of the adequacy and required improvements, if any, of infrastructure and utilities associated with development of the convention center. These would include potential improvements and/or requirements to water, wastewater, drainage, electrical power, cable, communication, and roadway systems.

6. Emergencies:

Emergency access for the convention center will be provided through the Kahakai Drive entrance of the center. As indicated in our response nos. 1 and 2 above, the traffic impact assessment prepared for the DEIS will examine traffic impacts resulting from the operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts.

II. DESIGN CONSIDERATIONS:

The environmental assessment (EA) and environmental impact statement (EIS) are intended to disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the Request for Proposals (RFP) specifications and is not intended to be significantly modified as a result of the EA and EIS. It is anticipated that only minor design modifications may be required to mitigate specific impacts and other operational concerns. It is within this context that we offer the following responses to

your comments:

1. Flexibility:

Your comments concerning flexibility in the design of the proposed convention center are well taken. We have forwarded your comments to the design/build team for their consideration.

2. Access:

We acknowledge your concerns regarding the importance of providing for an efficient flow of people and vehicles in and out of the convention center facility. As indicated in our response nos. 1 and 2 to the letter of March 30, 1994 to Mr. Thomas A. Fee, the system for transporting conventioneers to and from the proposed convention center will be assessed in the traffic impact assessment prepared for the DEIS.

The selected convention center design utilizes Kahakai Drive as the primary access to the convention center's parking garage and loading dock area, with a secondary access on Kalakaua Avenue. In order to accommodate both automobile and commercial vehicle access, the segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes. The loading dock is contained entirely within the convention center site at ground level adjacent to the Ala Wai Promenade and is designed to allow for simultaneous in-and-out traffic movement with provisions for a turnaround area, thus minimizing potential queuing of service vehicles back onto the streets. To adequately accommodate servicing, approximately 12 docks will be distributed across the length of the exhibit hall for easy access to each hall.

We would like to clarify, however, that the internal efficiencies and operations of the convention center (i.e. efficiency of the set-up and dismantling of exhibits, as well as the time it takes attendees to locate and occupy function space inside the facility) and its effects on the profitability of the facility are not within the purview of the EIS.

3.[4.]Parking:

While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The DEIS will include a discussion on how parking will be accommodated for the largest events at the convention center.

III. ENCLOSURES:

We acknowledge and thank you for the nine (9) enclosures (the enclosures are misnumbered in the letter) listed in the letter.

We further acknowledge the IAEM's submittal of the Convention Center Authority's Request for Proposals to the Exhibit Industry Congress Task Force on Facility Design of the International Association for Exposition Management in Indianapolis.

Letter dated March 30, 1994 to Mr. Michael Carr

As indicated in our response to item II, "DESIGN CONSIDERATIONS," in the letter of March 30, 1994 to Mr. Thomas A. Fee, we reiterate that the environmental assessment (EA) and environmental impact statement (EIS) are intended to disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the Request for Proposals (RFP) specifications and is not intended to be significantly modified as a result of the EA and EIS. It is anticipated that only minor design modifications may be required to mitigate specific impacts and other operational concerns.

Within this context, we would like to emphasize that the majority of the IAEM comments are strictly related to the design, marketability or operations of the proposed convention center and are not within the purview of the EIS. In acknowledging IAEM's indication that these comments primarily relate to Volume II of the RFP for the convention center, we have forwarded the comments to the design/build team for their consideration.

Four (4) of your comments, however, concern EIS-related issues and we offer the following responses in the respective number of your comments:

2. *Many local residents will be attending all kinds of events at the facility. Therefore, parking needs should be given additional consideration.*

   We reiterate our response to item no. 3. [4.] Parking (item II, "DESIGN CONSIDERATIONS") in the letter of March 30, 1994 to Mr. Thomas A. Fee. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The DEIS will include a discussion on how parking will be accommodated for the larger events at the convention center.

11. *What happened to the expansion capability of 250,000 gross square feet?*

    Alternative No. 1 to the Convention Center RFP provided for design and construction to facilitate and allow the future addition of leasable space of 100,000 square feet of exhibit hall and 50,000 square feet of meeting rooms, plus required circulation, service and support areas.

12. *An additional 200 parking stalls seems very little. Other facilities around the U.S. are supported by nearby municipal and private parking lots. We do not have any.*

    Similar to our response no. 2 above, we believe that the additional 200 parking stalls set forth in the RFP in conjunction with the 150,000 square feet of convention center expansion space (100,000 square feet of exhibit hall and 50,000 square feet of meeting room space) would be adequate. Please be informed, however, that a decision was subsequently rendered by the Hawai'i Convention Center Authority to forego future development of the 200 stalls due to cost considerations. The DEIS will discuss alternative parking measures should events at the convention center require additional parking.

42. As required by the Convention Center RFP, the proposed convention center design incorporates several recycling operation features, including an approximately 1,200 square-foot recycling room, two loading docks for accommodating trash compactors, and a refrigerated room for holding food waste.

Letter dated April 15, 1994 to Mr. Thomas A. Fee

We acknowledge IAEM's comments and concerns with respect to the proposed convention center's management policy regarding the priority, issuance and guarantee of booking dates to event producers. However, as indicated in our responses to your two prior letters of March 30, 1994, we reiterate that the environmental assessment (EA) and environmental impact statement (EIS) are intended to disclose potential environmental and social impacts of the selected convention center design.

We do, however, appreciate your comments and concerns which we concur are valid. As you may be aware, the Hawaii Visitors Bureau (HVB) was recently tasked with conducting long-term marketing for the Hawai'i Convention Center. While the convention center's booking policy has yet to be fully developed, we will forward your comments to the HVB for their consideration.

The letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

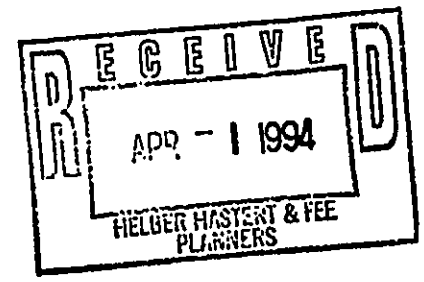
ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

KHON TV2

Greg Johnson
DIRECTOR OF ENGINEERING

March 31, 1994



Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Dear Ms. Kurisaki:

I am responding to your letter, dated March 15, 1994, concerning the Convention Center Environmental Assessment.

As we discussed, on the phone, the current generic proposal poses no impact on KHON as it relates to our transmission facility on top of Century Center.

I would like to mention that as part of the planning for the convention center consideration should be given to including facilities for broadcast television such as cabling for video and audio distribution. Including Broadcast TV in the planning process makes it easier to originate television programs for broadcast from the center whenever desired.

KHON would like the opportunity to participate in providing closed circuit television and data distribution services associated with Convention Center activities. These services could include distributing such information as convention activity schedules to area hotels and other convention facilities. These schedules would be available on TV sets already in the hotel guest rooms. Other types of data can be broadcast in a similar fashion. We have the ability to broadcast these types of services along with our regular TV programs making distribution easy and very efficient. We also have television satellite facilities and can provide teleconferencing and other types of satellite services to the mainland as well as internationally.

Please forward our suggestions and our willingness to help make Hawaii's Convention Center truly world class. Feel free to call for more information.

Sincerely,

Gregory K. Johnson
Director of Engineering

GKJ:gkj

KHON-TV
BUSINESS, SALES, PROGRAMMING: 1116 Auahi Street, Honolulu, HI 96814 NEWS, OPERATIONS, PRODUCTION, PROMOTION: 1170 Auahi Street, Honolulu, HI 96814
Telephone: (808) 531-8585 Telex: (723) 8340 FAX: (808) 533-1785 News Dept.: (808) 526-4278 News FAX: (808) 545-2418
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Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Gregory K. Johnson
Director of Engineering
KHON TV2
1170 Auahi Street
Honolulu, Hawaii 96814

Dear Mr. Johnson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 31, 1994, regarding the environmental assessment for the proposed convention center.

We concur that the selected convention center design poses no impact on KHON as it relates to your transmission facility on top of the Century Center building.

Television broadcasting or teleconferencing equipment for the convention center will not be built-in; however, extensive building wiring to support brought-in TV equipment will be provided. Current plans indicate that this wiring network would extend from the audiovisual control rooms to each meeting room, exhibit hall, ballroom, rooftop antenna site, and TV truck site at the loading dock.

As the project progresses toward its operational phase, we would welcome your suggestions to participate in providing closed circuit television and data distribution services associated with convention center activities.

Your letter, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

THE LEAGUE OF WOMEN VOTERS OF HONOLULU

March 31, 1994

RECEIVED
1994

Helber Hastert & Fee, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Gentlemen:

This is in response to your letter of March 15,1994 asking us to help identify issues we would like to see addressed in the design/environmental review process for the Convention Center. We included a number of our concerns about this project in a letter of 10/11/89 to the D.L.U. commenting on the then-proposed Plan Review Use application, which was approved, and later re-approved in amended form, by the City Council. Fortunately, the current proposal does not call for the excessive density to which we objected at that time.

One of our concerns at the time was that the D.L.U. ruled that no EIS was to be required. We felt that analysis of the environmental impacts of a project as large and as significant as the proposal, and its location at that specific site, should be undertaken before, rather than, after approval was given.

Be that as it may, we are listing below some of the major issues we believe should be addressed in your EA and, later, in your EIS.

A. ENVIRONMENTAL ISSUES

1. The Kalakaua - Kapiolani intersection and the streets feeding into it are among the island's most congested. What measures are proposed to handle the additional vehicular and pedestrian traffic the Convention Center will generate, especially during peak hours?

2. What provisions will be made to handle the problems of bringing to the site the freight vehicles coming in from the airport area or the harbor piers, to unload and load them after use, to park and/or store the containers, vans, trucks, etc.?

3. What arrangements will there be to handle the buses that will be bringing masses of people in from Waikiki hotels and elsewhere -- to unload and load passengers, park, wait, turn around, etc.?

4. The plans we have seen include only 800 on-site parking spaces -- about half as many as in the earlier proposals. These do not meet even the currently proposed reduced requirements of the revised Waikiki District zoning regulations in Table 21-7.6 of Bill 172 FD-1, which are supposed to implement the Waikiki Master Plan. These would require between 1,688 and 3,375 spaces for 675,000 sq.ft. of meeting facilities.

5. If, as is proposed, 150,000 sq. ft. of additional floor space is added later and additional parking spaces will be provided off-site, how will people get safely across Kapiolani Blvd. or other streets and how will this affect traffic?

6. When special affairs -- banquets, concerts, etc. -- not necessarily connected with a Convention -- are held, perhaps in the evenings, and which may attract large numbers of local people, will there be special City buses supplied, and where will they park and wait for the return trips?

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7. What measures will be taken to minimize air pollution from private automobiles, taxis, buses and freight vehicles serving the CC? If there is underground parking, loading, waiting, etc., how will this be ventilated? What about pollution from traffic jams in and near the Kalakaua - Kapiolani intersection?

8. What measures will be taken to minimize noise in the area, both during construction and afterwards, as it affects residents of near-by structures?

9. Evening events will doubtless require strong outdoor lighting. What will be done to shield nearby residents from glare?

B. DESIGN ISSUES

1. Both the Waikiki Master Plan and the "generic" plan specifications quoted in your letter call for a "Hawaiian sense of place". How will this be achieved? The original P.R.U. approved by the City Council included a massive, 90-ft. high sheer wall housing the Convention Center building itself, to say nothing of the 450-ft. high "accessory" condos, office towers, and hotels. Even the present plan calls for a 675,000 sq. ft. CC. How will it be designed so as to be aesthetically pleasing, human in scale, and to create a sense of open space and greenery rather than a massive concrete box surrounded by streets?

2. How will the public open spaces provided on the site be connected with the publicly-owned park strip along the Ala Wai canal in such a way as to create pleasant, connected walking spaces and genuinely usable open areas to be enjoyed by convention visitors and residents alike?

3. How will the orientation of the structure with respect to access, egress, service and turn-around areas be determined in relation to the Canal and the surrounding public streets? We note that the Canal is classed as "Federal waters."

4. How will access to the structures be made easy and convenient to pedestrians, bicyclists, and others not using the parking garage? To bus riders? None of these should have to walk long distances to get into the building, or climb stairs.

5. How will access be made easy for the handicapped?

6. How will construction activity which is below grade be affected by water handling problems, which can be extremely costly, we are informed. We are told that any easement would be subject to fluctuating hydraulic forces of 3-5 feet of head and will be costly to maintain in future years. We are also warned that the effects of draw-down resulting from below-grade construction may have adverse effects on surrounding structures. How will these be protected?

7. Can the energy-using impacts of the CC be reduced by using alternative energy sources, such as piping in cold ocean water as a coolant for the air-conditioning system?

We look forward to receiving the EA in May. Thank you for giving us this opportunity to comment.

Sincerely,

Astrid Monson
Astrid Monson, Chair
Planning & Zoning

Arlene Kim Ellis
Arlene Kim Ellis, Pres.

THE LEAGUE
OF WOMEN VOTERS OF HONOLULU

June 16, 1994

Mr. Leslie Kurisaki, Project Planner
Helber, Hastert, Planners
733 Bishop Straeet, Suite 2590
Honolulu, Hawaii 96813

JUN 16 1994

Gentlemen:

We have read with interest the Environmental Assessment for the Convention Center, transmitted to us on May 23. Though it includes many of the issues listed in our lett of March 31, we would like to make a few comments.

1. BUILDING ENVELOPE. We agree that the visual impact is difficult to assess unt a specific design is available. We feel, however, that it is unfortunate that the Request for Proposals set no limits on height, bulk, lot coverage, etc, and specified only limited setbacks from abutting streets, with none along the Ala Wai promenade. As a result the EA has to assume a massive building envelope which would permit a monstrous box 105-or even 145 - feet high and covering almost the entire ten-acre parcel

Even though this may be a "worst case" scenario, it suggests to developers an ungainly mass which could undesirably affect nearby buildings and view planes. We urge that the visual impact of any proposal be one of the major factors in the selection of the winning design, and that in the negotiations for final construction every effort be made to improve it. If the specified "single level" 200,000 sq. ft. exhibit space is the largest building cross-section needed at any level, it would cover less than 50% of the site and provide substantial ground level open space. The remainin 475,000 sq. ft. would then require at least three more stories. We are not qualified to judge whether each story needs to be 40 feet high, but this seems excessive, especial for meeting rooms, offices, etc. We hope that it will be possible to reduce the actual bulk of the building to far less than the envelope permits.

2. PARKING. We agree that automobile usage in Waikiki should be discouraged, but adequate, accessible, and desirable substitutes must be provided. The EA maintains that 800 on-site parking stalls "appear adequate for most national and international events", though it points out that local events and the largest conventions will require more. It should be noted that even under the proposed Waikiki Special District parking requirements, which are considerably less stringent than the current ones, between 1,700 and 3,400 spaces would have to be provided for 675,000 sq. ft. of meeting space, compared with the 800 proposed.

Various possibilities have been mentioned -- the Ala Moana shopping center parking lot, The BUS, chartered private shuttles, off-site facilities, or curb parking in the vicinity. Each of these presents problems and uncertainties. Reliance on rail rapid transit under present circumstances is unrealistic. We think this problem has to be addressed in greater detail than in the EA.

3. TRAFFIC. The EA raises many traffic problems -- involving not only passenger cars but also trucks, service vehicles, and buses. We believe these require extensive analysis and treatment measures. Many of them are inherent in the choice of this site, known to be at an already congested intersection.

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There is, however, an additional dimension. The very existence of a Convention Center at this site can be expected to stimulate extensive additional commercial, residential, and hotel development on such streets as Kapiolani, Kalakaua, Atkinson, and others nearby. Certain parcels previously mentioned for Convention parking can now be expected to go into high-density development of these kinds. This, in turn, will result in substantial increases in traffic volumes in what is already a highly congested area, even before Convention Center-generated traffic is added. Again, reliance on rail rapid transit is unrealistic. The EIS should face up to the enormity of the traffic problems building a Convention Center on this site brings with it by including the secondary traffic impact generated by this additional development.

Thank you for the opportunity to comment.

Sincerely,

Astrid Monson

Astrid Monson, Chair
Planning & Zoning

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Arlene Kim Ellis and Ms. Astrid Monson
Chair, Planning and Zoning
The League of Women Voters of Honolulu
49 S. Hotel Street, Room 314
Honolulu, Hawaii 96813

Dear Ms. Ellis and Ms. Monson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of March 31, 1994 and June 16, 1994 regarding the subject EA. We offer the following responses in the respective order of your comments:

Letter dated March 31, 1994

We acknowledge your stated concerns regarding the 1989 Plan Review Use application for a proposed convention center.

A. Environmental Issues

1. We concur that the potential impacts of the convention center on traffic in the vicinity is a primary concern. A detailed traffic impact assessment on the impacts resulting from the construction and operation of the convention center will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

2. The intended arrival pattern for freight vehicles destined for the convention center is from the Ala Moana Boulevard approach onto Atkinson Drive. Access to the convention center's service/loading dock will be provided from Kahakai Drive about mid-block along the project site, with a secondary access on Kalakaua Avenue. The loading dock is contained entirely within the convention center site at ground level adjacent to the Ala Wai Promenade and is designed to allow for simultaneous in-and-out traffic movement with provisions for a turnaround area, thus minimizing potential queuing of service vehicles back onto the streets. To adequately accommodate servicing, approximately 12 docks will be distributed across the length of the service area.

3. The system for transporting conventioneers to and from the proposed convention center will be assessed in the traffic impact assessment prepared for the DEIS. The selected convention center design allows for up to six (6) full-size shuttle buses curbside of the lobby for passenger drop-off/pick-up. An additional three (3) full-size shuttle buses could also be accommodated in the main entrance area when the designated space is not used by taxis and vehicles. Additionally, space to accommodate two full-size shuttle buses will be provided on the convention center side along Atkinson Drive. For larger conventions, the loading dock area may also be used as a staging area for shuttle buses awaiting passenger pick-up to minimize queuing in the main entrance area.

4. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 on-site stalls to be provided will be adequate. The convention center would primarily target off-shore visitors. Trade shows and exhibitions directed towards Oahu residents are expected to continue using the City and County of Honolulu's Blaisdell facilities, or facilities at the major Waikiki hotels. We would like to clarify that the convention center project site is located outside of the Waikiki Special District and, as such, is not subject to the requirements of that particular district. Furthermore, we are unable to determine how you arrived at the 675,000 square feet of space for

meeting facilities as indicated in your letter. The proposed convention center includes 200,000 square feet of exhibition space and 100,000 square feet of meeting room space for a total of 300,000 square feet.

5. The traffic impact assessment prepared for the DEIS will also qualitatively discuss the effects of future expansion of the convention center. Please be informed that the Convention Center Request for Proposals (RFP) did not include provisions for development of off-site parking. Such parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The traffic impact assessment will discuss the use of such off-site parking as a means of supplementing on-site parking.

6. The traffic impact assessment for the DEIS will assess the effects of an evening event at the convention center facility involving significant local participation, as well as an all-local attendee evening event, and the respective traffic management plan.

7. An air quality study will be prepared and incorporated in the DEIS to assess the respective potential impacts and appropriate mitigative measures of the convention center in the project vicinity. Air quality impacts will be assessed, in particular from forecasted traffic conditions and construction of the proposed convention center. The air quality study will address both existing and projected conditions of carbon monoxide levels on the critical road segment(s) identified in the project's traffic study for the EIS. The study will also address nitrogen oxide (NOx) levels given the anticipated increase of diesel-powered vehicles in the project vicinity, and the effects of the convention center's open-perimeter parking garage. Mechanical ventilation will be provided at the loading dock to maintain the appropriate air quality and will be monitored with carbon monoxide sensors.

8. A noise study will be prepared and incorporated in the DEIS to assess the respective potential impacts and appropriate mitigative measures of the convention

center in the project vicinity. The noise study will address impacts on noise-sensitive uses in the vicinity of the project site during construction and operation of the convention center. Analyses will include noise from construction vehicles and pile driving activities, vibration impacts caused by pile driving activities, traffic noise, and noise from open-air/outdoor functions.

9. Exterior lighting provided in conjunction with the operation of the convention center will include low-level landscape and security lighting. The placement and selection of lighting equipment will be undertaken so as to ensure minimal impact on the adjacent residents.

B. Design Issues

1. Unlike the previously approved Plan Review Use application for a municipal convention center, the criteria that the current convention center facility shall reflect a "Hawaiian sense of place" was set forth in the mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93). This criteria was also a key requirement of the Request for Proposals (RFP) process for the convention center. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is its concept of being open to the outdoors and its simple, linear form. This is further complemented with the landscaping which will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

2. Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and

has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade. The DEIS will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

3.& 4. The DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets and Ala Wai Canal/Promenade with respect to building height setbacks, open space, landscaping, vehicular/service and pedestrian access, and visual impact.

5. The convention center will be designed in compliance with the Americans With Disabilities Act (ADA) Guidelines (Title II, 36 CFR Part 1191).

6. It is anticipated that dewatering may be required during excavation and construction of the project's foundation work. The DEIS will provide more detailed information on such dewatering activities in conjunction with construction of the convention center and assess potential impacts to surrounding structures along with appropriate mitigation measures.

7. The costs associated with using alternative energy sources, specifically piping in cold ocean water as a coolant for the convention center's air-conditioning system, would be prohibitive for this project. It is highly unlikely that such an alternative energy source system would have a favorable life cycle cost given the initial development and long-term operational costs. Furthermore, use of the ocean or the Ala Wai Canal may potentially raise the environmental issue of thermal pollution given the high British Thermal Units (BTUs) of heat which the air-conditioning system would reject at peak load.

<u>Letter dated June 16, 1994</u>

1. <u>Building Envelope</u>

As indicated in our response nos. 3. and 4. (B. Design Issues) to your letter of March 31, 1994, the DEIS will provide more detailed information on how the

selected convention center design will relate to the immediately adjacent streets and Ala Wai Canal/Promenade with respect to building height setbacks, open space, landscaping, vehicular/service and pedestrian access, and visual impact.

The assessment of visual impacts of the convention center will include "before and after" photo-montage comparisons based on the seven (7) view planes presented in the EA, but using the model of the selected convention center design. A description, including diagrams, will be provided of how the convention center will visually relate to the surrounding area. We would like to note that the urban design of the selected convention center design with respect to the scale and massing of the building is intended to be complementary and sensitive to the Ala Wai Canal and Promenade, surrounding streets, and neighboring residences.

2. Parking

As indicated in our response no. 4. (A. Environmental Issues) to your letter of March 31, 1994, we reiterate our belief that the 800 on-site stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. We would like to reiterate our response no. 4. (A. Environmental Issues) to your letter of March 31, 1994 that the convention center project site is located outside of the Waikiki Special District and, as such, is not subject to the requirements of that particular district. Again, we are unable to determine how you arrived at the 675,000 square feet of space for meeting facilities as indicated in your letter.

The traffic impact assessment will discuss use of existing off-site parking, public transit and private shuttles as a means of addressing alternatives to on-site parking.

3. Traffic

The traffic study to be prepared for the DEIS will reexamine traffic impacts raised in the EA based on the proposed convention center design and its traffic management plan. As indicated in our response no. 1 (A. Environmental Issues) to your letter of March 31, 1994, the study will consider the various transit modes, such as automobiles, shuttles, taxis and walking, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures.

To the extent that traffic impacts of anticipated future development in nearby areas are considered significant in the analysis, they will be included in the projection of future traffic conditions. Furthermore, as you may already be aware, the City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawai'i Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawai'i Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

Your letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

THE OUTDOOR CIRCLE
1110 University Ave., #406 • Honolulu, HI 96826
Phone: 808-943-9658 Fax: 808-955-7364

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MOLOKAI
GARDEN CIRCLES
Hawaii Kai
Kaneohe
Lani-Kai
Waialae-Kahala

April 4, 1994

RECEIVED
APR 6 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas A. Fee, Vice President
and
Ms. Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Grosvenor Center, Makai Tower
Honolulu, Hawai`i 96813

Dear Mr Fee and Ms. Kurisaki:

Thank you for requesting input from The Outdoor Circle in order to prepare the environmental assessment for the convention center site. We offer the following:

As stated in a letter to Mr. Yanagihara of the Sukamoto Corporation dated March 11, 1993, The Circle feels strongly that the Ficus trees bordering the site on the Ewa side of the canal along the Ala Wai promenade be preserved. These trees were planted by The Outdoor Circle in 1936 and were placed on the Exceptional Tree List in November 1992.

The state's Exceptional Tree Act protects trees deemed "exceptional" due to their "historic or cultural value, age, rarity, location, size, aesthetic quality, or endemic status." These 44 trees have earned this protection. As plans progress for development of the convention center, we trust you will insure that these special trees are safeguarded.

The Outdoor Circle's expertise in beautifying our islands is available to Helber Hastert & Fee as needed. Please feel free to contact us.

Yours for the beauty of Hawai`i,

Susan Bright Spangler

Susan Bright Spangler
President
SBS/cmt

THE OUTDOOR CIRCLE
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RECEIVED
JUN 21 1994
HELBER HASTERT & FEE PLANNERS

June 21, 1994

Ms. Leslie Kurisaki
Project Planner
Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, HI 96813

VIA FAX: 545-2050

Dear Ms. Leslie:

Thank you for sending the "Group Memory" from the May 31, 1994 Informational Meeting regarding the EA for the proposed Convention Center.

One concern that The Outdoor Circle has regarding these notes is that the questions in section D regarding Trees, Air Quality, and Noise, are not properly answered. The comment reflected in your minutes does not answer the questions about the exceptional trees on the Ala Wai and the Monkeypods on Kapiolani Blvd. The Circle is very concerned about the well-being of these trees and we ask that you amend your notes to reflect what was said that day.

In addition, the group memory should reflect my statement regarding the necessity for replacement of any trees that do not survive transplant. Please note this in the comments to the Environmental Assessment.

Thank you for taking care of this.

Yours for a more beautiful Hawai'i,

Susan Bright Spangler

Susan Bright Spangler
President

Helber Hastert
Planners

July 7, 1994

Ms. Susan Bright Spangler, President
The Outdoor Circle
1110 University Avenue, #406
Honolulu, Hawaii 96826

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 21, 1994

Dear Ms. Spangler:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS). You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period.

We would like to clarify a comment you made in your letter on the "Group Memory" from the May 31 meeting. The Group Memory was prepared by Mr. Leland Chang, who facilitated the May 31 meeting. It was meant to be an informal record of comments made, not formal minutes or a verbatim transcript. However, the Convention Center Authority also prepared a verbatim transcript of the meeting, which they have on file at their office. Please be assured that your concerns regarding the trees along the Promenade and Kapiolani Boulevard have been forwarded to the design/build teams.

We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Executive Director
Convention Center Authority

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Telephone 808 545 2055
Facsimile 808 545-2050

CORRECTION

THE PRECEDING DOCUMENT(S) HAS BEEN REPHOTOGRAPHED TO ASSURE LEGIBILITY

SEE FRAME(S) IMMEDIATELY FOLLOWING

Helber Hastert
Planners

July 7, 1994

Ms. Susan Bright Spangler, President
The Outdoor Circle
1110 University Avenue, #406
Honolulu, Hawaii 96826

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 21, 1994

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We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Executive Director
Convention Center Authority

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Telephone 808 545 2055
Facsimile 808 545-2050

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Susan Bright Spangler
The Outdoor Circle
1110 University Avenue, #406
Honolulu, Hawaii 96826

Dear Ms. Spangler:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of April 4, 1994 and June 21, 1994 regarding the subject EA. We acknowledge that the comments in your June 21, 1994 letter were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners by letter dated July 7, 1994. As such, we offer the following responses to your letter of April 4, 1994.

In acknowledging the placement of the Ficus trees located along the Ala Wai Promenade on the Exceptional Tree List, please be advised that these trees will be preserved in conjunction with development of the convention center facility. The only exception is the relocation of five (5) of the trees in order to accommodate the proposed grand stairway leading from the Promenade to the convention center. These trees will be relocated to the Promenade area makai of the convention center site to replace areas of missing Ficus trees. Please be assured that special precautions will be taken to ensure the safeguard of these trees during relocation, including consultation with a certified arborist.

To accommodate the proposed road widening improvements along Kalalakaua Avenue and Kapiolani Boulevard fronting the project, the existing monkeypod and rainbow shower trees will be relocated or removed. It is anticipated that the better specimens will be relocated to City parks within the project district. The Hawaii Convention Center Authority will collaborate with the City and County of Honolulu Department of Parks and Recreation to determine the exact location to which these trees will be relocated. Following road widening, new trees of similar species will, at minimum, replace the trees removed.

Your letters, along with this response, will be reproduced in the forthcoming Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER EIGHT

COMMUNITY ORGANIZATIONS
Comments Received and Responses

Hawai'i Convention Center

DOCUMENT CAPTURED AS RECEIVED

Chapter Eight

Community Organizations

C. BAUM

NEIGHBORS of the
Ala-Wai
P.O. BOX 75542 Honolulu, Hawaii 96836

Michael Carr, President
Hawaii Convention Park Council
1000 Bishop Street Suite 904
Honolulu, Hawaii 96813
Ph: 536-1742 Fx: 538-1626

RECEIVED
MAY - 2 1994
HELBER HASTERT & FEE PLANNERS

May 1, 1994

Dear Mr. Carr

Thank you for offering the public forum regarding the new convention center. I must tell you that I have attended and participated in dozens (and dozens!) of similar meetings and hearings yet this was the first time I left one feeling that true two-way communication had been achieved. The fact that we could continue to offer input until we were finished was truly a first for me. There was an atmosphere of welcome, openness, fairness, compassion and interest which I have not experienced in any previous testimonies, forum, hearings or neighborhood board meetings on this subject. The mediator was excellent in simplifying and summarizing.

If I may add an additional comment which dawned on me after the meeting. It seems that the traffic dilemma is serious and seemingly unsolvable thus far. Of the three mitigation options being considered by the city, two are inherently self-defeated. The "clockwise" and "counter-clockwise" schemes require two additional lanes of traffic to be supplied by slicing off space from the convention center site. This is not possible. The third option, I believe, was to eliminate medians and sidewalks on some routes in the area — also unacceptable. After six years of seeing Mr. Connie Conrad's water transportation proposal, I have come to the conclusion that the time has come to seriously and equally consider this option as the potential solution to a land-based transport system.

I have previously opposed this idea because it always suggested that Magic Island be a terminus for the system. I will continue to oppose commercialization of Magic Island, however — let's not throw out the baby with the bathwater! Since many years of attempting to solve the traffic problems caused by the introduction of the convention center into a highly developed neighborhood has failed miserably, I believe that Mr. Conrad's water based transport suggestion is a million dollar idea staring us in the face.

Consider the present scenario:

Visitors arrive at Honolulu International. They are herded around the airport like cattle. They have been travelling for hours, sitting in the same clothes, uncomfortable, they are exhausted. They step outside, sweating in their mainland clothes, uncomfortable with the sudden heat and humidity. Again, they are herded into busses and shipped down Nimitz Highway toward Waikiki. The scenery is awful, industrial, dirty, congested, smelly. Continue past the sewage facility with a brief glimpse of the ocean. Continue past the often present aroma of cooking onions at Ward Warehouse, and into a traffic

pileup. Enter Waikiki at the boat maintenance yard, past rusty chain link fence and poorly landscaped medians, through the concrete canyon of building after building set right up to the sidewalk. Then, whisked into below grade parking or, if fortunate, to a concrete encased hotel portico, and herded into check-in. One visitor asks another, "Did you see the ocean? Are we near the beach?" If they are lucky enough (or paid enough), their first view of the ocean is through the glass of a hotel window accompanied by the scent of stale tobacco and mildew laden air conditioner air.

It is said that you have just **one chance** to make a first impression. In this scenario, it's too late. We blew it!

Imagine if you will an alternate scenario:

Visitors are greeted at the airport with fragrant (this is significant) leis, guided through a garden path with flaming torches, beautiful fragrant flowers, exotic foliage, Hawaiian music. They embark on beautifully decorated state-of-the-art hovercraft. The shuttle begins, there is music and hula, flowers, refreshing drinks. In the distance Waikiki glitters with a backdrop of the verdant Koolau's. Cooling, fragrant ocean breezes touch their skin. The beautiful blue Hawaiian water is everywhere, lined by sparkling sand and swaying palms. (This is what they expected). They disembark, surrounded by beauty, away from cars, traffic, busses, etc. This is the **first impression** that will last many years and be described in many living rooms and lunch rooms all over the world. This is a memory that will last and provide free advertising of the beauty and gentleness of Hawaii Nei. All of this and help solve our traffic problems too! It **could** be like this if we have the foresight and courage.

I hope that you have become convinced that this idea deserves serious evaluation in terms of cost efficiency, traffic mitigation, public relations, environmental compatibility and yes, even profit. Let's look to the water. It could be the perfect solution to our transportation woes for visitor and commuter alike.

Thanks again for your concern and open-minded approach.

Yours truly,

Charles Baum, Pres.

cc: Connie Conrad
Thomas A. Fee, VP, HH&F Inc.
Alan Hayashi, Exec.Dir.,CCA
Ben Lee, Exec.Dir. Waikiki Devlpmnt.
Jeremy Harris, City Mngng. Dir.
Christina Kemmer, Waikiki Imprvmnt Assn.
Sen. Lehua F. Salling, Ch. Sen.Transportation
Rep. Paul Oshiro, Ch. House Transportation

NEIGHBORS of the
Ala-Wai
P.O. BOX 75542 Honolulu, Hawaii 96836

Thomas A. Fee
Leslie Kurisaki
Helbert Hastert and Fee, Planners, Inc.

RECEIVED
APR 13 1994
HELBER HASTERT & FEE PLANNERS

April 13, 1994

Dear Mr. Fee and Ms. Kurisaki,

Thank you for your interest in community input for the preparation of an Environmental Assessment for the Convention Center. Our organization represents homeowners and tenants living in the Ala Moana and Waikiki neighborhoods on both sides of the Ala Wai Canal. Among those buildings represented are Yacht Harbor Towers, Sunset Towers, Atkinson Towers, Atkinson Plaza, Summer Palace, Century Center, 1717 Ala Wai, Marina Towers, Villa at Eaton Square, Chateau Waikiki, The Wailana, The Waipuna, The Canterbury, Kalakaua Sands, The Woodrose and others.

Although it is difficult to foresee all of the environmental issues of such a project, I will attempt to list for you some of the issues that have been of concern to our organization over the past six years.

1. SITE CONTAMINATION

It is now well-known that the site harbored serious toxic contamination of the soil and groundwater in the form of various petro-chemical residues, polychlorinated biphenyl (PCB) from leaking underground hydraulic lifts, high levels of lead from gasoline and oil spillage, and various contaminants resulting from disposal of paints and solvents over many years. As you may be aware, the water table at the site is only about four feet below the surface and is subject to ebb and flow of the tidal action of the Ala Wai Canal. Previous investigations have shown that samplings were somewhat erratic yielding results that varied from 400 ppm of lead on one sampling, and no detectable levels on another. It is our suspicion that the results of environmental testing on previous occasions had been "picked and chosen" for submission to the City under the Plan Revue Use application previously submitted. This process circumvented Hawaii Revised Statutes 343 requiring an Environmental Impact Statement to be prepared.

Although much contaminated soil was removed from the site, no mitigation of contaminated groundwater has been performed. It is also of public knowledge that a "hot spot" still exists on the site that still requires investigation. It has always been our concern that because of the urgency and fast-track processing that this project had received when proposed by a private developer, complete and accurate environmental assessment has not been up to standard. It is of special concern that groundwater will be pumped into the Ala Wai Canal during construction. Should contaminants remain in that pumped water, they will be deposited into a waterway used for school and public recreation that feeds directly into the ocean in very close proximity to public beaches.

We urge you to investigate previous results and not rely on data that was supplied by consultants working for the developer.

2. TRAFFIC — POLLUTION

The intersection of Kapiolani Boulevard and Kalakaua Avenue is recorded as the worst traffic intersection in the state. Along with this designation, it also claims the worst air quality in the state. It has always been our position that locating a major convention facility at this site would exacerbate the already serious air quality conditions.

a. As was pointed out in a previous assessment, Carbon Monoxide levels were projected to violate both Hawaii State and Federal Air Quality Standards – enough so to prompt the American Lung Association to co-plaintiff litigation opposing the development. Though this facility will not involve the mega-density of the previous proposal, concern is still appropriate for those living, and even walking, in the immediate area.

b. Assessment and projections of oxides of nitrogen (NOX) particularly Nitric Oxide and Nitrogen Dioxide were not included in previous assessments. Due to the extreme increase of diesel powered vehicles into the neighborhood, NOX levels will surely rise dramatically. Busses, delivery and breakdown trucks, garbage trucks, etc. will be suddenly introduced into an area that is already bearing a heavy air pollution load.

c. Airborne particulate pollution is currently a problem in this area. Black, greasy soot must be wiped off surfaces on a regular basis. Residents of certain buildings have been forced to keep their mauka windows closed or have had to install air conditioner filters over screens in an attempt to reduce the introduction of these particulates in their homes. In an area bordered by so many condominiums and open-air apartments, some provision must be made to minimize the effects of funneling pollution emitting diesel vehicles into residential areas.

3. TRAFFIC — ACCESS

We have documented many instances of impaired access to Emergency Response Vehicles. The traffic situation is so bad in this area that ambulances and fire trucks have been trapped in overloaded narrow streets and bridges. In emergency response, mere minutes can dictate the difference between life and death. We have testified with respect to this issue many times before both City and State officials and have been party to litigation opposing any development that does not include adequate traffic flow patterns insuring unimpeded access of residents and Emergency Response Vehicles. A question of liability and negligence on the part of the State is raised in the case of death or loss of property due to foreseeable impeded access of Emergency Vehicles.

This is of special concern to the residents on Kahakai Drive adjacent to the convention center site. This is a small dead-end type loop zoned medium-density apartment residential use. Major entrances or exits, both for car parking or service trucks must not be located on this residential street. To do so will create access problems virtually trapping those residents.

Those buildings situated on the makai side of the canal are equally concerned and have documented significant delays in Emergency Vehicle Response. Here the problem stems mainly from the constricted access of the Kalakaua bridge over the Ala Wai Canal. Fire trucks and Rescue must cross that bridge to reach that area isolated at the tip of the

Waikiki peninsula. Often traffic is stalled on all three bridges (Ala Moana, Kalakaua, and McCulley) simultaneously. Existing peak traffic combined with the increase projected during major convention center events will create grid-lock in an already overburdened system. Previous proposals for traffic mitigation have been vague and inadequate.

4. IMPACTS ON QUALITY OF LIFE IN SURROUNDING ENVIRONS

a. NOISE

Noise generation, both during construction and more importantly after completion and during operation of the facility, must be controlled and mitigated to a degree that the quality of life of those living in the surrounding area will not be degraded. It is feared that in an effort to build the facility as quickly as possible, construction crews will be working overtime into evenings and weekends. Proper consideration should be exercised to assure that neighboring residents will not be subject to inordinate noise levels during the construction period.

Of more serious and lasting concern is the noise level generated by the operation of the facility. The obvious noise generators will be large delivery and flatbed trucks necessary to operate a convention facility. Garbage collection will also become a major operation generating obnoxious noise in early morning hours. All loading areas must be contained within the building to prevent noise generation inappropriate to a residential area. The high-pitched beep emitted by trucks in reverse direction carries for blocks. Every effort must be made to contain noise generated by convention center vehicles.

A short visit to the upper levels of the Ward Centre parking building will effectively demonstrate the high levels of noise generated by rubber tires on smooth concrete pavement. Technology exists to eliminate this problem. Please be sure to incorporate the appropriate preventive measures.

It is not yet known what kind of events will supplement convention and trade show use of the facility, however, it can be surmised that other events will be scheduled in order to maximize the cost effectiveness of such a facility. In the event of concerts, shows, or attractions of any kind, it is necessary to contain the noise level inside of the facility and not include outdoor events that will generate inappropriate noise, especially during evening hours of operation.

b. LIGHTING

This area is highly populated with many glass-walled condominiums. The existing nighttime light level is already so bright that it never becomes dark even inside of the buildings. All convention center lighting must be shielded to prevent intrusion upon neighboring buildings on both sides of the canal.

c. VENTING OF FUMES

Garage exhaust, cooking exhaust, air conditioner venting, etc. should be vented away from any residential properties to avoid the nuisance of fumes entering homes.

d. TREES, SETBACKS, AND PARKLAND

Mature shade trees located on Kalakaua Ave and Kapiolani Boulevard should remain undisturbed if at all possible. Previous plans included replacing these mature specimens with coconut trees. Coconut trees are a poor replacement for the large mature shade trees lining the avenues. The existing trees are a welcoming site at the gateway to Waikiki and provide much needed shade to the many pedestrians along these routes.

Setbacks from the street should be as wide as feasible and landscaped in a way that would be an asset unto itself. Boring commercial landscape schemes should be avoided. Emphasis could be placed on flowering plants and color schemes. This is what visitors expect when they come to Hawaii and are often disappointed when they actually get here. All frontages of the facility should be treated with similar priority in terms of aesthetic appeal. All frontages are visible from many complex vantage points. Care should be taken that the facility is aesthetically pleasing from all sides, including the top!

The Ala Wai Park Promenade bordering the site is lined with Ficus trees that are registered as "Exceptional Trees" and are protected by law. These trees must be protected during and after construction as their root systems are shallow and will not tolerate heavy traffic or soil compaction. The park itself should be maintained as much as possible as a park area. Naturally, the strip will become a pedestrian access from Ala Moana Boulevard, but all care should be taken to prohibit vehicles, vendors, structures of any kind or commercialization.

Thank you for including us on your list. Please note that our organization is Neighbors of the Ala Wai. (Friends of the Ala Wai is a distinct organization.) If we can be of further assistance, please us know.

Yours truly,

Charles Baum, Pres.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Charles Baum
President
Neighbors of the Ala Wai
P.O. Box 75542
Honolulu, Hawaii 96836

Dear Mr. Baum:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to your letters of April 13, 1994 and May 1, 1994 regarding the subject project. We offer the following responses to your letters in the respective order of your comments:

Letter dated April 14, 1994

1. Site Contamination

As stated in the environmental assessment (EA) prepared for the proposed convention center, the previous property owners of the site have studied and removed/disposed of known hazardous waste materials on the site. In March 1992, the San Francisco (Region IX) office of the Environmental Protection Agency (EPA) recommended "no further remedial action" was necessary under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). In April 1993, the State of Hawaii Department of Health (DOH) issued a letter stating that based on their review and evaluation, "no further actions are necessary for the contaminants found in the test areas of the site." Because there is still the potential of encountering contaminated soils and/or groundwater during construction, however, the design/builder will prepare a hazardous materials contingency plan to assure that all State and Federal requirements for remediation are complied with in the event that any further contamination is discovered during construction.

We would like to clarify that the Plan Review Use (PRU) process undertaken in 1989 by private developer First Development, Inc. for a convention center on the Aloha Motors

site did not require preparation of an environmental impact statement (EIS).

2. Traffic-Pollution

An air quality study will be conducted for the Draft Environmental Impact Statement (DEIS) to assess air quality impacts, in particular from forecasted traffic conditions and construction of the proposed convention center. The air quality study will address both existing and projected conditions of carbon monoxide levels on the critical road segment(s) identified in the project's traffic study for the EIS. The study will also address airborne particulate matter, in addition to nitrogen oxide (NOx) levels given the anticipated increase of diesel-powered vehicles in the project vicinity.

3. Traffic-Access

We concur that the potential impacts of the convention center traffic in the vicinity of the proposed convention center is a primary concern. A detailed traffic impact assessment will be prepared for incorporation in the DEIS. The assessment will examine traffic impacts resulting from the construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

The selected convention center design utilizes Kahakai Drive as the primary access to the convention center's parking garage and loading dock area. The segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes to accommodate both automobile and commercial access to the parking garage and loading dock, respectively.

4. Impacts on Quality of Life in Surrounding Environs

a. Noise

A detailed study on noise will be prepared and incorporated in the DEIS to assess the potential impacts and appropriate mitigative measures of the convention center in the project vicinity. The noise study will address impacts on noise-sensitive uses in the vicinity of the project site during construction and operation of the convention center. Analyses will include noise from construction vehicles and pile driving activities, vibration impacts caused by pile driving activities, traffic noise, and noise from open-air/outdoor functions.

The proposed convention center is designed to enclose the noisier operations which occur at the loading dock area serving the convention halls and food service. Internally, the loading dock is designed for two-way circulation with ample space for the reversing of commercial vehicles. Garbage collection will also occur in the loading dock area.

b. Lighting

Exterior lighting provided in conjunction with the operation of the convention center will include low-level landscape and security lighting. The placement and selection of lighting equipment will be undertaken so as to ensure minimal impact on the adjacent residents.

c. Venting of Fumes

The provision of locating air handling equipment with respect to operations of the convention center has been conducted with careful consideration to the adjacent residents. The loading dock area will be mechanically ventilated to maintain appropriate air quality. Proper location and equipment to accommodate exhaust resulting from the kitchen operations will be considered in reducing odor and smoke. The impacts of emissions from the open perimeter parking garage will be addressed in the air quality study.

d. Trees, Setbacks, and Parkland

To accommodate the proposed road widening improvements along Kalakaua Avenue and Kapiolani Boulevard fronting the project,

the existing monkeypod and rainbow shower trees will be relocated or removed. It is anticipated that the better specimens will be relocated to City parks within the project district. The Hawaii Convention Center Authority will collaborate with the City and County of Honolulu Department of Parks and Recreation to determine the exact location to which these trees will be relocated. Following road widening, new trees of similar species will, at minimum, replace the trees removed.

The DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets with respect to building height setbacks, open space, landscaping and visual impact. In response to your concern regarding landscape schemes, the convention center landscaping will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

In acknowledging the placement of the Ficus trees located along the Ala Wai Promenade on the Exceptional Tree List, please be advised that these trees will be preserved in conjunction with development of the convention center facility. The only exception is the relocation of five (5) of the trees in order to accommodate the proposed grand stairway leading from the Promenade to the convention center. These trees will be relocated to the Promenade area makai of the convention center site to replace areas of missing Ficus trees. Please be assured that special precautions will be taken to ensure the safeguard of these trees during relocation, including consultation with a certified arborist.

Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the service/loading dock by approximately 40 feet, reflecting a terraced landscape park. We acknowledge your concern regarding prohibiting the specific uses or commercialization of the Promenade.

We further acknowledge your notation that the Neighbors of the Ala Wai is a distinct organization from Friends of the Ala Wai.

Letter dated May 1, 1994

We acknowledge your water-based transport suggestion. While we concur that such a water-based transport system is appealing, current plans do not include any improvements with such a use. Furthermore, such a transportation alternative would be more appropriate on a regional level.

Your letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

KAPIOLANI PARK PRESERVATION SOCIETY

P.O. BOX 90163, HONOLULU, HAWAII 96835

April 7, 1994

RECEIVED
APR 10 1994
HELBER HASTERT & FEE PLANNERS

Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

The Kapiolani Park Preservation Society is pleased to have the opportunity to comment on several concerns that we have regarding the proposed convention center adjacent to the historic Ala Wai Canal and Promenade/Park Lands.

We would expect the proposed structure to have sufficient set back from the promenade and allee of trees so as not to have an adverse impact on the historical quality or feeling of the park. Depending upon the eventual height of the building, there should be at least a minimum forty foot set back from the Ewa row of trees property line. We expect the design of the structure to be low profile incorporating a sense of Hawaiianness and building materials appropriate to Hawaii. In other words, we would consider lava rock as appropriate, while marble and polished chrome to be too glitzy.

Our other primary concern would be the impact of traffic upon the historic character and quality of the park property. As you may know, both the Ala Moana Blvd. and the Kalakaua Avenue bridges are historic and can not be changed. Additional bridges will not be permitted.

Again, we appreciate this opportunity to express our concerns and hope that they will be adequately addressed in the environmental assessment (EA).

Very truly yours,

KAPIOLANI PARK PRESERVATION SOCIETY

Allan Voronaeff

Allan Voronaeff, President

cc: Michael Carr, Hawaii Convention Park Council
Alan Hayashi, Convention Center Authority
Christina Kemmer, Waikiki Improvement Association

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Allan Voronaeff
President
Kapiolani Park Preservation Society
P.O. Box 90183
Honolulu, Hawaii 96835

Dear Mr. Voronaeff:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 7, 1994 regarding the proposed convention center.

The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

The mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93) set forth criteria that the convention center facility shall reflect a "Hawaiian sense of place". This criteria was also a key requirement of the Request for Proposals (RFP) process for the convention center. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art.

We acknowledge your concern regarding the potential impact of traffic upon the historic character and quality of the park property. A detailed traffic impact assessment will be prepared for incorporation in the DEIS. The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. As indicated in the EA prepared for the convention center, the State Department of Transportation (DOT) bridge survey lists the Kalakaua Bridge in the DOT Category 1, indicating that it is a significant site and is to be preserved. However, we would like to clarify that the DOT bridge survey currently lists the

Ala Moana Bridge (crossing the Ala Wai Canal) in the DOT Category 3, indicating that it is not historic. Current plans for the convention center do not include development of additional bridges across the Ala Wai Canal, although the selected design does not preclude such development in the future.

Your letter, and this response letter will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

McCULLY/MOILIILI NEIGHBORHOOD BOARD NO. 8
c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

March 29, 1994

Mr. Thomas A. Fee, Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop St. Suite 2590
Honolulu, HI 96813

Dear Mr. Fee:

The Planning and Transportation Committee of McCully-Moiliili Neighborhood Board # 8 has prepared these comments for the pre-assessment consultation for the convention center's environmental assessment.

Because of the short notice, we are providing a list of issues which we will not be able to share with our entire Board until its April 7th meeting. We hope to have future opportunities to discuss these issues with our entire Board and seek additional comments.

The following are some environmental issues we believe are most important to the McCully-Moiliili neighborhood and the areas directly adjoining the convention center site:

1. The Ala Wai Canal must undergo a major clean-up, including clean-up and dredging of its feeder streams, in order to make the Canal an attractive, pleasant, open space and amenity for conventioneers and local residents. We must strongly urge that this be done for the success of the center and for our community.

2. A promenade along with Ala Wai Canal should be built and maintained for a much-needed green, open space for conventioneers and local residents alike. This should be attractively landscaped in accordance with the "Hawaiian sense of place".

3. An adequate setback of the convention center from the promenade is necessary. This grassy area with trees is a link in the future trail system from Manoa to Ala Moana Park to be used by walkers, joggers, dog exercisers and fishermen. The charm of the promenade depends on its relatively natural state. Construction of a parking podium or a high wall with reflective glass up to the convention center property line would have adverse effects on the promenade by changing wind patterns,

blocking afternoon sun, and destroying views. An earlier convention center proposal included terraces built on the promenade and blocking the pedestrian path. We are concerned that the promenade be protected in its current condition and that it not be developed for some kind of auxiliary function of the convention center. Plans for the convention center should instead take advantage of views of the park, the water, and the lights of Waikiki.

4. Impacts on the residents on Kahakai Street must be mitigated. Kahakai Drive is a residential street. An earlier convention center proposal and the current State RFP depend on the use of this residential street as the primary automobile and bus entrance and exit for the center. Other traffic alternatives and mitigating measures must be considered as part of an EA and EIS. We oppose any initiative that will have adverse effects on the residential areas and residential streets.

5. The State RFP suggests widening of Kalakaua Avenue. When a convention center was approved by the City, the plans included adding lanes in the Atkinson/Kalakaua vicinity. Traffic congestion is a problem in the area of the site because the intersections and bridges are at capacity now. Widening a portion of Kalakaua Avenue alone will not solve traffic problems. We recommend a complete study of traffic within one mile of the convention center site as part of an EIS to assure that surrounding residents will not be inconvenienced by construction or operation of the convention center. In particular, we are concerned about traffic congestion on: 1) McCully St. 2) Kapiolani Ave. , Diamond Head-bound through McCully-Moiliili, and 3) Kalakaua Ave., mauka-bound towards Beretania St.

4. The provision for sufficient parking at the convention center is an important issue for the community. We question if the 800 parking spaces are adequate for local events. We would like the environmental assessment to consider what will occur if events attract more automobiles than can be accomodated in the convention center parking lot.

5. We do not know what is included in "off-site improvements and utilities". If the off-site improvements include such properties as the V.F.W. property and the City's Tow Yard, we would want the environmental assessment to address the impacts of their use on the neighborhood.

6. Finally, we would like valuable trees in the area to be preserved. The sidewalks leading to and from the convention center should be shady and create an enjoyable walk for those who visit the convention center and for all pedestrians.

We appreciate your consideration of our comments and look forward to additional opportunities to be involved in the convention center development process. Thank you.

Sincerely,

Nancy L. Marker

Nancy L. Marker, Member
Planning and Transportation Committee

ccs: Representative Duke Bainum
Representative Mazie Hirono
Representative David Hagino
Senator Bert Kobayashi
Senator Carol Fukunaga
Senator Ann Kobayashi
Waikiki Neighborhood Board
Ala Moana-Kaka'ako Neighborhood Board

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Nancy L. Marker
Planning and Transportation Committee
McCully/Moiliili Neighborhood Board, No.8
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Ms. Marker:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 29, 1994 regarding the proposed convention center.

We offer the following responses in the respective order of your comments:

1. As a document intended to disclose environmental and social impacts of constructing and operating the convention center, the Draft Environmental Impact Statement (DEIS) would generally not discuss impacts of factors such as the Ala Wai Canal on the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the canal would significantly enhance the convention center, McCully/Moiliili and Waikiki, in general.

2. Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promendade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. Additional Ficus or banyan trees will be planted on the upper terrace, providing an almost continuous tree canopy of all levels of the Promenade.

3. The DEIS will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to

building height setbacks, open space, landscaping and visual impact. The stepback terracing and "open-air" design of the convention center facility along the Promenade is anticipated to have minimal effects on changing wind patterns and afternoon sun blockage along the Promenade. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade.

4. The selected convention center design utilizes Kahakai Drive as the primary access to the convention center's parking garage and loading dock area. In order to accommodate both automobile and commercial vehicle access to the parking garage and loading dock, respectively, the segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes. Furthermore, a detailed traffic impact assessment will be prepared for incorporation in the DEIS. The assessment will examine traffic impacts resulting from the construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts.

5. The widening of Kalakaua Avenue and Kapiolani Boulevard by an additional lane along the convention center project frontage was a requirement of the Request for Proposals (RFP) process for the convention center. In addition, the selected convention center design provides for the widening of Atkinson Drive by one lane and Kahakai Drive by an additional two lanes to accommodate project-related traffic. All of these road widenings will be on the convention center property.

As you may already be aware, the City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawai'i Convention Center Authority has been participating in the task force as the convention center is but one traffic

generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawai'i Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

6.[4] While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. The traffic impact assessment report being prepared in conjunction with the DEIS will discuss how parking will be accommodated for the largest events at the convention center. The intent of managing parking, however, is to avoid turning vehicles away from a full parking lot and back into traffic. Use of off-site parking will be discussed as a means of supplementing on-site parking.

7.[5] The "off-site improvements and utilities" pertain to the required infrastructure associated with development of the convention center. These would include potential improvements and/or requirements to water, wastewater, drainage, electrical power, cable, communication, and roadway systems. We would like to clarify that the former Veterans of Foreign Wars and the City tow lot properties are under private land ownership and are currently not associated with development of the convention center.

8.[6] To accommodate the proposed road widening improvements along Kalakaua Avenue and Kapiolani Boulevard fronting the project, the existing monkeypod and rainbow shower trees will be relocated or removed. It is anticipated that the

better specimens will be relocated to City parks within the project district. The Hawai'i Convention Center Authority will collaborate with the City and County of Honolulu Department of Parks and Recreation to determine the exact location to which these trees will be relocated. Following road widening, new trees of similar species will, at minimum, replace the trees removed.

The Ficus trees located along the Ala Wai Promenade, which are listed on the Exceptional Tree List, will be preserved in conjunction with development of the convention center facility. The only exception is the relocation of five (5) of the trees in order to accommodate the proposed grand stairway leading from the Promenade to the convention center. The trees will be relocated to the Promenade area makai of the convention center site to replace areas of missing Ficus trees. Special precautions will be taken to ensure the safeguard of these trees during relocation, including consultation with a certified arborist.

We will continue to keep you apprised of the convention center project through its development process.

Your letter, along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Assoc., Inc.

McCULLY/MOILIILI NEIGHBORHOOD BOARD NO. 8

c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

June 21, 1994

RECEIVED
JUN 22 1994
HELBER HASTERT & FEE PLANNERS

Mr. Thomas Fee
Helber Hastert & Fee, Planners
733 Bishop Street, #2590
Honolulu, 96813

Dear Mr. Fee:

Neighborhood Board #8 has discussed the environmental issues raised by the planning, construction, and operation of the Convention Center at the Aloha Motors site. Your Environmental Assessment, overall, has done an excellent job of identifying the issues which must be addressed by the Environmental Impact Statement.

The most striking exception to this, however, is the inclusion of such a questionable traffic study. Those of us who drive through the area every day doubt its accuracy. If the Center will generate 11,367 fte jobs, where will the jobholders drive and park? The success of the EIS and the project will depend, in part, on an honest, realistic assessment of the most obvious problems. The worst case scenario, rather than the best case, should be addressed.

It is clear that mitigation measures for all of the impacts will be identified in the EIS. Inadequate, cosmetic, improbable, incomplete "solutions" will vex us all many years after the checks have been cashed. Yet the unrealistic $200,000,000 budget ceiling for both design/construction and environmental impact mitigation may well guarantee trouble. The EIS, therefore, should address the issue of the true cost of the project done right, as well as the cost of doing it wrong. A state-of-the-art conference facility sandwiched between a murky Ala Wai and jammed streets will not convey a "Hawaiian sense of place," no matter how inventive the architecture or creative the marketing. We can avoid the mistakes of Waikiki or repeat them.

The assessment hints at the pressures for commercial development in our surrounding neighborhoods outside of Waikiki. When the economy comes back, if the Center becomes successful, these pressures will be very strong. Given the real estate speculation we have already experienced here, it is not difficult to imagine a lot of money going into ill advised development that may not be successful. For the Center to be truly successful, these development pressures must be managed to suit our interests. We must not let the need for long-term planning and development be compromised by short-term economic considerations. The EIS can do us all a real service by addressing the problems of unrestrained commercial development in the surrounding neighborhoods. Establishment of a Convention Center Special Design District as a means of ensuring that the "Hawaiian sense of place" extends beyond the boundaries of the 9 acres should be evaluated.

We appreciate the opportunity to comment and expect to be involved on a regular basis as the project precedes. Thank you for your interest.

Aloha,

Bart Aronoff

Bart Aronoff
Chair, Planning and Transportation Committee

cc: Interested legislators and councilmembers
Neighborhood Boards #9 and #11

Helber Hastert
Planners

July 7, 1994

Mr. Bart Arnoff
Chair, Planning and Transportation
McCully/Moiliili Neighborhood Board No. 8
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Subject: Convention Center Environmental Assessment
Your Comment Letter dated June 21, 1994

Dear Mr. Arnoff:

Thank you for your comments on the Convention Center Environmental Assessment. Copies of your letter have been forwarded to the State Convention Center Authority and the prospective design/build teams, to advise them of your concerns. The selected design/build team will incorporate your comments into the forthcoming Draft Environmental Impact Statement (DEIS). You will receive a copy of the DEIS when completed, and will have another opportunity to comment during the DEIS public comment period.

Although most of your comments will be addressed in the DEIS, we felt it was necessary to clarify one point you made in your letter. You noted, *"If the Center will generate 11,367 FTE jobs, where will the jobholders drive and park?"* The 11,367 jobs noted in the EA (pg. 4-5) are positions generated Statewide, not only by the convention center but by related businesses and industries supported indirectly by the center and the tax revenues it will generate. As noted on page 4-5 of the EA, the convention center itself is expected to employ 80-100 FTE employees.

Also, we would like to make it clear that streets, intersections and parking lots are never designed to meet worst case scenarios (i.e., is Kalakaua Avenue designed to flow smoothly on New Years Eve or Ala Moana Center designed to accommodate all parking on the Saturday before Christmas?). The traffic analysis included in the EA describes impacts which will not be exceeded on 90 to 95 percent of the days of the target year, which is in keeping with accepted traffic analysis methodology. Worse conditions can and will occur on some occasions, but other regional traffic generators will likely have a significant influence on these conditions.

Helber Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813
Telephone 808 545-2055
Facsimile 808 545-2050

We appreciate your time and interest in the Convention Center project.

Sincerely,

HELBER HASTERT & FEE, Planners

Leslie Kurisaki

Leslie Kurisaki
Senior Associate

cc: Mr. Alan Hayashi, Convention Center Authority
Mr. Ray Lilly, Neighborhood Board #11
Ms. Mary-Jane McMurdo, Neighborhood Board #9

Convention Center Authority

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January 27, 1995

Mr. Bart Aranoff
Planning and Transportation Committee
McCully/Moiliili Neighborhood Board, No.8
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Mr. Aranoff:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 21, 1994 regarding the subject EA. We acknowledge that some of your comments were previously responded to by Ms. Leslie Kurisaki of Helber Hastert & Fee, Planners, by letter dated July 7, 1994. As such, we offer the following responses to your remaining comments.

We would like to supplement Ms. Kurisaki's response to your concerns regarding the traffic study prepared for the EA. A traffic impact assessment report (TIAR) will be prepared in conjunction with the Draft Environmental Impact Statement (DEIS). The TIAR will reexamine traffic impacts raised in the EA based on the proposed convention center design and its traffic management plan. The TIAR will also consider the various transit modes, such as automobiles, shuttles, taxis and walking, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures.

In response to your concerns regarding environmental impact mitigation, please be apprised that the EA was completed as the first step in the Chapter 343, Hawaii Revised Statutes process, prior to selection of the convention center design/build team. The primary purpose of the EA was to identify major environmental issues and procedures which would need to be addressed in the Draft and Final EIS, to be prepared by the selected design/build team. The EA was also intended to make all prospective design/build teams aware of the significant environmental issues which could affect the design and/or costs of their proposal. Regarding your comment that the EIS "should address the issue of the true cost of the

project done right, as well as the cost of doing it wrong", the DEIS is intended to disclose "costs" in the form of the environmental and social impacts of the proposed action. To the extent that the proposal is anticipated to fulfill its objectives, it is "doing it right." Both a social impact assessment and an economic assessment of the proposed action is included in the DEIS.

The implications of the proposed convention center on surrounding land uses will be addressed in the DEIS. The social impact study will assess development pressures that may be created by the convention center, and public perceptions of development trends in the vicinity. A review of land use plans will discuss how regulatory controls may affect development in the vicinity. Ultimately, the City, through its planning and land use processes, will determine how development pressures are expressed in the area.

We acknowledge your comment in which you suggest evaluating the establishment a Convention Center Special Design District as a means of ensuring that the "Hawaiian sense of place" extends beyond the boundaries of the approximately 9-acre project site. The establishment of such a special district, however, is not within the purview of the Hawaii Convention Center Authority.

We will continue to keep the McCully/Moiliili Neighborhood Board No. 8 apprised of the progress of the convention center project.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

April 13, 1994

RECEIVED
APR 14
HELBER HASTERT & FEE
PLANNERS

Mr. Tom Fee
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Dear Tom:

Subject: Convention Center Environmental Assessment Pre-Assessment Consultation

Ray Lilly asked me to answer your request for pre-assessment comments to the Convention Center Environmental Assessment. As you know, the Ala Moana/Kakaako Board supported the location of a "stand-alone" convention center at the old Aloha Motors site. However, we do have some concerns that we feel should be addressed proir to construction and operation of the center.

Parking

The area immediately adjacent to the site, within the Kahakai block, is residential. Kahakai Drive itself is a narrow one way loop with limited parking. Widening and improving Kahakai Drive adjacent to the site will eliminate approximately 25 parking spaces. Also, during construction, there will be increased competition on the existing street space by construction workers. Later, during operations of the facilities, residential use of these spaces will face competition from convention center users. We would recommend that replacement parking be provided during construction for any loss of street parking. Also, following construction, parking should be made available for any permanent loss. In addition, we ask that construction workers not be allowed to park along Kahakai Drive. Following completion of the center, users must be discouraged from using residential street parking, perhaps through the use of a residential street parking permit system for residents of Kahakai Drive. Finally, we question whether 800 parking stalls is adequate now that the rapid transit rail system will not be in place.

Traffic

Several people have already commented on the traffic problems in the area. Unfortunately, heavy congestion is an existing problem and mitigation of additional trips will be difficult. Efforts will need to be made in providing exclusive turn lanes for site access. Improvements to Kahakai Drive will require signalization at that intersection. Alterations to the Kalakaua Bridge will require coordination with the U.S. Army Corps of Engineers. Care should be taken to analyze traffic on an area wide basis, not just site specific. Modifications to streets and signal timings adjacent to the site will impact traffic several blocks away. In regard to this issue, we agree with the McCully/Moiliili Board's request that traffic be analyzed over a wide area.

We also ask that a complete shuttle transportation system be developed and analyzed as a part of the project. Care must also be taken to provide the proper mix of vehicles (including delivery trucks) in any analysis of area traffic.

Construction

Construction will cause a great deal of disruption in the area. Coordination with the utility companies will be necessary to avoid undue and prolonged disruption of service to the area's residents and businesses. Undergrounding of existing utilities in the area should be encouraged wherever possible for aesthetic reasons.

Pile driving activity, and the damage that could occur from that, will be of particular concern to residents in the adjoining high rises. Grading and general activity will create a great amount of fugitive dust and many residents have asked about the possibility of being provided with dust screens for their windows. Construction-related noise will also be of great concern, especially to the many retirees in the area who will not have the luxury of "escaping" to the office.

Surrounding Area Issues

Several general issues affecting the surrounding area should be addressed in the environmental assessment and resulting impact statement. The proposal calls for modifications to the Ala Wai Promenade, and those plans should be evaluated along with the convention center design.

The convention center design itself will need to be evaluated for its impact on localized wind pattern changes, especially resulting vortex and corner-stream flows. Shadow studies should be done to help avoid impacts to the abutting residential recreational

decks. Roof-top landscaping or other design features should be encouraged to mitigate top-down views from adjacent properties.

Noise issues due to truck loading and unloading, which generally occurs early in the morning, as well as function-related noise will need to be addressed. Finally, the pressure on the surrounding land use, much of which is underdeveloped should be discussed and full-buildout scenarios examined for their impact on traffic and utilities.

Thank you for allowing the Ala Moana/Kakaako Neighborhood Board the opportunity to provide input into your environmental assessment. Should you have further questions or issues to share, please contact Mr. Lilly.

Sincerely,

Mark Willey
Vice-Chair, Ala Moana/Kakaako Neighborhood Board #11

cc: Ray Lilly, Chair, Ala Moana/Kakaako Neighborhood Board #11
Senator Carol Fukunaga

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
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January 27, 1995

Mr. Mark Willey
Ala Moana/Kakaako Neighborhood Board, No.11
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Mr. Willey:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 13, 1994 regarding the proposed convention center.

We acknowledge the Ala Moana/Kakaako Neighborhood Board's support of a "stand-alone" convention center at the former Aloha Motors site. We offer the following responses in the respective order of your comments:

Parking

The Draft Environmental Impact Statement (DEIS) will include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases.

While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. The traffic impact assessment report being prepared in conjunction with the DEIS will discuss how parking will be accommodated for the largest events at the convention center. The intent of managing parking, however, is to avoid turning vehicles away from a full parking lot and back into traffic. Use of off-site parking will be discussed as a means of supplementing on-site parking.

Traffic

We concur that the potential impacts of the convention center traffic in the project vicinity is a primary concern. A detailed traffic impact assessment will be prepared for

incorporation in the DEIS. The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the traffic improvements proposed in conjunction with the convention center project is the installation of a traffic signal at the intersection of Atkinson Drive and Kahakai Drive. Although not anticipated at this time, we acknowledge that alterations to the Kalakaua Bridge, if any, will require coordination with the U.S. Army Corps of Engineers.

As you may already be aware, the City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawai'i Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawai'i Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

Construction

During construction of the convention center, be assured that the design/builder will coordinate project design and construction plans with the appropriate utility companies to ensure that the respective service to area residents and businesses are maintained. To the extent possible, existing utilities associated with the convention center site will be placed underground. New utilities required in conjunction with the convention center will be located underground.

Detailed noise and air quality studies will be prepared for the DEIS to assess the respective potential impacts and appropriate mitigative measures of the convention center in the project vicinity during the construction and operation phases. The noise study will address construction-related

impacts from construction vehicles, pile driving activities, and vibration impacts caused by pile driving activities. The air quality study will assess construction-related impacts resulting from vehicular movement, grading and general dust-generating construction activities.

Surrounding Area Issues

Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promendade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade. The DEIS will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

At this time, it is not anticipated that a wind or shadow study will be conducted in conjunction with the selected convention center design. The relatively low-level and "open-air" design of the convention center is anticipated to have minimal effects on localized wind pattern changes and on casting of shadows onto adjacent residential recreational decks. The makai side of the roof or garden terrace located on the fourth level of the convention center is planned to include a landscape buffer between the convention roof activities and the adjacent apartment buildings. This landscaping is intended to provide visual screening and sound attenuation, as well as a tropical setting for outdoor functions.

The noise study for the DEIS will address noise impacts of the project-generated traffic, as well as noise from open-air/outdoor functions. We would like to note that the proposed convention center is designed to enclose the noisier operations which occur at the loading dock area serving the convention halls and food service. Internally, the loading dock is designed for two-way circulation with ample space for the reversing of commercial vehicles. Garbage collection will also occur in the loading dock area.

Lastly, the implications of the proposed convention center on surrounding land uses will be addressed in the Draft Environmental Impact Statement (EIS). The social impact study will assess development pressures that my be created by the convention center, and public perceptions of development trends in the vicinity. A review of land use plans will discuss how regulatory controls may affect development in the vicinity. To the extent that traffic impacts of anticipated future development in nearby areas are considered significant in the analysis, they will be included in the projection of future traffic conditions. However, as the EIS is intended to disclose environmental and social impacts of constructing and operating the convention center, the DEIS would not discuss factors such as the impact of potential development of surrounding lands on utilities.

Your letter, along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

ALA MOANA/KAKAAKO NEIGHBORHOOD BOARD NO. 11
c/o NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

RECEIVED
JUN 29 1994
HELBER

June 28, 1994

Ms. Leslie Kurisaki
Senior Associate
Helber Hastert & Fee
733 Bishop Street #2590
Honolulu, Hawaii 96813

Dear Ms. Kurisaki:

Ala Moana-Kakaako Neighborhood Board #11 thanks you profusely for the Environmental Assessment prepared by Helber Hastert & Fee for the proposed Honolulu Convention Center. It is in the main an excellent appraisal and critique of the project. If the developer uses this EA as the guide to prepare the Environmental Impact Statement we will all see a vast improvement to the original concepts and plans. We also appreciate the readability of this document, a rare quality in a report of this type and magnitude.

We didn't have the time to conduct a comprehensive analysis of the Assessment but we have noted some chronic problems that have concerned our Board and our neighborhood district residents since the inception of the proposal to locate; a convention center at its present site. These problems were briefly addressed in the EA but we feel the need for further discussion, as follows:

> We are convinced that the area immediately surrounding the project site does not possess, as it presently exists, an infrastructure that will support the center to the extent required for successful operation of a world class convention center. The Assessment seems to confirm this opinion by its careful delineation of the many weaknesses (e.g: poor vehicle and pedestrian access, near elimination of traffic access to adjacent residential areas, and several others) but it fails to stress the seriousness of these deficiences. It further nearly ignores the fact that these shortcomings will be difficult to mitigate without massive efforts originated by a kind of consortium comprising the Convention Authority, the several responsible state and city agencies plus the developers. Correction of the problems must proceed simultaneously with the planning, design, and construction of the center. Equally important is the determination of which authority will assume responsibility for these corrections.
>
> The environmental problems we are most concerned with will have a long term harmful effect on the center operation unless corrected now. Thus, we are further convinced that the Environmental Assessment

must contain greater emphasis on the seriousness of these deficiencies or it will not fully accomplish its purpose.

We hope you will find some value in these comments.

Sincerely,

Raymond Lilly

Raymond Lilly
Ala Moana-Kakaako Chair

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Raymond Lilly
Chair
Ala Moana/Kakaako Neighborhood Board No.11
c/o Neighborhood Commission
City Hall, Room 400
Honolulu, Hawaii 96813

Dear Mr. Lilly:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 28, 1994, regarding the subject EA.

We acknowledge and appreciate your positive comments indicating the EA as being an excellent appraissal and critique of the project, as well as your appreciation of its readability.

In response to your concerns regarding the need for further discussion of the stated environmental problems in the EA, please be informed that the EA was completed as the first step in the Chapter 343, Hawaii Revised Statutes process, prior to selection of the convention center design/build team. The primary purpose of the EA was to identify major environmental issues and procedures which would need to be addressed in the Draft and Final Environmental Impact Statement (EIS), to be prepared by the selected design/build team. The EA was also intended to make all prospective design/build teams aware of the significant environmental issues which could affect the design and/or costs of their proposal. Furthermore, it was indicated that environmental issues arising from this project would not necessarily be limited to those decribed in the EA, and others may surface in the course of the design, analysis and/or review process.

With respect to your concerns regarding the adequacy of existing infrastructure to support a world-class convention center, please be apprised that a detailed traffic study will be prepared for the Draft EIS which will reexamine traffic impacts raised in the EA based on the proposed convention

center design and its traffic management plan. The traffic study will also consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive. Furthermore, in order to accommodate both automobile and commercial vehicle access to the convention center and adjacent residential area, the segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

We would like to note that pedestrian access between the convention center and host hotels is an important component of the transportation system for the convention center. A traffic signal is proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project which would provide a signal crossing for pedestrians walking between the convention center and the Ala Moana Hotel and Ala Moana Shopping Center.

The process for development of the proposed convention center has required, and will continue to require, on-going discussions and coordination between the Hawaii Convention Center Authority, the design/build team, and various State and City agencies. Such coordination has been on-going with the respective agencies to assess the adequacy and potential requirements and/or improvements of infrastructure in association with the convention center facility. Regarding your concerns with respect to correction and responsibility of the problems, please be informed that the Convention Center Request for Proposals established that all required mitigation measures and costs would be the responsibility of the design/builder.

Your letter, along with this response, will be reproduced in the Draft EIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

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President

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President, Tradewind Services
Robert R. Midkiff
Consultant

May 05, 1994

Mr. Thomas Fee
Helber Hastert & Fee
Honolulu, Hawaii

Dear Tom,

Thank you for asking WIA to identify issues which affect the design and/or environmental review of the proposed convention center.

Our first comments concern transportation mitigation, followed by a concern for the incorporation of a "Hawaiian sense of place" into the design, and the integration of Ala Wai Canal improvements

1. Transportation:

Waikiki needs to be renewed and the first domino for renewal is the resolution of the transportation circulation plan for the area. In the past the reason given for delaying the transportation circulation plan has been the location of the convention center. We now have a location and therefore support the request to ask the Convention Center Authority to prepare a study to mitigate the impact of the center on the transportation network. We are pleased that it will be coordinated with the Office of State Planning, the Department of Transportation, and the City & County's Department of Transportation study which is due for completion by June. We hope that existing studies will also be taken into consideration along with a plan for providing adequate access routes and modes for vehicles and pedestrians. We also hope that neighborhood organizations and apartment buildings will have their concerns integrated. **We urge the mitigation study be in place prior to the selection of the developer design team. And that the city and state respond with appropriate action.**

Resolving the transportation circulation system to help de-congest Waikiki, triggers the following for Waikiki and the Convention Center:

- the redesign of the Kapiolani/Kalakaua/Atkinson intersection and the Atkinson/Ala Moana intersection
- the planning engineering and design of Ala Moana Boulevard in Waikiki. Engineering of a one way or two way system involving cars, people and landscaping.
- the location of stops for a people mover or Waikiki/Ala Moana/Convention Center/peripheral parking circulator
- mitigation for a future rapid transit system
- the potential use of the Ala Wai Canal as an alternative transportation resource. Especially the area from Kalakaua Bridge to the Ala Moana Yacht Harbor. This would require docking facilities at the convention center site.
- pedestrian bridges over the Ala Wai Canal
- the need for alternatives to street parking

- the need for peripheral parking and peripheral parking sites
- the ability to proceed with the widening of sidewalks and the location of open public spaces
- the dredging and maintenance of the Ala Wai Canal

To impress in your minds how important this mitigation is, imagine 250 buses with 57 passengers per bus or 14,250 conventioneers leaving Waikiki hotels for an 8:30 a.m. plenary session at Aloha Motors. Can you imagine the gridlock and competition as city buses, delivery vehicles, taxis and tour vans, cars carrying visitors, employees and residents try to make their way to and from Waikiki.

Computer simulation can help identify mitigating measures. What will they cost? And how will they be paid for? If you have trouble visualizing the urgency of this, actual simulation in Waikiki will demonstrate the need for a commitment of funds for these projects by both the city and the state.

2. A Hawaiian sense of place.

" We are all heirs to Waikiki's historical and cultural legacy that goes back nearly 2,000 years and therefore, bear some responsibility to preserving its integrity, its ambiance, its mana. " George Kanahele

The convention center will serve not only as a meeting convention facility but also as a landmark for Waikiki and O'ahu. It will be a major gateway to Waikiki. Detailed guidance should be given to the developer/architect team. There exists a body of design examples, both architectural and landscape architectural, historical and contemporary, that can and should serve as an important guide to those teams that qualify to prepare and submit proposals.

Important issues and suggestions relating to a Hawaiian sense of place would include information on examples of architectural forms, styles and materials that are unique to Hawaii or that have been adapted from other cultures to serve Hawaii's particular climate and culture. Examples could be included from the pre-contact period, the missionary period, plantation architecture adaptations of Chinese and Japanese architecture and recent/contemporary efforts to express uniquely Hawaiian style in large contemporary office and resort buildings.

Information on landscape architectural designs, materials, and plants that are special to Hawaii and potentially appropriate for an urban project like the Convention Center. Material here could include types and textures of local rocks and their potential uses, and information on endemic and indigenous plant materials that could be used for landscaping along the canal banks as well as within and around the center.

Detailed data on climate and weather, temperature, rainfall, humidity data perhaps on an average monthly basis. If designs are to be responsive to Hawaii's climate design teams need to know more than that the climate here is "mild" !

3. The Ala Wai Canal:

The canal must be integrated into the planning efforts. It is an integral part of the project as well as a part of Waikiki.

The following will need to be addressed:

- maintenance
- dredging
- flooding
- garbage collection
- canoe, kayak, rowing and boating activities
- docking and storage facilities for canoes, kayaks and shuttle boats
- water transportation
- pedestrian access, walkways, bike paths and landscaping
- historical features. The Kalakaua Bridge is on the historical register.
- a pedestrian bridge to handle the flow of walking conventioneers
- and most important the convention center's plans for de-watering and de-silting

I thank you once again for the opportunity to comment. We have only one chance to do it right. A compromised, budget-constrained facility will be poorly utilized, create fewer opportunities, and will cost far more in the long run. We hope that our comments are helpful.

Sincerely,

Christina

Christina Kemmer
President

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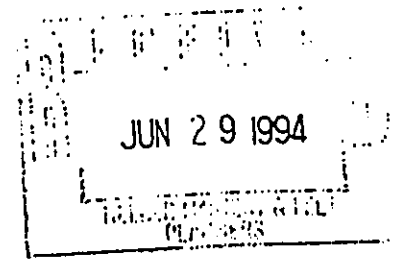
June 29, 1994



Mr. Thomas Fee
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, Hawaii

Dear Tom,

Our comments regarding the Convention Center Environmental Assessment follow:

Traffic & Transportation Systems:

The impact of several thousand convention-goers on the Waikiki transportation system must not be underestimated. Without the development of the Convention Center, traffic volumes are estimated to increase six to eight percent on streets near the project. Even today there is congestion along portions of Kapiolani Boulevard, Atkinson Drive, Kalakaua Avenue and Ala Moana Boulevard during peak hours.

Yet the assessment of conditions at several key intersections, such as Kapiolani at Atkinson and Kapiolani at McCully, is that traffic conditions would remain at acceptable levels.

Computer analyses notwithstanding, stalled traffic at those intersections is a reality. Several key areas have yet to be addressed:

- The analysis does not include development projects likely to occur on adjacent areas: the former Veterans of Foreign Wars (VFW) site on Kalakaua Avenue and the former Unocal Service Station site and city tow lot on Kapiolani Boulevard. Their impact of traffic flow should be incorporated.

- An estimated 35 percent of conventioneers will walk from their hotels to the center—over 2,000 delegates. More pedestrians will walk from the Hilton Hawaiian Village, the Ilikai Hotel, the Hawaii Prince Hotel and the Hobron area than from hotels beyond. Thus sidewalk and walkway surveys should be analyzed and the best routes identified.

- The EA reports a polluted Ala Wai Canal. This important waterway is an integral part of Waikiki and should be a part of the center project as well. A water transportation system could deliver visitors to the convention site within minutes, decreasing road and pedestrian traffic. A clean canal would provide canoe, kayak, rowing and boating activities. A pedestrian bridge and parallel promenade would help the flow of walking conventioneers.

- The convention center expansion calls for a 20 percent increase in event size. The traffic impact of this increase on parking, pedestrian flow and access, and private shuttle services should be included.

- A regional traffic study should be part of the project's assessment.
- An estimated 60 buses per peak hour will be needed for a 10,000-person event. At one bus per minute, the EA needs to describe in greater detail the routing patterns and mitigation measures for the surrounding streets.

We are awaiting additional data from the city Department of Transportation Services on traffic mitigation and will submit additional comments to CCA at that time.

Hawaiian Sense of Place:

The convention center will serve as a gateway to Waikiki and a landmark for all of Oahu. Detailed guidance should be given on the incorporation of Hawaiianness in architectural form, style, materials and landscaping. Existing historical sites such as Kalakaua Bridge should be taken into planning considerations.

Thank you for the opportunity to comment. Enclosed is a copy of our letter, previously submitted May 5, 1994 to Helber Hastert and Fee, noting additional details.

We hope our comments are helpful.

Sincerely,

Christina

Christina Kemmer
President

cc: Alan Hayashi, Convention Center Authority
Michael Carr, Hawaii Convention Park Council

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Ms. Terry Wells
Waikiki Improvement Association
2270 Kalakaua Avenue, Suite 1700
Honolulu, Hawaii 96815

Dear Ms. Wells:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

This is in response to letters dated May 5 and June 29, 1994, from Ms. Christina Kemmer regarding the proposed convention center.

We offer the following responses in the respective order of the comments.

Letter dated May 5, 1994

1. Transportation:

As you may already be aware, the City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawaii Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawaii Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

The DEIS addresses the effects of the City's proposed one-way circulation street pattern, the Waikiki people mover system,

rapid transit, and peripheral parking on the proposed convention center.

Current convention center plans do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach. We acknowledge that future plans to implement a waterborne transport system would require docking facilities.

Convention center plans currently do not include a pedestrian bridge over the Ala Wai Canal.

The traffic study to be prepared for the Draft Environmental Impact Statement (DEIS) will include an assessment of parking and the potential need for off-site parking depending on the event being held at the
convention center.

As indicated in our responses b. and e. above, the DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets with respect to building height setbacks, open space, landscaping and visual impact.

The convention center project will not require the dredging and maintenance of the Ala Wai Canal.

2. A Hawaiian Sense of Place:

Ms. Kemmer's comments with respect to establishing a Hawaiian sense of place for the convention center facility is well taken. Please be informed, however, that the environmental assessment (EA) and environmental impact statement (EIS) are intended to disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the Request for Proposals (RFP) specifications and is not intended to be significantly modified as a result of the EA and EIS. It is anticipated that only minor design modifications may be required to mitigate specific impacts and other operational concerns. It is within this context that we offer the following responses to Ms. Kemmer's comments.

The criteria that the current convention center facility shall reflect a "Hawaiian sense of place" was set forth in the mandate for development of a convention center as approved by

the State Legislature in 1993 (H.B. S7-93). This criteria was also a key requirement of the Request for Proposals (RFP) process for the convention center. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is its concept of being open to the outdoors and its simple, linear form. This is further complemented with the landscaping which will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

3. The Ala Wai Canal:

As a document intended to disclose environmental and social impacts of constructing and operating the convention center, the Draft Environmental Impact Statement (DEIS) would not generally discuss impacts of factors such as the Ala Wai Canal on the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the Canal would significantly enhance the convention center and benefit recreational users of the Canal.

- Maintenance, dredging and garbage collection.

  Currently, there are no plans with respect to maintenance, dredging or garbage collection of the Ala Wai Canal in conjunction with the convention center project.

- Flooding.

  The majority of the project site is designated Flood Zone A on the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM). Zone A indicates special flood hazard areas inundated by the 100-year flood, with no base flood elevations determined. A small portion of the site along the Ala Wai Canal frontage is in Zone AO, special flood hazard area, with a flood depth of two feet. The convention center has been designed to elevate the first floor exhibit hall above the flood height for the flood zone affecting the project site as determined by the City and County of Honolulu Department of Land Utilization.

- Canoe, kayaking, rowing and boating activities.

  Current recreational use of the Ala Wai Canal (i.e. canoe, kayak, rowing and boating activities) is not anticipated to be affected during construction and operation of the convention center.

- Docking and storage facilities for canoes, kayaks and shuttle boats.

  The current convention center proposal does not include any improvements associated with docking and storage facilities for canoes, kayaks and shuttle boats.

- Water transportation.

  Current plans do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach by conventioneers. Several concerns need to be resolved before pursuing such a concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. Certainly, the proposed convention center design would not preclude such a use of the Ala Wai Canal in the future.

- Pedestrian access, walkways, bike paths and landscaping.

  Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promendade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade. The DEIS will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

- Historical features. The Kalakaua Bridge is on the historical register.

As indicated in the EA prepared for the convention center, the State Department of Transportation (DOT) bridge survey lists the Kalakaua Bridge in the DOT Category 1, indicating that it is a significant site and is to be preserved. Current plans do not include any improvements to the bridge in conjunction with the convention center project.

- A pedestrian bridge to handle the flow of walking conventioneers.

  Current plans for the convention center do not include development of a pedestrian bridge across the Ala Wai Canal, although the selected design does not preclude such development in the future.

- The convention center's plans for dewatering and desilting.

  It is anticipated that dewatering may be required during excavation and construction of the project's foundation work. The DEIS will provide more detailed information on such dewatering activities in conjunction with construction of the convention center and assess potential impacts to surrounding structures along with appropriate mitigation measures.

  Presently, it is anticipated that the proposed project will require National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges involving construction on a project site of more than five acres and for dewatering activities. As required, the design/builder will obtain the appropriate approvals.

We acknowledge Ms. Kemmer's stated comment indicating that a compromised, budget-constrained facility will be poorly utilized, create fewer opportunities, and will cost far more in the long run.

<u>Letter dated June 29, 1994</u>

Traffic & Transportation Systems:

- As indicated in the traffic study prepared for the EA, future development of the Veterans of Foreign Wars site,

the former Unocal service station site and the City tow lot is not included in the 1998 traffic forecasts since the composition and timing of such development is not known at this time, although the timing will most likely be after 1998. Instead, a growth factor is applied in the traffic study to account for the gradual increase in traffic as a result of development in the region.

- The traffic study to be prepared for the DEIS will include a conservative analysis based on a 10 percent walk for mode for a large convention. The traffic study will include an analysis of pedestrian impacts.

- As a document intended to disclose environmental and social impacts of constructing and operating the convention center, the DEIS would not generally discuss impacts of factors such as the Ala Wai Canal on the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the Canal would significantly enhance the convention center and Waikiki, in general. While we concur that using the Ala Wai Canal as a waterborne avenue of approach is appealing, current plans do not include any improvements associated with such a use. Further, the current convention center project does not include improvements to construct a pedestrian bridge and parallel promenade, although we agree that it would enhance the flow of walking conventioneers.

- Inasmuch as it is uncertain if or when the expansion may become feasible and desirable, any quantitative analysis would be highly speculative. It is anticipated that when the decision to pursue the expansion is made, a Supplemental EIS would need to be prepared. The Supplemental EIS could consider the findings of the proposed Waikiki Regional Traffic Study and any resulting traffic improvements that may have been implemented by that time.

- Please refer to response no. 1 to the letter dated May 5, 1994.

- The traffic study prepared for the DEIS will include an analysis of the traffic impacts and mitigation measures resulting from convention center traffic, including shuttle buses, in the area. The desirable routes of

shuttle buses to and from the convention center will be discussed in the traffic study.

Hawaiian Sense of Place:

As indicated in our response no. 2 to Ms. Kemmer's letter of May 5, 1994, we reiterate that the EA and EIS are intended to disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the RFP specifications and is not intended to be significantly modified as a result of the EA and EIS. It is anticipated that only minor design modifications may be required to mitigate specific impacts and other operational concerns.

As previously indicated, the criteria that the current convention center facility shall reflect a "Hawaiian sense of place" was set forth in the mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93). This criteria was also a key requirement of the Request for Proposals (RFP) process for the convention center. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is its concept of being open to the outdoors and its simple, linear form. This is further complemented with the landscaping which will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

We acknowledge that you are awaiting additional data from the City Department of Transportation Services on traffic mitigation and will submit additional comments to the Hawaii Convention Center Authority at that time.

We acknowledge the enclosure of the previously submitted letter dated May 5, 1994 to Helber, Hastert & Fee, and to which we have responded herein.

Ms. Kemmer's letters, along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your agency's interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER NINE

CONDOMINIUM ASSOCIATION BOARDS
Comments Received and Responses

Hawai'i Convention Center

1717 ALA WAI CONDOMINIUM
Honolulu, Hawaii

1 April 1994

RECEI

Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Re: Convention Center Environmental Assessment

Dear Mr. Fee;

This is in response to your letter of March 15, 1994, in which you requested "input" on potential environmental issues relating to the Convention Center Project.

We will identify these issues as we see them and make appropriate statements thereon.

1. Will there be adequate financing to complete the project without any or at most minor variances from the projected theme of a "Hawaiian Sense of Place"?

   This concern envisions a possible diversion from the concept of a convention center that would reflect "Hawaiian Theme". Such a diversion, because of costs, could result in less than "quality" construction or the injection of "commercial interests".

2. Is there to be a model of the center, including all the buildings, available for public view?

   Such an exhibit might well provide the public with a clearer grasp of the environmental impact.

3. Are the planned number of "on site" parking spaces (800) adequate?

   The question arises that if on-site is not adequate, where will parking be provided? "On-street" parking areas in the vicinity are quite limited and use thereof would impact area residents who rely on "on-street" parking.

4. Traffic congestion, air pollution and noise during convention center activity.

   Is this environmental issue being raised and if so what plans are in the offing?

1717 ALA WAI CONDOMINIUM
Honolulu, Hawaii

For the most part it would appear that the impacted residential population are somewhat relieved by the reported "stand alone" project. However, over the years plans and rumors have created a strong atmosphere of skepticism. We feel that this concern can only be lessened or modified by creating a stronger public trust. We would suggest then that continuing efforts be made by the developer to keep the public fully aware of the development changes.

On the positive side we feel the "impacted" residents are at present experiencing a ray of hope that the completed project will be a true reflection of our Hawaiian paradise.

On behalf of the Board of Directors of 1717 Ala Wai, I wish to thank you for your interest and cooperative effort.

John W. Stunkard

John W. Stunkard, President

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. John W. Stunkard
President
1717 Ala Wai Condominium
1717 Ala Wai Boulevard
Honolulu, Hawaii 96815

Dear Mr. Stunkard:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 1, 1994 commenting on the subject EA. We offer the following responses in the respective order of your comments:

1. The criteria that the convention center facility shall reflect a "Hawaiian sense of place" is set forth in H.B. S7-93, the mandate for development of a "stand-alone" convention center and approved by the State Legislature in 1993. This criteria was also a key requirement of the Request for Proposals (RFP) process which set forth a $200,000,000.00 budget for the design and construction of the project. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art.

2. As you may be aware and prior to selection of the current design, convention center design models proposed by the four (4) design/build teams were on public display at the Ala Moana Shopping Center in August 1994. The display was intended to allow the general public an opportunity to view the models and to provide written comments expressing individual views/input for consideration by the Hawaii Convention Center Authority.

3. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The Draft Environmental Impact Statement (DEIS) will include a discussion on how parking will be accommodated for the largest events at the convention center. The DEIS will also include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases.

4. Detailed studies on traffic, air quality and noise will be prepared and incorporated in the DEIS to assess the respective potential impacts and appropriate mitigative measures of the convention center in the project vicinity.

   The traffic study will reexamine traffic impacts based on the proposed convention center design and its traffic management plan. A traffic mitigation plan addressing additional traffic generated as a result of construction and operation of the convention center will be included.

   Air quality impacts will be assessed, in particular from forecasted traffic conditions and construction of the proposed convention center. The air quality study will address both existing and projected conditions of carbon monoxide levels on the critical road segment(s) identified in the project's traffic study. The study will also address nitrogen oxide (NOx) levels given the anticipated increase of diesel-powered vehicles in the project vicinity.

   The noise study will address impacts on noise-sensitive uses in the vicinity of the project site during construction and operation of the convention center. Analyses will include noise from construction vehicles and pile driving activities, vibration impacts caused by pile driving activities, traffic noise, and noise from open-air/outdoor functions.

We acknowledge that full public awareness is the key to attaining public trust. As such, we will be working with the

Hawai'i Convention Center Community Network, a group comprised of public officials and technical and community-oriented members to address public concerns during the EIS and construction phases of the project.

We are hopeful that the emphasis placed on achieving a "Hawaiian sense of place" for the convention center design will be uniquely reflective of Hawaii to residents and visitors alike.

Your letter, along with this response, will be reproduced in the forthcoming DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

March 22, 1994

Thomas A. Fee, AICP
Vice President
Helber Hastert & Fee
733 Bishop Street, #2590
Honolulu, Hawaii 96813

RECEIVED
APR - 6 1994
HELBER HASTERT & FEE
PLANNERS

Re: Convention Center
Environmental Assessment

Dear Mr. Fee:

Our condominium is the most substantial existing development adjoining the convention center site. The required parking amount established by the Century Center Condominium Association is grossly inadequate based upon City & County zoning standards. We presume that your assessment will address the discrepancy between the zoning code and the Century Center Condominium Association minimal amount, particularly as to how this lack of parking will affect the surrounding neighborhood.

Please also be aware that the Makiki Stream Channel was supposed to be substantially widened by the City & County and this widening has since apparently been abandoned. Consequently, major flooding occurs along the stream and will impact the convention center site.

Very truly yours,

Jo Paul Rognstad
Board Member
Century Center Condo. Association
1750 Kalakaua Ave., Suite 4000
Honolulu, Hawaii 96826

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Jo Paul Rognstad
Board Member
Century Center Condominium Association
1750 Kalakaua Avenue, Suite 4000
Honolulu, Hawaii 96826

Dear Mr. Rognstad:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 22, 1994 regarding the proposed convention center. The Draft Environmental Impact Statement (DEIS) will include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases. As the DEIS is intended to disclose environmental and social impacts of constructing and operating the convention center, the DEIS would not discuss impacts of factors such as the inadequacy of parking at the Century Center Condominium based on the City and County of Honolulu zoning code, and its effect on the surrounding neighborhood.

The convention center has been designed to elevate the first floor exhibit hall above the flood height for the flood zone affecting the project site as determined by the City and County of Honolulu Department of Land Utilization.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

THE SUMMER PALACE

Association of Apartment Owners
1848 Kahakai Drive • Honolulu, Hawaii 96814

RECEIVED
APR - 7 1994
HELBER HASTERT & FEE
PLANNERS

Thomas A. Fee, Vice President
Leslie Kurisaki, Senior Associate
Helbert Hastert & Fee, Planners, Inc.

Dear Sir and Madame,

We, the Board of Directors of the Association of Apartment Owners of the Summer Palace, acknowledge receipt of your letter dated 15 March, 1994 requesting input on "Convention Center Environmental Assessment".

As you may be aware, The Summer Palace is the only residential property immediately adjacent to the convention center site. We are very pleased to offer input on issues vital to the residential community most directly impacted by the project. We thank you for this opportunity.

Some of the issues that specifically concern us are as follows:

1. Preserve a residential character on Kahakai Drive, giving this frontage the same aesthetic consideration as will be given to all other public areas of the complex. Landscaping should be ample and appropriate to a residential street. (Previous plans have suggested turning Kahakai Drive into a virtual service alley.)

2. Ingress and egress to our building and residences on Kahakai Drive must not be impeded in any way by traffic, busses, delivery trucks or any other convention center operation. It is imperative that access by residents and Emergency Vehicles be insured at all times of day and night.

3. Service entrances to the convention center should not be located on Kahakai Drive. Staging and loading areas for garbage trucks, flat beds, deliveries, busses, etc., should be inside the complex, insulating the community from noise and disturbance.

4. As the roof(s) of the center will be highly visible to thousands of neighbors in the surrounding buildings, every effort should be made to give the roof(s) an attractive appearance. Any rooftop equipment (ie. A/C, elevators tower, generators, etc) should be hidden from view, located as far away as possible from residences and produce no noticeable noise, fumes or visual pollution. Perhaps a roof-top garden could be incorporated.

5. All outdoor lighting should be shielded to prevent annoyance to neighbors in adjacent residences.

6. All paved areas subject to vehicular traffic should be textured in order to avoid the screeching of tires at every turn.

7. To avoid the liability of subsidence of neighboring properties, no underground parking or facilities should be attempted at this irregularly land-filled, high water table site.

8. Special consideration should be given to the Summer Palace swimming pool and recreation area during the design process. The convention center building and or grounds that are in close proximity to our building should be set back sufficiently to prevent undue intrusion on neighbors privacy. Care should be taken to install mature landscaping that will buffer our building while avoiding species that will drop debris onto our pool and deck areas.

We hope that our input will assist you in the planning and design of a unique convention center that will be a compatible neighbor. We invite you, at your convenience, to meet with us at The Summer Palace. This will afford you a first hand observation of our unique situation.

Sincerely,

Henry W. Robinson

Henry W. Robinson, Pres.

Royce Ferguson, Treas. H. Robert Patterson, Pharm.D., Dir.

Convention Center Authority
DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1995

Mr. Henry W. Robinson
President
The Summer Palace
Association of Apartment Owners
1848 Kahakai Drive
Honolulu, Hawaii 96814

Dear Mr. Robinson:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated April 7, 1994, regarding the proposed convention center. We offer the following responses in the respective order of your comments:

1. The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to Kahakai Drive with respect to building height setback, open space, landscaping and visual impact.

2.& 3. In the selected convention center design, Kahakai Drive serves as the primary entrance to the center's parking garage and service area. The segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes to accommodate both automobile and commercial vehicle access to the parking garage and service area, respectively. In addition, a traffic signal is proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project to facilitate traffic travelling to and from the center and the adjacent residential area. A detailed traffic impact assessment will be prepared for incorporation in the DEIS which will examine traffic impacts resulting from the construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts.

The proposed convention center is designed to enclose the noisier operations which occur at the service or loading dock area serving the convention halls and food service. Internally, the loading dock is designed for two-way circulation with ample space for reversing of commercial vehicles. For larger conventions, the loading dock may also be used as a staging area for shuttle buses awaiting passenger pick-up to minimize queuing in the main entrance area. Garbage collection will also occur in the loading dock area.

4. Respecting the presence of high-rise condominiums in the immediate vicinity of the project site, an approximately 2.5-acre roof terrace garden is located on the makai side of the fourth or top level of the convention center facility. This roof terrace garden is intended to serve as the primary outdoor function area of the convention center. The makai side of the terrace is planned to include a landscape buffer between the convention roof activities and adjacent apartment buildings. This landscaping is intended to provide visual screening and sound attenuation, as well as a tropical setting for outdoor functions.

   The provision of locating air handling equipment with respect to operations of the convention center has been conducted with careful consideration to the adjacent residents. Proper location and equipment to accommodate exhaust resulting from the kitchen operations will be considered in reducing odor and smoke. Noise generated by such stationary equipment will be attenuated, as necessary, to comply with the provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

5. Exterior lighting provided in conjunction with the operation of the convention center will include low-level landscape and security lighting. The placement and selection of lighting equipment will be undertaken so as to ensure minimal impact on the adjacent residents.

6. Appropriate measures will be implemented, as necessary, to attenuate noise associated with vehicles maneuvering in the open perimeter parking garage to

comply with provisions of Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu."

7. It is anticipated that dewatering may be required during excavation and construction of the project's foundation work. The DEIS will provide more detailed information on such dewatering activities in conjunction with construction of the convention center and assess potential impacts to surrounding structures along with appropriate mitigation measures.

8. Please be informed that the adjacency of The Summer Palace condominium to the convention center was a primary consideration with respect to the design of the roof terrace garden located on the fourth level of the center. As previously indicated, the makai side of this terrace is planned to include a landscape buffer between the convention roof activities and the adjacent apartment buildings. As indicated in our response no. 1 above, the DEIS will provide more detailed information on how the selected convention center design will relate to Kahakai Drive with respect to building height setback, open space, landscaping and visual impact.

We thank you for extending us an invitation to meet with you at The Summer Palace.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

CHAPTER TEN

INDIVIDUALS
Comments Received and Responses

Hawai'i Convention Center

June 22, 1994

JUN 27 1994

Ms. Leslie Kurisaki
Helber, Hastert & Fee Planners
733 Bishop Street Suite 2590
Honolulu, HI 96813

Dear Ms. Kurisaki:

I would like to share my concerns on the Convention Center as depicted in the Environmental Assessment and I hope these concerns will be addressed before construction.

It appears that parking in our neighborhood will be heavily impacted by Convention Center employees and attendees. Are there adequate parking on site to address this concern?

Under Botanical Resources, the EA states that some existing street trees along Kapiolani Boulevard and Kalakaua Avenue will need to be relocated. Are these mature and magnificent trees to be heavily pruned (butchered?) and relocated or can they be moved unpruned? If they are to be pruned, it will be decades before they will beautify the area as they do now and they may never achieve their existing full canopy.

Reported pressure for development on surrounding community really concerns our neighborhood which borders the Convention Center. Are the current old time residents to be forced out?

Mahalo for this opportunity to share my concerns on this project.

Aloha,

Steven Arashiro

Steven Arashiro
717 Hauoli St.
Honolulu, HI 96826

cc: McCully/Moilili Neighborhood Board No. 8
Governor John Waihee
Mayor Frank Fasi

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Mr. Steven Arashiro
717 Hauoli Street
Honolulu, Hawaii 96826

Dear Mr. Arashiro:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Tax Map Key: 2-3-35: 01
Honolulu, Oahu, Hawaii

Thank you for your letter dated June 22, 1994, regarding the proposed convention center.

The Draft Environmental Impact Statement (DEIS) will include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases.

While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The DEIS will include a discussion on how parking will be accommodated for the largest events at the convention center. The DEIS will also include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases.

To accommodate the proposed road widening improvements along Kalakaua Avenue and Kapiolani Boulevard fronting the project, the existing monkeypod and rainbow shower trees will be relocated or removed. It is anticipated that the better specimens will be relocated to City parks within the project district. It would be reasonable to anticipate that these trees will be pruned to some extent in order to facilitate their transport. The Hawai'i Convention Center Authority will collaborate with the City and County of Honolulu Department of Parks and Recreation to determine the exact location to which these trees will be relocated. Following road widening, new trees of similar species will, at minimum, replace the trees removed.

The implications of the proposed convention center on surrounding land uses will be addressed in the DEIS. The social impact study will assess development pressures that may be created by the convention center, and public perceptions of development trends in the vicinity. A review of land use plans will discuss how regulatory controls may affect development in the vicinity.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

RECEIVED
APR - 1 1994
HELBER HASTERT & FEE
PLANNERS

March 29, 1994

Helber Hastert & Fee, Planners, Inc.

Re: Pre Assessment Consultation, Convention Center Environmental Assessment, Honolulu, Hawaii

Dear Mr. Fee,

Thank you for seeking my input in this early consultation period. The following issues are some of my thoughts.

List of Issues to be Addressed in Design & the Environmental Review

I. Components of the convention facility must incorporate the most up to date design & construction elements for hurricane/tsunami protection. Civil defense site should be incorporated within or very near the facility.

II. All aspects of the project should embody the Aloha Spirit and provide opportunities to experience the Hawaiian culture on the premise.

III. Ala Wai Promenade, adjacent to the convention center facility must be landscaped and beautified to complement the convention center facility. Promenade could serve as a hub and catalyst to link with Walking Paths along the shoreline to Waikiki and Kapiolani Park, to Ala Moana Park, Kakaako and Aloha Tower as well as to the makai and mauka areas of the Ala Wai Canal.

IV. Provide for on-site recycling of Convention center waste materials in day to day operations.

V Assess and demonstrate alternatives for vehicular and pedestrian access to convention center site to mitigate and disperse traffic and crowd congestion. Transportation needs must be assessed for residents, workers and tourists who use the transportation corridors surrounding the convention center area and correlate this data with the transportation needs of the convention center facility.

VI Provide for city-state ongoing dialogue and cooperation for the success of the convention center venture (eg. correlate infrastructure needs, Waikiki Master Plan, etc.) Relate to the revitalization of Waikiki and Kakaako and the ultimate prosperity of the visitor industry and the people of Hawaii.

VII Encourage & specify architectural design elements that evoke a Hawaiian Sense of Place such as experienced by The Halekulani, Hilton Hawaiian Village and The Sheraton Moana. The overall project should be the very best convention experience the Aloha State can offer to local & worldwide conventioneers.

Thank you for the opportunity to provide ing

Anita Benfatti

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Anita Benfatti
430 Kaiolu Street, #409
Honolulu, Hawaii 96815

Dear Ms. Benfatti:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 29, 1994, regarding the proposed convention center.

We offer the following responses in the respective order of your comments:

I. The convention center facility will be designed in accordance with the Building Code of the City and County of Honolulu (1993) with respect to wind loads.

The convention center has been designed to elevate the first floor exhibit hall above the flood height for the flood zone affecting the project site as determined by the City and County of Honolulu Department of Land Utilization. As indicated in the EA prepared for the convention center, the seaward portion of the Ala Wai Canal up to the Kalakaua Avenue bridge is designated as a tsunami evacuation area. However, historical evidence shows the south shore of Oahu, and particularly the Waikiki area, is minimally affected by tsunamis.

With respect to the role that the Hawai'i Convention Center may have in serving as an emergency evacuation shelter, the CCA met with both the Oahu Civil Defense Agency and the State Office of Civil Defense. As a result of the meeting, provisions for accommodating a siren simulator were incorporated in the design of the Center. It was also agreed that further discussions involving the three agencies should continue as design work on the Center proceeds.

II. The mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93)

set forth criteria that the convention center facility shall reflect a "Hawaiian sense of place". This criteria was also a key requirement of the Convention Center Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Landscaping for the convention center will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

III. Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade. The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact. While your suggestion of the Promenade's potential to serve as a hub and catalyst is well taken, current plans for the convention center do not include any improvements to link the walking promenade with the areas you designated.

IV. As required by the Convention Center RFP, the proposed convention center design incorporates several recycling operation features, include an approximately 1,200 square foot recycling room, two loading docks for accommodating trash compactors, and a refrigerated room for holding food waste.

V. A detailed traffic impact assessment on the impacts resulting from the construction and operation of the convention center has been prepared for incorporation in the DEIS. The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the most important

mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic impact assessment. We would like to note that pedestrian access between the convention center and host hotels is an important component of the transportation system for the convention center. A traffic signal is proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project which would provide a signal crossing for pedestrians walking between the convention center and the Ala Moana Hotel and Ala Moana Shopping Center.

VI. The process for development of the proposed convention center has required, and will continue to require, on-going discussions and coordination between the State and City. Such coordination has been on-going with respective agencies to assess the adequacy and potential requirements and/or improvements of infrastructure in association with the convention center facility. Although the project site is located outside of the boundaries of the City's Waikiki Master Plan, the convention center facility considers facets of the master plan in its concept. We would like to note that the Waikiki Master Plan sets forth changes in the traffic patterns of major streets as a means to improve traffic flow in the area. However, pursuant to the Convention Center RFP, directive was given by the City to proceed with design on the basis of existing traffic patterns in the project vicinity due to uncertainty as to the nature and timing of the proposed traffic improvements.

As you may be aware, the City has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawai'i Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices,

residences, the military and other activities in the area. The consultants preparing the convention center's traffic impact assessment report have been meeting with the City Department of Transportation Services to determine how the EIS traffic study will relate to the regional study.

VII. We reiterate the criteria which sets forth that the convention center shall reflect a "Hawaiian sense of place" as indicated in our response II. above. We are hopeful that the emphasis placed on achieving a Hawaiian sense of place for the convention center design will be uniquely reflective of Hawaii to residents and visitors alike.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Jeb P Brown
509 University Ave., Apt. 804
Honolulu, Hawaii 96826-5008

June 17, 1[illegible]9

RECEIVED
JUN 20 1994
HELBER HASTERT & FEE PLANNERS

Attn: Leslie Kurisaki
Helber, Hastert & Fee Planners
733 Bishop Street., Suite 2590
Honolulu, Hawaii 96813

To: Leslie Kurisaki
From: Jeb P. Brown
RE: Public Comment Regarding the "Environmental Assessment" for the Convention Center.

Dear Leslie,

I have the following concern(s) regarding the "Environmental Assessment" for the Honolulu Convention Center Project leading to the Preparation of the "Draft Environment Impact Statement:

1) The Impact on the Ala Wai Canal as a possible "Transportation Route" for Convention Supplies/Attendees - Conflicting with those Group(s)/Person(s) using this waterway for "Recreational Uses".

2) It is going to be an "Important Facet" of this Project to do a "Complete Makeover" of the Canal itself by Dredging, etc. to Improve the flow of water through the canal along with greatly improving the "Water Quality" of the waters flowing in/through the canal. Since this would be a benefit for both the "Recreational Users, Convention Users, and the General Public as a whole" who would be using the waterway on a daily basis.

3) I am extremely concerned with the "Peripheral Parking Facet" of the Project, as I feel that the McCully/Moiliili Neighborhood "Should Not" become the Convention Centers "Off-Site" Parking Lot. This is due to the fact that "ONLY 800" On-Site Parking Stalls will be available for use, which seems to be a little low in the number of stalls available in my mind.

4) And Finally I am having a hard time believing the "Traffic Impact Assessment/Study Portion" of the Environmental Statement in that it states that the traffic generated by convention center operations will minimally affect the current traffic problems of the area in and around the site. Is just to hard for me to go along with in accordance with what I have personally witnessed/seen traffic-wise in the area. So I would respectfully ask that this be looked into much more carefully, and maybe even be re-evaluated.

I would like to Thank You for your Time, Cooperation, and Assistance ir regards to this matter.

Sincerely yours,

Jeb P. Brown

Jeb P. Brown

cc: Rep. Duke Bainum
Sen. Carol Fukunaga
Councilman Andy Mirikitani
Bart Aronoff Planning & Traffic
Committee Chair Neighborhood bd. 8

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Mr. Jeb P. Brown
509 University Avenue, Apt. 804
Honolulu, Hawaii 96826-5008

Dear Mr. Brown:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 17, 1994, regarding the proposed convention center.

We offer the following responses in the respective order of your comments:

1. Current plans for the convention center do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach by conventioneers. Several concerns need to be resolved before pursuing the waterborne avenue concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. However, the proposed convention center design would not preclude such a use of the Ala Wai Canal in the future.

2. As a document intended to disclose environmental and social impacts of constructing and operating the convention center, the Draft Environmental Impact Statement (DEIS) would generally not discuss impacts of factors such as the Ala Wai Canal on the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the Canal would significantly enhance the convention center and benefit recreational users of the Canal.

3. The DEIS will include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases. The Hawai'i Convention Center Request for Proposals (RFP) did not

include provisions for construction of off-site parking.

While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. A traffic impact study will be prepared in conjunction with the DEIS and will include discussion on how parking will be accommodated for the largest events at the convention center. The intent of managing parking, however, is to avoid turning vehicles away from a full parking lot and back into traffic. Use of off-site parking will be discussed as a means of supplementing on-site parking.

4. As indicated in our response no. 3 above, a detailed traffic impact study will be prepared for the DEIS which will reexamine traffic impacts raised in the EA based on the proposed convention center design and its traffic management plan. The traffic study will also consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic study.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

ROBERT M. CRONE Architect/Planner 218 Kuupua Street Kailua Hawaii 96734-2737

March 29, 1994

RECEIVED
APR 1 1994
HELBLR HASTERT & FEE PLANNERS

Thomas Fee, AICP, Vice President
Leslie Kurisaki, Senior Associate
Helber Hastert & Fee, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop Street, Suite 2590
Honolulu HI 96813

Dear Tom/Leslie,

Thank you very much for including me in the Environmental Assessment process for the Convention Center planned for the old Aloha Motors site. Following is a list, general in nature at this time, of Urban Design issues which should be addressed in the design/environmental review process.

a. ORIENTATION TO THE ALA WAI CANAL - Provides a warm, friendly face to the Ala Wai Canal Promenade Park. Provides pedestrian access and a strong pedestrian relationship to the park. Avoids levels of parking structure, predominately solid walls or a similar unfriendly face to the park.

b. HUMAN SCALE - Provides a pedestrian friendly human scale to Kalakaua Avenue, Kapiolani Boulevard and Atkinson Drive. Provides human scale and visual relationships with the building interior at the ground level and avoids large masses in its overall relationship with the urban environment. Avoids large vehicular openings (for public access and for service) which are visable from or adjacent to the street.

c. PEDESTRIAN ACCESS - Provides a number of pedestrian access points on each of Kalakaua Avenue, Kapiolani Boulevard and Atkinson Drive. Avoids long walks around the perimeter of the building for access. Fully handicap accessible. Minimizes impact on public pathways (sidewalks) along the surrounding streets. (i.e. Ease of pedestrian movements perpendicular to the curb into and out of the building and parallel to the curb around it.)

d. VEHICULAR ACCESS - Provides efficient vehicular access for patrons and service from Kalakaua Avenue, Kapiolani Boulevard and/or Atkinson Drive. Minimizes traffic impact on the surrounding streets. Avoids left hand turn movements into or out of the site.

e. RELATIONSHIP TO KONA STREET AND KAHAKAI DRIVE - No vehicular access from these residential streets for service or for patron access. Also avoids major pedestrian access from Kahakai Drive. Provides appropriate massing to its adjacent neighbors on Kahakai Drive (i.e. Avoids building massing confronting apartment windows and/or lanais.) Adequate landscaping or other buffering from Kahakai Drive.

f. SETBACK, PUBLIC OPEN SPACE, LANDSCAPING - Provides these amenities generously as is appropriate for a major public building. Public open spaces which are inviting and user/pedestrian friendly, not simply or primarily ornamental. Is a positive contributor to the urban environment, not a negative necessity or taker.

g. REDUCTION OF BUILDING MASS - Provides for its building program in a manner which minimizes overall building mass and impact. In the macro-scale of the urban environment, it is as good a neighbor as it is in the micro-scale of its immediate pedestrian ground level environment. Avoids the "big box" mass or meaningless applied articulation patterns of many mainland convention centers.

In summary, the convention center, in providing a "Hawaiian sense of place", should also provide an appropriate scale and good neighborliness on all its faces and frontages at both the micro (immediate/pedestrian) scale and the macro (urban setting) scale.

Thank you again for the opportunity to participate in this process. I look forward to hearing from you at the next stage in this process.

Sincerely,

ROBERT M. CRONE, AIA

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Mr. Robert M. Crone
218 Kuupua Street
Kailua, Hawaii 96734-2737

Dear ~~Mr. Crone~~ Bob:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter dated March 29, 1994, regarding the proposed convention center. The environmental assessment (EA) and environmental impact statement (EIS) are intended to disclose potential environmental and social impacts of the selected convention center design. The selected design complies with the Hawai'i Convention Center Request for Proposals (RFP) specifications and is not intended to be significantly modified as a result of the EA and EIS. It is anticipated that only minor design modifications may be required to mitigate specific impacts and other operational concerns. It is within this context that we offer the following responses to your comments:

a. Orientation to the Ala Wai Canal

Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade. The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact.

b. Human Scale

The DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets with respect to building height setbacks, open space, landscaping and visual impact.

c. Pedestrian Access

The DEIS will provide more detailed information on pedestrian access points of the convention center. The convention center will be designed in compliance with the Americans With Disabilities Act (ADA) Guidelines (Title II, 36 CFR Part 1191).

d. Vehicular Access

The DEIS will provide more detailed information on vehicular access for patrons and service vehicles to the convention center. A detailed traffic impact assessment will be prepared for incorporation in the DEIS. The assessment will examine traffic impacts resulting from the construction and operation of the proposed convention center, taking into account a variety of mitigation measures proposed to minimize those impacts.

e. Relationship to Kona Street and Kahakai Drive

In the selected convention center design, Kahakai Drive serves as the primary entrance to the center's parking garage and service area. The segment of Kahakai Drive adjacent to the project site will be widened by an additional two lanes to accommodate both automobile and commercial access to the parking garage and service area, respectively. The DEIS will provide more detailed information on how the selected convention center design will relate to Kahakai Drive with respect to building height setback, open space, landscaping and visual impact. We would like to clarify that Kona Street is not located immediately adjacent to the project site.

f. Setback, Public Open Space, Landscaping

As indicated in our responses b. and e. above, the DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets with respect to building

height setbacks, open space, landscaping and visual impact.

g. Reduction of Building Mass

As indicated in our responses b., e. and f. above, the DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets and Ala Wai Canal/Promenade with respect to building height setbacks, open space, landscaping, vehicular/service and pedestrian access, and visual impact.

The assessment of visual impacts of the convention center will include "before and after" photo-montage comparisons based on the seven (7) view planes presented in the EA, but using the model of the selected convention center design. A description, including diagrams, will be provided of how the convention center will visually relate to the surrounding area. We would like to note that the urban design of the selected convention center design with respect to the scale and massing of the building is intended to be complementary and sensitive to the Ala Wai Canal and Promenade, surrounding streets, and neighboring residences.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

469 Ena Road, #2207
Honolulu, Hi. 96815
June 15, 1994

Helbert, Hastert & Fee
Grosvenor Center, Makai Tower
733 Bishop Street 2590
Honolulu, Hawaii 96813

JUN 16 1994
HELBERT, HASTERT & FEE
PLANNERS

Gentlemen:

Thank you for sending me a copy of the CONVENTION CENTER Environmental Assessment which I find useful as a reference for the convention center progress.

Great apprehension still exists among many who have expressed their consistent and persistent questioning as to how traffic management can provide an efficient workable traffic scheme without substantial street modifications, perhaps including an overhead cloverleaf structure. The Traffic Impact Assessment offers several options in handling traffic management--all of which present underlying difficulties, because any option then carries further traffic impact on adjoining areas.

If the convention center is to prove successful, traffic strategies must demonstrate a plan sufficient to ensure minimal blockages and delays. Otherwise convention managers will, like Paul Revere, rapidly spread the word that ingress and egress manifest too many delays in expediting pedestrian and transportation traffic.

The Traffic Impact Assessment has dealt forthrightly with the snarls inherent in the location. Perhaps a scaled mock-up illustrating street modification and convention site entries and exits can be exhibited to concerned agencies, businesses, and nearby residents who with any option will be severely impacted for several years. Managing traffic strategems DEMANDS that city and state work together with the design-builder NOW not only to implement a traffic plan but to include staging areas, more parking availability, particularly peripheral parking locations.

The contents of responses to the pre-assessment consultation letter are most helpful. Further, it gives the reader an understanding of the

far-reaching scope--both in cost and time-- for a project of this magnitude. Careful monitoring ought to be maintained in order to encourage the design-builders involved in the RFP that they give sufficient attention to these responses generated by skilled professionals, concerned legislators, knowledgeable citizens, and involved agencies and organizations.

In summary let emphases remain on several priorities:

1) early planning for traffic management which must include more parking spaces;
2) a smaller footprint in order to present a Hawaiian sense of place;
3) use as an emergency shelter for the area;
4) addressing impacts on traffic, infrastructure, transportation, open space and adjacent neighborhoods;
5) major clean-up of the Ala Wai Canal.

These priorities are critical not only for a first-class convention center for state financial feasibility.

Thank you again for permitting me this opportunity to gain further insights. Please retain me on your list for the EIS.

Sincerely,

Frances Delany

Frances Delany, Ph.D.

[redacted]

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Frances Delany, Ph.D.
469 Ena Road, #2207
Honolulu, Hawaii 96815

Dear Dr. Delany:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 15, 1994, regarding the proposed convention center.

We concur that the potential impacts of the convention center on traffic in the vicinity is a primary concern. A detailed traffic impact assessment on the impacts resulting from the construction and operation of the convention center will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The assessment will reexamine traffic impacts raised in the EA based on the proposed convention center design and its traffic management plan. In addition, the assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures.

Please be informed that the Request for Proposals (RFP) for development of the convention center required the widening of Kalakaua Avenue and Kapiolani Boulevard by an additional lane along the project frontage. In addition, the selected convention center design provides for the widening of Atkinson Drive by one lane and Kahakai Drive by an additional two lanes to accommodate project-related traffic. All of these road widenings will be on the convention center property. Furthermore, a traffic signal is proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive as part of the convention center project to facilitate traffic travelling to and from the center and the adjacent residential area.

The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic impact assessment prepared for the DEIS. For larger

conventions, the loading dock area located on the ground level of the convention center facility may also be used as a staging area for shuttle buses awaiting passenger pick-up to minimize queuing in the main entrance area.

We would like to note that pedestrian access between the convention center and host hotels is an important component of the transportation system for the convention center. The traffic signal proposed to be installed at the intersection of Atkinson Drive and Kahakai Drive would provide a signal crossing for pedestrians walking between the convention center and the Ala Moana Hotel and Ala Moana Shopping Center.

The DEIS will provide more detailed information and appropriate figures depicting proposed roadway improvements, vehicular access for patrons and service vehicles, and pedestrian access associated with the convention center.

As you may already be aware, the City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawaii Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawaii Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study. However, the traffic impact assessment for the DEIS will discuss the effects of the potential traffic projects set forth in the Waikiki Master Plan upon the convention center. These will include the changes in traffic patterns of the major streets, and development of peripheral parking and the people-mover system.

We concur that the comment letters received in response to the pre-assessment consultation phase of the EA were most helpful. The comment letters were made available to the prospective design/build teams involved in the Convention Center RFP

process for their consideration and to make them aware of the environmental issues which could have an effect on the design and/or costs of their proposal.

With respect to your summary of priorities, we offer the following responses in the respective order of your comments:

1. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. Parking at existing off-site areas could, however, be considered by event planners if the available parking at the convention center is insufficient. The DEIS will discuss use of existing off-site parking, public transit and private shuttles as a means of addressing alternatives to on-site parking.

2. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is its concept of being open to the outdoors and its simple, linear form.

   We would like to mention that from an urban design standpoint, the scale and massing of the selected convention center building, given its footprint size, is intended to be complementary to the Ala Wai Canal and Promenade, surrounding streets, and neighboring properties.

3. Current design plans for the convention center do not consider use of the facility as a civil defense evacuation shelter.

4. <u>Traffic and Transportation</u>: As indicated in our response above, the traffic study to be prepared for the DEIS will assess the impacts resulting from the construction and operation of the convention center, as well as consider the various transit modes.

   <u>Infrastructure</u>: The DEIS will include an assessment of the adequacy and required improvements, if any, of infrastructure and utilities associated with development of the convention center. These would include potential improvements and/or requirements to water, wastewater,

drainage, electrical power, cable, communication, and roadway systems.

Open Space: The DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets and Ala Wai Canal/Promenade with respect to open space, as well as building height setbacks, landscaping and visual impact.

Adjacent Neighborhoods: The DEIS will include discussion of potential impacts the convention center will have on adjacent neighborhoods, including those attributed to traffic, noise, air quality, visual, economic/fiscal, social, archaeological, and water quality. The DEIS will also discuss the effectiveness of proposed mitigation measures for the respective potential impacts.

5. As a document intended to disclose environmental and social impacts of constructing and operating the convention center, the DEIS would not generally discuss impacts of factors such as the Ala Wai Canal on the convention center. Nevertheless, we feel strongly that any improvement in the water quality of the Canal would significantly enhance the convention center and benefit recreational users of the Canal.

We acknowledge your comment indicating that these priorities are critical for a first-class convention center and for State financial feasibility. As requested, we will forward a copy of the DEIS for your review.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

2333 Kapiolani Blvd. #2011
Honolulu, HI 96826-4444

March 31, 1994

RECEIVED
APR - 4 1994
HELBER HASTERT & FEE
PLANNERS

Mr. Thomas A. Fee, Vice President
Helber Hastert & Fee, Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, Hawaii 96813

Dear Mr. Fee:

I thank you very much for asking me for my list of issues.

I realize that the project is very complex structure. It should have many concerns. But my primary concerns are limited. My concerns are as follows:

1. Traffic--our neighborhood is really worried about the effect that the convention center will have on the traffic on Kapiolani Blvd. Others are concerned with the traffic flow on Kalakauwa Ave. and Ala Wai Blvd. I feel that all the fear of traffic congestion can be alleviated through expert planning.

2. Esthetics--emphasis should be placed on making the center the most beautiful convention center in the world. The center should be designed to be pleasing to the eyes in both architecture and Hawaiian beauty. This beauty should include flora that is uniquely Hawaiian, if not exclusively so. Such flora should include orchids, bonsai, antherium, other flowers and plants. The perfect setting would be one like the Butchard Gardens in Victoria, Canada which allows visitors to wander through the beautiful garden, with walking trails, benches to rest on, and breathtaking beauty.

Yours truly,

James Koshi

James Koshi, Ph.D.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

James Koshi, Ph.D.
2333 Kapiolani Blvd, #2111
Honolulu, Hawaii 96826-4444

Dear Dr. Koshi:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of March 31, 1994 regarding the Environmental Assessment for the proposed convention center. We offer the following responses to your comments:

1. Traffic

We concur that the potential impacts of the convention center traffic in the vicinity of the project site is a primary concern. A detailed traffic impact assessment will be prepared for incorporation in the Draft Environmental Impact Statement (DEIS). The assessment will reexamine assumptions regarding the operation of the proposed convention center and take into account its traffic management plan. A traffic mitigation plan addressing additional traffic generated as a result of construction and operation of the convention center will be included.

Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center.

2. Aesthetics

The mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93) set forth criteria that the convention center facility shall reflect a "Hawaiian sense of place". This criteria

was also a key requirement of the Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Landscaping for the convention center will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

Waikiki Aloe
Fragrance & Cosmetic Factory
Kuhio Mall 2301 Kuhio Avenue Honolulu, Hawaii 96815
Toll Free (1-800) 735-ALOE
Office (808) 922-7767
Fax (808) 924-8474

April 13, 1994

RECEIVED
APR 19 1994
HELBER HASTERT & FEE PLANNERS

Thomas A. Fee and Leslie Kurisaki
Helber Hastert & Fee Planners, Inc.
733 Bishop Street, Suite 2590
Honolulu, HI 96813

Re: Pre-Assessment Consultation - Convention Center

Aloha!

I am in receipt of your letter of March 15, 1994, concerning the proposed Convention Center at the Aloha Motors site in Honolulu. Your letter requests my input concerning issues, "particularly in my area of interest or expertise concerning the design and/or environmental review process.

I suspect that I was on your mailing list because I have attended numerous meetins of the Convention Center Authority, and not because of any particular expertise I might possess. In fact, my area of interest is neither technical or scientific concerning environmental impact issues. I trust that there are experts in the field who will be very specific about those important issues.

My interest is from the viewpoint of a retailer who continues to listen to the individual comments that are expressed by our customers -- the tourists -- and would hope that your firm will listen to and respond to some "critical" observations as expressed by these tourists.

To many visitors, the image of Hawaii is an idealized "tropical paradise." They envision endless flowers, fragrances, and colors of lush greens. Unfortunately, when they arrive, they are greeted by just another "busy city" -- with rudeness, uncaring attitudes, sidewalk hawkers, hookers, and t-shirt peddlers -- in a place where "Aloha used to reside."

From my perspective, Hawaii is losing or has lost its unique place among tropical "destinations." If the Honolulu Convention Center is to be "unique" among they many other competing convention centers around the country and/or Pacific Basin, the most important aspect that should be incorporated into its design -- would be to make it truly "Hawaiian."

Waikiki Aloe/Fragrance
& Cosmetic Factory

If you look around Waikiki and view the latest complexes, you will notice concrete, marble, glass, and very little "tropical" looks. Concrete, marble, and glass may be classic, clean, and low maintenance -- but that is not what people come to Hawaii to see. A classic case in point is the Hawaii Prince Hotel. While it is a beautiful piece of real estate -- it has no "Hawaiian" flavor -- except for a few potted palms in the lobby. It could pass for a luxury hotel in Chicago or New York. Compare it to the Hilton Hawaiian Village -- and it is like two different worlds!

To me, the Convention Center is perhaps Waikiki's last chance to regain some of those lost tourist/convention dollars if it is done right. If it is made to look like McCormack Place in Chicago -- it will be the disaster of the century.

In closing, let me restate my main point: The Convention Center should reflect the heart and soul of Hawaii -- it must be Hawaiian in every respect. Yes, it will be high maintenance -- but it will be uniquely a "Hawaiian" experience.

Thank you again for the opportunity to voice my opinion. Should you have any questions, do not hesitate to contact me at the above numbers.

Warmest regards,

Valerie Lamoureux

Valerie Lamoureux, President
Lamoureux, Ltd., dba/Waikiki Aloe

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Valerie Lamoureux
President
Lamoureux, Ltd., dba/Waikiki Aloe
Fragrance and Cosmetic Factory
Kuhio Mall
2301 Kuhio Avenue
Honolulu, Hawaii 96815

Dear Ms. Lamoureux:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of April 13, 1994, regarding the proposed convention center.

The criteria that the convention center facility shall reflect a "Hawaiian sense of place" was set forth in the mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93). This criteria was also a key requirement of the Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is the design concept of being open to the outdoors and its simple, linear form. This is further complemented with the landscaping which will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

Your letter, along with this response, will be reproduced in the Draft Environmental Impact Statement. We appreciate your interest and participation in the consultation phase of the environmental review process.

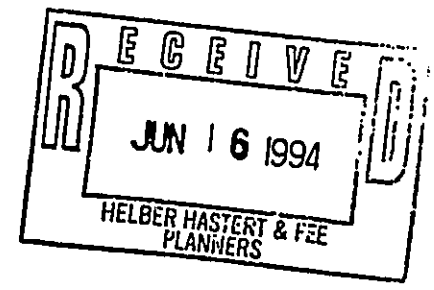
Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

2740 Kuilei St. #804
Honolulu, HI 96826
June 16, 1994



Helber Hastert & Fee, Planners, Inc.
733 Bishop St. Suite 2590
Honolulu, HI 96813

Attn: Leslie Kurisaki

Thank you for this opportunity to comment on the convention center's draft environmental assessment. As a Moiliili resident, I am most interested in the environmental impacts of the convention center on my neighborhood and on the local residents' use of the areas surrounding the convention center.

The traffic study was carefully reviewed and appears to make conservative projections. It essentially reported that there will be little or no change in existing traffic and predicted a minimal impact on streets outside the immediate area, e.g., McCully St. and Kapiolani Blvd. Without transportation expertise, I can only express my opinion that traffic projections seem too low. I believe more trucks for delivery and pickup will use the streets and center employees will also add traffic. I also believe unless restrictions are in place and enforced, cars and trucks will not follow the suggested right turn traffic patterns (Ala Moana Blvd., right on Atkinson, right into Center). Any provisions for public transportation, especially small shuttle buses to and from the Center, are encouraging.

It is important that traffic and parking not be displaced throughout Moiliili to mitigate the problems they will cause in the vicinity of the Center. In particular, I oppose building peripheral parking structures for convention center and Waikiki use on the McCully-Moiliili side of the Ala Wai Canal.

I support the clean-up of the Ala Wai Canal and the maintenance and preservation of a Ala Wai Canal Promenade for an attractive, pleasant open space amenity for conventioneers and local residents.

The sidewalks to and from the center should be wide and shady and create an enjoyable walk and entry for pedestrians. Outdoor seating areas around the Center are also desirable as I believe people will want to be outdoors as much as possible.

Impacts on the residents on Kahakai Street (noise, heat, odors, trash collection, and traffic) seem insurmountable but must be mitigated to the greatest extent possible.

Thank you for your consideration of my comments.

Sincerely,

Nancy L. Marker

Nancy L. Marker

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Nancy L. Marker
2740 Kuilei Street, #804
Honolulu, Hawaii 96826

Dear Ms. Marker:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 16, 1994, regarding the proposed convention center.

We offer the following responses in the respective order of your comments:

A detailed traffic study will be prepared for the Draft Environmental Impact Statement (DEIS) which will reexamine traffic impacts raised in the EA based on the proposed convention center design and its traffic management plan. The traffic study will also consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. It would be prudent on the convention center operator to ensure that suggested traffic patterns to the center are adhered to by motor vehicles. The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic study.

The DEIS will include an assessment of the potential impacts of the convention center on on-street parking in the immediate vicinity of the project site during the construction and operation phases. The Convention Center Request for Proposals (RFP) did not include provisions for construction of off-site parking.

We acknowledge your support of the clean-up of the Ala Wai Canal. Development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet,

reflecting a terraced landscape park. The selected convention center design takes advantage of the public accessibility afforded by the Ala Wai Promenade, and has featured the Waikiki-face as a potential gathering area or rest stop for those on the Promenade.

The DEIS will include a description of streetscapes along the Kalakaua Avenue, Kapiolani Boulevard and Atkinson Drive edges of the convention center. We acknowledge your comment regarding outdoor seating areas around the convention center.

The DEIS will include discussion of potential impacts the convention center will have on nearby land uses, including those attributed to traffic, noise, air quality, visual, economic/fiscal, social, archaeological, and water quality. The DEIS will also discuss the effectiveness of proposed mitigation measures for the respective potential impacts.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

March 22, 1994

Mr. Thomas A. Fee, AICP
Vice President
Mr. Leslie Kurisaki
Senior Associate
Helber, Hastert, & Fee, Planners
733 Bishop Street, Suite 2590
Honolulu, Hawaii, 96813

RECEIVED
MAR 24 1994

SUBJECT: CONVENTION CENTER ENVIRONMENTAL ASSESSMENT

Gentlemen:

Thank you for your letter of March 15, 1994 regarding the preparation of an environmental assessment for the proposed convention center at the old Aloha Motors site.

My interest in the convention center dates back to the mid-eighties. My interest through The Outdoor Circle was to prevent the taking of public park lands for any convention center, i.e. Kapiolani Park, Magic Island, or the Ala Wai Park or Golf Course.

Last year the controversy revolved around the Ala Wai Golf Course, the old Aloha Motors or the Myers sites. Along with Luci Pfaltzgraff, Chair of The Outdoor Circle Diamond Head Preseration Committee, we attended all the convention center proposals. Testimony opposing the taking of public park land was either given or submitted.

I support the recommendation that the convention center "reflect a Hawaiian sense of place". To me that means a maximum of tropical landscaping including adequate maintenance. I do have a real concern with the established Convention Center Authority and its power to establish a Convention Center District. Thought should be given to the impact of such a district on the surrounding community.

With regard to the old Aloha Motors site, the Banyan Trees - Ficus spp. along both sides of the Ala Wai Promenade have been designated "exceptional trees". They are protected by the regulations safeguarding exception trees within the City and County of Honolulu. (Ordinance 92-123). The ordinance is the means of "preserving the environmental character of the City within the provisions of Act 105/75".

Although the trees may not be rare, they are an historic well established planting. They were nominated for the exceptional tree designation due to their beautiful form from both the street and from the surrounding high rise buildings.

These banyans were planted by The Outdoor Circle as a part promenade and bridal path from Kapiolani Park, along the Ala Wai to the yet to be developed Ala Moana Park in the 1930's. Any Environmental Assessment for the Convention Center should designate these trees for "preservation", particularly during the period of construction to guarantee the trees and their roots are protected.

Sincerely,

Cynthia H. Marnie

Cynthia H. Marnie
3014 Hibiscus Drive
Honolulu, Hawaii 96815

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Cynthia Marnie
3014 Hibiscus Drive
Honolulu, Hawaii 96815

Dear Ms. Marnie:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Tax Map Key: 2-3-35: 01
Honolulu, Oahu, Hawaii

Thank you for your letter dated March 22, 1994, regarding the subject EA.

We acknowledge and appreciate your interest and involvement in the convention center issue over the years.

The mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93) set forth criteria that the convention center facility shall reflect a "Hawaiian sense of place". This criteria was also a key requirement of the Convention Center Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Landscaping for the convention center will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

We acknowledge your stated concern regarding the Hawaii Convention Center Authority (HCCA) and its power to establish a Convention Center District. The impact of such a district on the surrounding community will essentially be addressed through the environmental impact statement (EIS) prepared for the project in accordance with Chapter 343, Hawaii Revised Statutes (HRS). The EIS will assess impacts resulting from the construction and operation of the convention center, including those attributed to traffic, noise, air quality, visual, economic/fiscal, social, archaeological, and water quality.

In acknowledging the placement of the Ficus trees located along the Ala Wai Promenade on the Exceptional Tree List, please be advised that these trees will be preserved in

conjunction with development of the convention center facility. The only exception is the relocation of five (5) of the trees in order to accommodate the proposed grand stairway leading from the Promenade to the convention center. The trees will be relocated to the Promenade area makai of the convention center site to replace areas of missing Ficus trees. Please be assured that special precautions will be taken to ensure the safeguard of these trees during relocation, including consultation with a certified arborist.

Your letter, along with this response, will be reproduced in the Draft EIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

2232 Kapiolani Blvd., Apt. 401
Honolulu, HI 96826

June 7, 1994

Leslie Kurisaki, Project Planner
Helber Hastert & Fee
733 Bishop Street, Suite 2590
Honolulu, HI 96813

JUN - 8 1994
HELBER HASTERT & FEE
PLANNERS

Dear Ms. Kurisaki:

Subject: Convention Center EA

The EA recognizes the importance of the Ala Wai Promenade as a recreational, scenic and open space resource.

I am concerned, however, that the zero setback along the Promenade together with the allowable building height could result in a huge wall next to the park as in the earlier First Development proposal. I am also worried that more intense use of the park for dining terraces or boat landings would destroy the casual character of the place and its function as a link in the Manoa to Ala Moana Beach Park path system.

Perhaps it is too late to make minimizing impact on the Promenade one of the key criteria for selecting a development proposal, but I hope possible effects on the Promenade will be addressed fully in the EIS.

Very truly yours,

Charles McClure

Charles McClure

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Mr. Charles McClure
2232 Kapiolani Boulevard, Apt. 401
Honolulu, Hawaii 96826

Dear Mr. McClure:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 7, 1994, regarding the proposed convention center.

The Draft Environmental Impact Statement (DEIS) will provide more detailed information on how the selected convention center design will relate to the Ala Wai Promenade with respect to building height setbacks, open space, landscaping and visual impact. Current plans for the convention center do not include any improvements associated with the Promenade which would accommodate dining terraces or boat landings.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

MARY-JANE MCMURDO
469 ENA ROAD #2403
HONOLULU, HAWAII 96815
June 23, 1994

RECEIVED
23
JUN 27 1994

Thomas A. Fee, AICP
Vice-President
HELBER HASTERT AND FEE, Planners, Inc.
Grosvenor Center, Makai Tower
733 Bishop St. Suite 2590
Honolulu, Hi. 96813

Dear Mr. Fee,

Thank you for allowing those of us who reside in the proximity of the proposed Convention Center to share our views with you with regard to the Environmental Assessment.

As the former State Senator ('84-'92) for the McCully/Waikiki areas, as the outgoing Chair of Waikiki Neighborhood Board #9, and as a former Chair of McCully/Moiliili Neighborhood #8, I have been very closely involved with both Districts and with the Convention Center issue, and I know intimately the problems of traffic and the dense populations on both sides of the Ala Wai Canal.

I also visited eleven different convention centers to include Baltimore, Muscone in San Francisco, Dallas, and Vancouver, British Columbia. This has given me a good understanding of truck and passenger movement, and on criteria for efficient convention centers, as well as why certain sites were chosen for these convention centers.

While the residents of these Districts are relieved that they are not faced with the impossible situation of a convention center combined with condominiums, they are understandably extremely concerned with the tremendous impact the proposed Center will have on their neighborhoods. It is critical that the Environmental Impact Statement (EIS) emphasizes that <u>all the surrounding areas</u> of the Convention Center site are heavily populated, and have been so for years. It is a well-known fact that the Hobron Lane/Ena Rd. area is the most densely populated in the State (possibly in the country!)

Almost everyone who has commented on the Site has pointed out that traffic is of primary concern, and I also see this as the major issue. It is important to note that as of this date, the Waikiki Master Plan is not yet a fait accompli, nor are the amendments to the Waikiki Special District. Furthermore, the proposed traffic plans for Waikiki which have been offered by the Office of Waikiki Development have been met with great skepticism by both residents and merchants alike. Both the Convention Center Authority and those who are working on the EIS should be wary of accepting these plans as having the approval of the neighborhoods.

The one way traffic plans will create terrible problems and inconvenience to all who must go in or out of Waikiki, and the peripheral parking and people mover ideas are simply concepts. Nothing concrete has been offered.

I am speaking primarily of the traffic problems not only because I believe this should be the chief concern with traffic at peak hours already virtually at gridlock, but because it is obviously the weakest part in all of the plans. Tied in with this is the problem of the number of busses which will be transporting conventioneers and which will be added to peak traffic times. Add also, the trucks and vans which will bring in the exhibits. It certainly makes the traffic problem not only a local but a <u>regional</u> problem, and I urge you to look at it in that light.

I appreciate the opportunity to let you know my concerns.

Sincerely,

Mary-Jane McMurdo

Mary-Jane McMurdo

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Mary-Jane McMurdo
469 Ena Road, #2403
Honolulu, Hawaii 96815

Dear Ms. McMurdo:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letter of June 23, 1994, regarding the proposed convention center.

We acknowledge and appreciate your interest and involvement in the convention center issue over the years and your knowledge regarding the problems of traffic and the dense populations on both sides of the Ala Wai Canal.

We further acknowledge your visits to various convention centers which have invariably provided you with an understanding of the criteria and operations of the centers.

We acknowledge the concerns of the residents of the surrounding districts with respect to the impact of the proposed convention center on their respective neighborhoods. A social impact assessment will be prepared for the Draft Environmental Impact Statement (DEIS) which will include an assessment of population trends of the specific districts surrounding the project site and social implications of the proposed convention center on those districts.

We concur that the potential impacts of the convention center on traffic in the vicinity is a primary concern. A detailed traffic impact assessment on the impacts resulting from the construction and operation of the convention center will be prepared for incorporation in the DEIS. The assessment will consider the various transit modes, such as automobiles, shuttles, taxis and walking, along with freight and delivery vehicles, assess their impact on traffic, and discuss the effectiveness of proposed mitigation measures. Among the most important mitigation measures is the provision of an additional lane of traffic along Kapiolani Boulevard, Kalakaua Avenue and Atkinson Drive, and two additional lanes along

Kahakai Drive. All of these road widenings will be on the convention center property and, in combination, are anticipated to offset the impacts of additional traffic generated by the convention center. The system for transporting conventioneers to and from the proposed convention center will also be assessed in the traffic impact assessment.

We acknowledge your comments with respect to the status of the proposed City and County of Honolulu Waikiki Master Plan and amendments to the Waikiki Special District, and stated reaction of area residents and merchants to the proposed traffic plans set forth in the Waikiki Master Plan. As indicated, the Waikiki Master Plan sets forth changes in the traffic patterns of major streets as a means to improve traffic flow in the area. As you may already be aware, the City has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns in Waikiki. This regional study is anticipated to reevaluate the change in traffic circulation and patterns of the major streets in the area. It is anticipated that the public will have an opportunity to provide input on the regional traffic study during its preparation.

The Hawaii Convention Center Authority (HCCA) has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in Waikiki. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawaii Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on the convention center traffic can be readily incorporated in the regional study.

Please be advised that pursuant to the Request for Proposals (RFP) for development of the convention center, directive was given by the HCCA for the design to proceed on the basis of existing traffic patterns in the project vicinity. This was due to the uncertainty of the nature and timing of the proposed traffic improvements previously set forth in the City's Wakiki Master Plan. However, the traffic impact

assessment for the DEIS will discuss the effects of the potential traffic projects set forth in the Waikiki Master Plan upon the convention center. These will include the changes in traffic patterns of the major streets, and development of peripheral parking and the people-mover system.

Your letter, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

March 23, 1994

To: Mr. Thomas A. Fee, AICP
Vice President

Ms. Leslie Kurisaki
Senior Associate

RECEIVED
MAR 2[redacted]
HELBER HASTERT & FEE PLANNERS

From: Robin E. Smith - Waikiki Resident

Re: Environmental Assessment - Convention Center

Thank you for this opportunity to contribute to the EA for the proposed convention center at the Aloha Motor site. I am a long time supporter of the center at this site but recognize a project of this magnitude causes considerable disruption.

Listed below are my thoughts:

1) A stand-alone convention center (I do not agree) sooner or later invites development. Convention Center expansion on site is a foregone conclusion and although the law dictates otherwise, in my opinion, initial construction should be such as to accommodate one or two hotels on site in the future. Laws can be and are amended.

2) A minimum of 800 parking stalls on site, is that adequate?

Mr. Thomas Fee
Ms. Leslie Kurisaki
March 23, 1994

3) Of course the convention center must be "operational and functional" as spelled out by the experts. However, I don't agree that precludes aesthetics. The old "Hawaiian sense of place" can be accomplished through architectural design/facade. Downtown Honolulu Center, Hoana Hotel, and the downtown Post Office might serve as sources for ideas. I also like a touch of old stone walls as scattered throughout Waikiki so many of which, unfortunately, are torn down and replaced by unattractive cement walls.

4) Noise and dust mitigation during construction and after the center is up and running is cause for concern.

5) A traffic plan should be in place prior to construction so as trucks, equipment, and workers entering/leaving the site will be least disruptive

6) Any traffic study should treat the convention center district and Waikiki Special District as a <u>whole</u>. Traffic not only impacts the Hobron area and the Kalakaua/Kapiolani intersection we hear so much about, all of Waikiki will feel the crunch and it would seem to me beneficial to have a comprehensive traffic flow pattern throughout the entire area.

Mr. Thomas Fee
Ms. Leslie Kurisaki
March 23, 1994

7) The Ala Wai Canal has traditionally and vigorously been protected by residents, particularly for the outrigger canoes, a "Hawaii sense of place" activity that needs to be preserved. Any convention center related activity such as transportation proposed for the Ala Wai Canal will be a very sensitive issue and needs to be treated with kid gloves. This applies to an additional bridge(s) across the Ala Wai. I favor widening the Kalakaua Bridge.

8) The Waikiki Master Plan proposes promenades along the Ala Wai Canal. Strolling/walking to/from the Convention center should be part of the overall scene and marketed as such.

9) The initial development plan in concept should look beyond just the convention center district and visualize what geographical direction(s) future development will take and thus serve as a tasteful catalyst for that future development

10) The convention center doesn't have to be a masterpiece in architectural design but neither does it have to be a monstrous cement monolith without imagination.

May 26, 1994

RECEIVED
MAY 31 1994
HELBER HASTERT & FEE PLANNERS

To: Helber Hastert + Fee, Planners
Attn: Ms. Leslie Kurisaki

From: Robin E. Smith

Re: Convention Center Environmental Assessment

Thank you for the copy of the EA. You can be assured it will be shared with those who are sincerely interested in moving the project along.

My first perusal leaves me with a good feeling that you have done an excellent job of inviting both professional and individual input, and not unexpected, traffic congestion and convention center design appear to have elicited the greatest interest with parking and the Ala Wai Promenade closely following.

If I may take advantage of this second opportunity I would like to pass on some follow-up thoughts:

1) Expansion needs of the center -- they should also enhance the integrity of the initial design. What responsibility does the design/build team have to that future goal? Who does the work, the team or does it go out for bid?

2) More emphasis should be placed on the artwork for the center and particularly that which can be incorporated during construction. A preference would be a large on-the-wall (inside or outside??) topographical map of the Hawaiian Islands and the convention center's location in relation to our Islands;

3) Has it seriously been considered to remove the light at Kapiolani Blvd / Kalakaua Avenue and create a circle traffic pattern? Artwork/fountain could be placed in the center, possibly.

Again, thanks for this opportunity.

Convention Center Authority

DAVIES PACIFIC CENTER 841 BISHOP STREET, RM. 2222 HONOLULU, HAWAII 96813
TELEPHONE: (808) 586-2340 FAX (808) 586-2348

January 27, 1994

Ms. Robin E. Smith
445 Kaiolu Street, #514
Honolulu, Hawaii 96815

Dear Ms. Smith:

Subject: Hawai'i Convention Center
Environmental Assessment (EA)
Honolulu, Oahu, Hawaii
Tax Map Key: 2-3-35: 01

Thank you for your letters of March 23, 1994 and May 26, 1994 regarding the subject EA.

We offer the following responses to your letters in the respective order of your comments:

Letter dated March 23, 1994

We acknowledge and are appreciative of your being a long-time supporter of the convention center at the former Aloha Motors site. We further acknowledge your comment that a project of this magnitude causes considerable disruption.

1. The mandate for development of a convention center as approved by the State Legislature in 1993 (H.B. S7-93) set forth general criteria for its development, including it "shall be a stand-alone facility, without additional private development on-site" and "shall be designed and developed to accommodate future expansion". As indicated in H.B. S7-93, the Aloha Motors site is located near the visitor hub of Waikiki, surrounded by several major hotels and in walking distance from many other hotels. The intent of the convention center is to tap a new market of convention visitors who would stay in existing hotels.

2. While there is no City standard for the number of parking stalls required for a convention center, we believe that the 800 stalls to be provided will be adequate. The traffic impact assessment report being prepared in conjunction with the Draft Environmental Impact Statement (DEIS) will discuss how parking will be accommodated for the largest events at the convention center. The intent

of managing parking, however, is to avoid turning vehicles away from a full parking lot and back into traffic. Use of off-site parking will be discussed as a means of supplementing on-site parking.

3. The criteria that the convention center facility shall reflect a "Hawaiian sense of place" was set forth in H.B. S7-93, referred to in response no. 1 above. This criteria was also a key requirement of the Request for Proposals (RFP) process. The selected convention center design reflects the Hawaiian sense of place through plan arrangement, landscaping, interior motifs, and integration of art. Among the most notable aspect of the Hawaiian sense of place is its concept of being open to the outdoors and its simple, linear form. This is further complemented with the landscaping which will integrate plants native to Hawaii with exotic plants which visitors and residents have come to associate with the islands.

4. Detailed noise and air quality studies will be prepared for the DEIS to assess the respective potential impacts and appropriate mitigative measures of the convention center in the project vicinity during the construction and operation phases. The noise study will address impacts from construction vehicles, pile driving activities, and vibration impacts caused by pile driving activities, as well as traffic noise and noise from open-air/outdoor functions during operations. The air quality study will assess construction-related impacts resulting from vehicular movement, grading and general dust-generating construction activities. The assessment of air quality impacts during operation of the convention center will be in particular from forecasted traffic conditions of the proposed convention center. The study will address both existing and projected conditions of carbon monoxide levels on the critical road segment(s) identified in the project's traffic study for the EIS, as well as nitrogen oxide (NOx) levels given the anticipated increase of diesel-powered vehicles in the project vicinity.

5. The DEIS will assess the potential traffic-related impacts and appropriate mitigative measures of construction workers and vehicles in conjunction with construction of the convention center.

6. The City and County of Honolulu has a task force which is overseeing a proposed Waikiki Regional Traffic Study to examine regional traffic concerns. The Hawai'i Convention Center Authority has been participating in the task force as the convention center is but one traffic generator among the many hotels, retailers, offices, residences, the military and other activities in the area. Due to the demanding EIS processing schedule imposed on the design/builder, the traffic impact assessment for the convention center will be completed prior to commencement of the Waikiki Regional Traffic Study. The City has recently selected a consultant to conduct the regional study which is anticipated to be completed in approximately seven (7) months. The Hawai'i Convention Center Authority has been meeting with City officials to coordinate the scope of the traffic impact assessment such that information on convention center traffic can be readily incorporated in the regional study.

7. Current plans for the convention center do not include any improvements associated with using the Ala Wai Canal as a waterborne avenue of approach by conventioneers or constructing a bridge across the Canal. Several concerns need to be resolved before pursuing the waterborne avenue concept, including potential navigational and recreational conflicts with other groups and individuals who use the canal for boating and canoeing. However, the proposed convention center design would not preclude such a use of the Ala Wai Canal or construction of a bridge across the Canal in the future. Your comment with respect to favoring the widening of Kalakaua Bridge is acknowledged, although current plans do not include any widening of the bridge in conjunction with the convention center project.

8. We would like to clarify that the Waikiki Master Plan proposes improvements to the promenade on the Waikiki side of the Ala Wai Canal. However, development of the convention center will include expansion and enhancement of the public space, landscape, and finish of the Ala Wai Promenade fronting the project site. This will be achieved through expansion of the Promenade over the convention center's loading dock by approximately 40 feet, reflecting a terraced landscape park. The selected convention center design takes advantage of the public

accessibility afforded by the Ala Wai Promenade by providing an exclusive pedestrian entry/exit along the Promenade.

9. The implications of the proposed convention center on surrounding land uses will be addressed in the DEIS. The social impact study will assess development pressures that my be created by the convention center, and public perceptions of development trends in the vicinity. A review of land use plans will discuss how regulatory controls may affect development in the vicinity.

10. As indicated in our response no. 3 above, the criteria that the convention center facility shall reflect a "Hawaiian sense of place" has strongly influenced the selected convention center design which imparts a low-level, open-air design. The DEIS will provide more detailed information on how the selected convention center design will relate to the immediately adjacent streets with respect to building height setbacks, open space, landscaping and visual impact.

<u>Letter dated May 26, 1994</u>

1. As a requirement of the RFP process for the convention center, the design/builder was tasked with indicating a means for expansion of the facility by adding 100,000 square feet of exhibit hall space and 50,000 square feet of meeting room space, plus required circulation, service, and support areas, as an extension of the original facility. Requirements included preparation of drawings and narrative description on the means for expansion, and provision of cost data. The design/build team has the responsibility to design and construct, and to facilitate and allow for the future addition of the leasable 100,000 square feet of exhibit hall and 50,000 sqaure feet of meeting rooms, plus required circulation, service and support areas. Should future expansion occur, the work associated with the expansion will go out to bid.

2. While your preference for artwork with respect to the convention center is well taken, please be informed that the environmental impact statement (EIS) is intended to address the environmental and social impacts associated

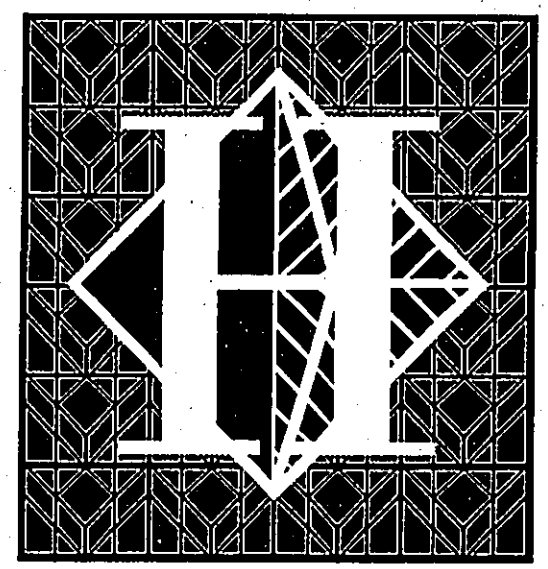
with the convention center project and not its proposed design or artwork.

3. Current plans for the convention center do not include any improvements associated with changes to existing traffic patterns of the adjacent streets. Pursuant to the Request for Proposals (RFP) process for development of the convention center, directive was given by the Hawaii Convention Center Authority for the design to proceed on the basis of existing traffic patterns in the project vicinity. This was due to the uncertainty of the nature and timing of the proposed traffic improvements previously set forth in the City and County of Honolulu Waikiki Master Plan. The Waikiki Master Plan depicts changes in the traffic patterns of major streets as a means to improve traffic flow in the area.

Your letters, along with this response, will be reproduced in the DEIS. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Alan S. Hayashi
Executive Director

ASH/em:3330-04

cc: Mr. Pat Klein, Nordic/PCL
Mr. Eugene Watanabe, Wimberly, Allison, Tong & Goo
Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.