

**Supplemental Environmental Impact Statement
Preparation Notice**

**REVISIONS TO THE
KAKAAKO COMMUNITY DEVELOPMENT DISTRICT
MAUKA AREA PLAN AND RULES**

Honolulu, Island of Oahu

Tax Map Keys: 2-1-29, 30, 31, 32, 44, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, and 56
2-3-01, 02, 03, 04, 05, 06, 07, 08, 09, 10 and 11

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December 2007

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1 INTRODUCTION

This Supplemental Environmental Impact Statement Preparation Notice (SEISPN) was prepared in accordance with the requirements of Chapter 343, Hawaii Revised Statutes (HRS), and Chapter 200 of Title 11, Hawaii Administrative Rules (HAR).

1.1 Project Information Summary

Applicant:	Hawaii Community Development Authority 677 Ala Moana Boulevard, Suite 1001 Honolulu, Hawaii 96813 Contact: Susan Tamura Phone: (808) 587-2870
Agent:	EDAW, Inc. 841 Bishop Street, Suite 1910 Honolulu, HI 96813 Contact: Kevin Butterbaugh Phone: (808) 529-7290
Project Name:	Revisions to the Kakaako Community Development District Mauka Area Plan and Rules
Project Location:	The Kakaako Community Development District Mauka Area (Mauka Area). The Kakaako Mauka Area is situated between downtown Honolulu and Ala Moana. The project area is bounded by Punchbowl, Piikoi and King Streets; and Ala Moana Boulevard.
Tax Map Keys:	2-1-29, 30, 31, 32, 44, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, and 56; 2-3-01, 02, 03, 04, 05, 06, 07, 08, 09, 10 and 11
Land Area:	Approximately 450 acres
State Land Use District:	Urban
Land Use Zoning:	Mixed-Use Zone Commercial, Mixed-Use Zone Residential, Mixed-Use Zone Residential A, Public, and Park
Special Management Area:	Project area is not located with the Special Management Area
Flood Zone:	Flood Insurance Rate Maps (FIRM), Zones A and AE (areas of undetermined base flood elevations and base flood elevation of 4-feet mean sea level, respectively).

1.2 Purpose and Need for Supplemental Environmental Impact Statement (SEIS)

In May 2003, the Hawaii Community Development Authority (HCDA) initiated a comprehensive review of the Kakaako Community Development District Mauka Area Plan and Rules (Mauka Area Plan) which was originally adopted in 1982. The Mauka Area Plan sets forth planning principles and development objectives for the orderly redevelopment of Kakaako's Mauka Area. In 2005, HCDA along with project consultants, PlanPacific, Inc., embarked on a comprehensive review and revision of the Mauka Area Plan in response to issues relating to the Mauka Area Plan's urban design scheme and the livability of Kakaako's neighborhoods. Through an extensive public input process, a revised Draft Mauka Plan was developed.

The HCDA has determined that SEIS should be prepared to assess the proposed revisions to the Mauka Area Plan. This SEISPN is a preliminary environmental assessment based on that determination. The purpose of this SEISPN is to inform interested parties of the proposed revisions to the Mauka Area Plan and seek comments on what should be addressed in the forthcoming SEIS. The original EIS for the Mauka Area Plan was prepared in 1983.

1.3 Background

With the passage of Chapter 206E, HRS, HCDA was created by the in 1976 as a public corporate entity to plan for and revitalize areas in the State which the State Legislature found to be in need of timely redevelopment. The State Legislature subsequently designated Kakaako as the first Community Development District under HCDA. Legislators found that Kakaako was significantly underdeveloped and underutilized relative to its central location in urban Honolulu.

Following an intensive five-year planning process, the Kakaako Community Development District Plan and Rules was accepted by the Governor on February 16, 1982. The original Plan envisioned a fully built out urban area with a focus on large lot development through land consolidation. In 1983, the original district boundary was amended to include the Kakaako waterfront area, creating Mauka and Makai sub-districts (Figure 1-1).

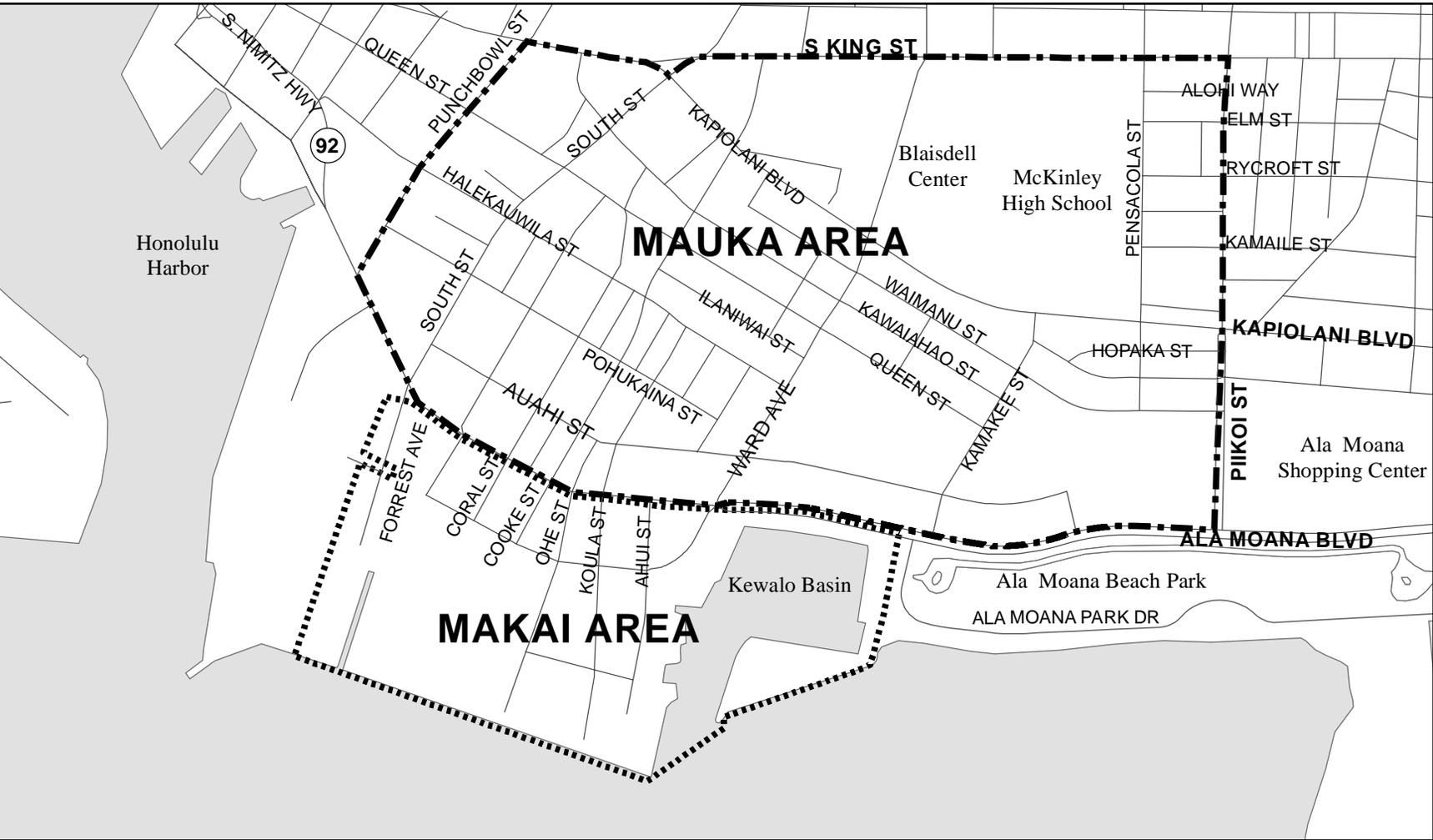
Since inception of the Mauka Plan in 1982, the Mauka Area has gradually changed from an industrial/commercial district to an area mixed with higher density projects with commercial and residential uses.

1.4 Project Site

The project site is bounded by Punchbowl, King, and Piikoi Streets and Ala Moana Boulevard. The Mauka area is comprised of approximately 450 acres situated between Honolulu's Central Business District and Ala Moana. Notable adjacent features include the Ala Moana Shopping Center, the Kakaako Community Development District Makai Area (Makai Area), the Central Business District, and the Civic Center. See Figure 1-2.

1.5 Project Schedule

The HCDA is expected to consider adoption of the proposed revisions to the Mauka Area Plan following completion of the SEIS process. The Mauka Area Plan is intended to provide guidance for the long-term development of the Kakaako Mauka Area.



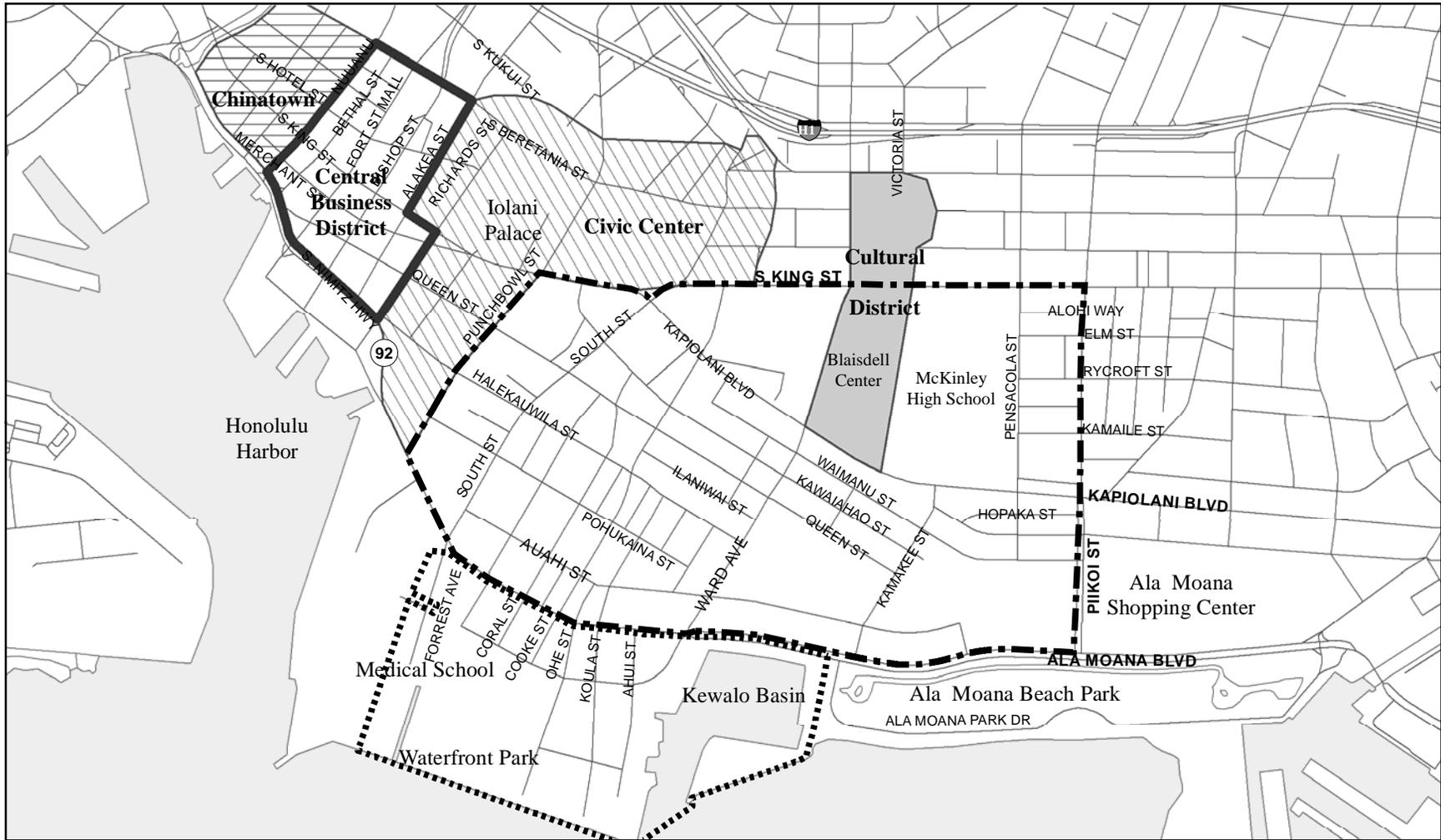
Kakaako Mauka Area Plan SEIS

Figure 1-1 Project Location Map

Legend

- Mauka Area (Study Boundary)
- Makai Area

Sources: State of Hawaii, C&C Hawaii, HCDA, PlanPacific, EDAA



Kakaako Mauka Area Plan SEIS

Figure 1-2 Kakaako Mauka Area & Surrounding Districts

- Legend**
- Mauka Area (Study Boundary)
 - Makai Area
 - Central Business District
 - Chinatown
 - Cultural District
 - Civic Center



Sources: State of Hawaii, C&C Hawaii, HCDA, PlanPacific, EDAW

1.6 Project Funding

Considerable public expenditure has already occurred in the Mauka Area, principally for infrastructure improvements. Further expenditures, for infrastructure and public facilities development are planned to accommodate the development proposed by the Mauka Area Plan. The Draft SEIS will include an estimate on public expenditures for the development of the Mauka Area.

2 DESCRIPTION OF THE PROPOSED PROJECT

The vision for the Kakaako Community Development District is to create a vibrant community where people are able to live, work, shop, and play in close proximity. The intent of the revised Mauka Area Plan is to provide the necessary guidance in planning for a high quality urban community that also promotes positive economic development, preserves Honolulu's diverse cultural heritage, and incorporates best practices in energy and environmental sustainability.

Three key principles are being introduced with the proposed update of the Mauka Area Plan: (1) develop urban village neighborhoods where people can live, work, shop and play; (2) create great public places; and (3) make connections by providing convenient access to a wide range of services and activities via walking, bicycling, driving or transit. Updates to the various components of the Mauka Area Plan are proposed to achieve HCDA's goal of creating a vibrant community in Kakaako. These proposed Plan elements are summarized below.

2.1 Land Use Plan

The revised Mauka Area Plan retains the original concept of a mixed-use district, where uses can be mixed horizontally as well as vertically. The following land use designations are proposed and illustrated in Figure 2-1.

- *Mixed-Use Zone (MUZ)*. The MUZ allows for the development of commercial, residential, and industrial use projects. It is anticipated that commercial, residential and industrial uses may co-exist within same developments, but not all projects need to be mixed use.
- *Mixed-Use Zone Residential (MUZ-R)*. The residential zone allows for the development of residential and commercial use projects. The purpose of the MUZ-R is to allow a limited mixture of neighborhood commercial activities in an area designated for residential use. Lands zoned MUZ-R are located within the Sheridan Tract area.
- *Public (PUBLIC)*. Public-zoned lands are publicly owned. The purpose of PUBLIC zone is to allow public facilities to be developed to support community redevelopment. Public uses include projects that are developed by public entities for public purpose.
- *Park (PARK)*. Areas designated PARK are intended for use as public parks.

2.2 Neighborhoods

In addition to the formation of a Land Use Plan, variations in existing and emerging land uses, building forms, and land tenure patterns, combined with the influences of major transportation corridors and adjacent districts, suggest the formation of several distinct neighborhoods within Kakaako. The purpose is to create a strong neighborhood identity, because people who live and work in neighborhoods feel a sense of belonging to the community and recognize they have a stake in maintaining it as a desirable place. Figure 2-2 shows neighborhoods in the Mauka Area:

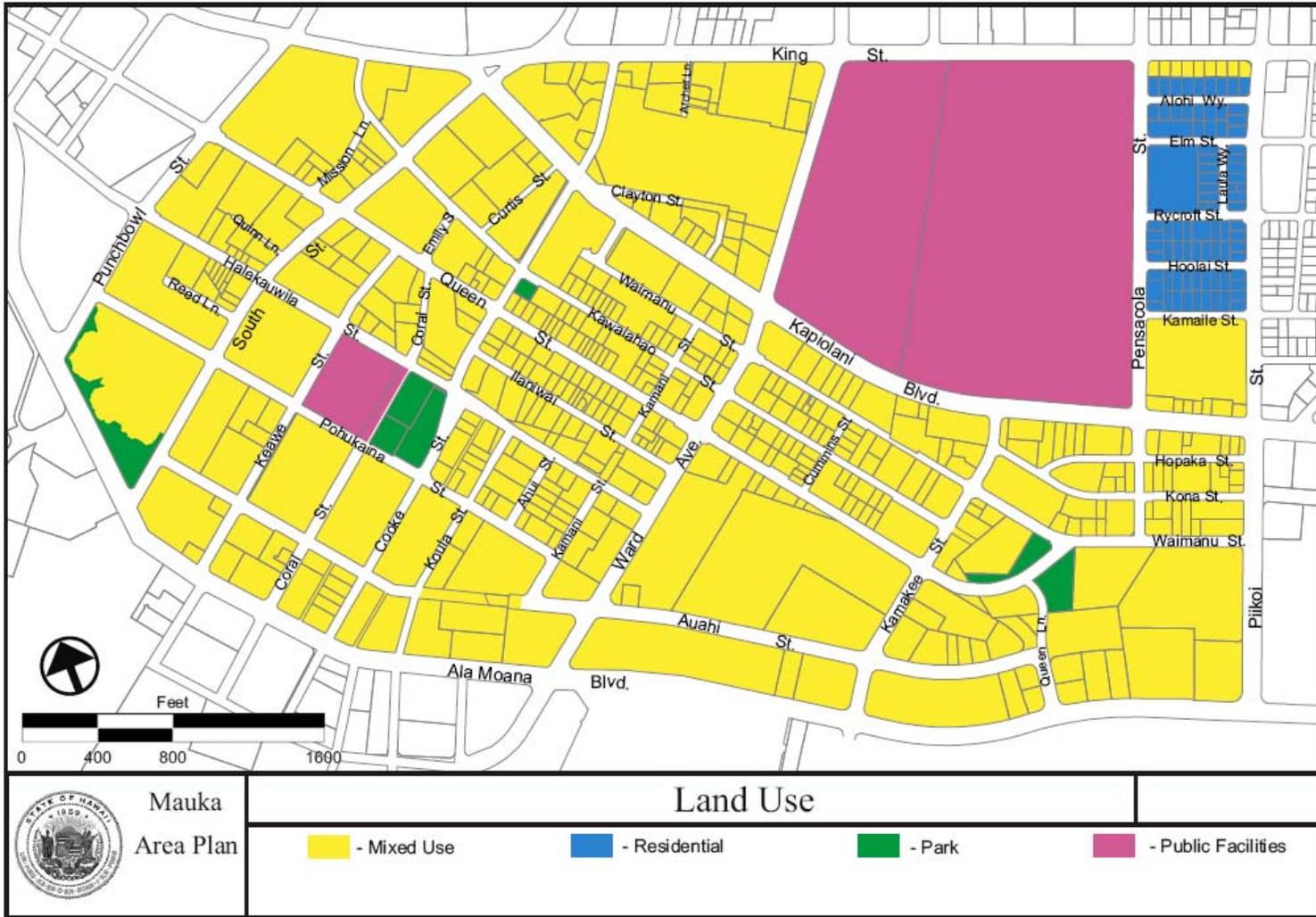


Figure 2-1 Land Use Plan

Map by PlanPacific

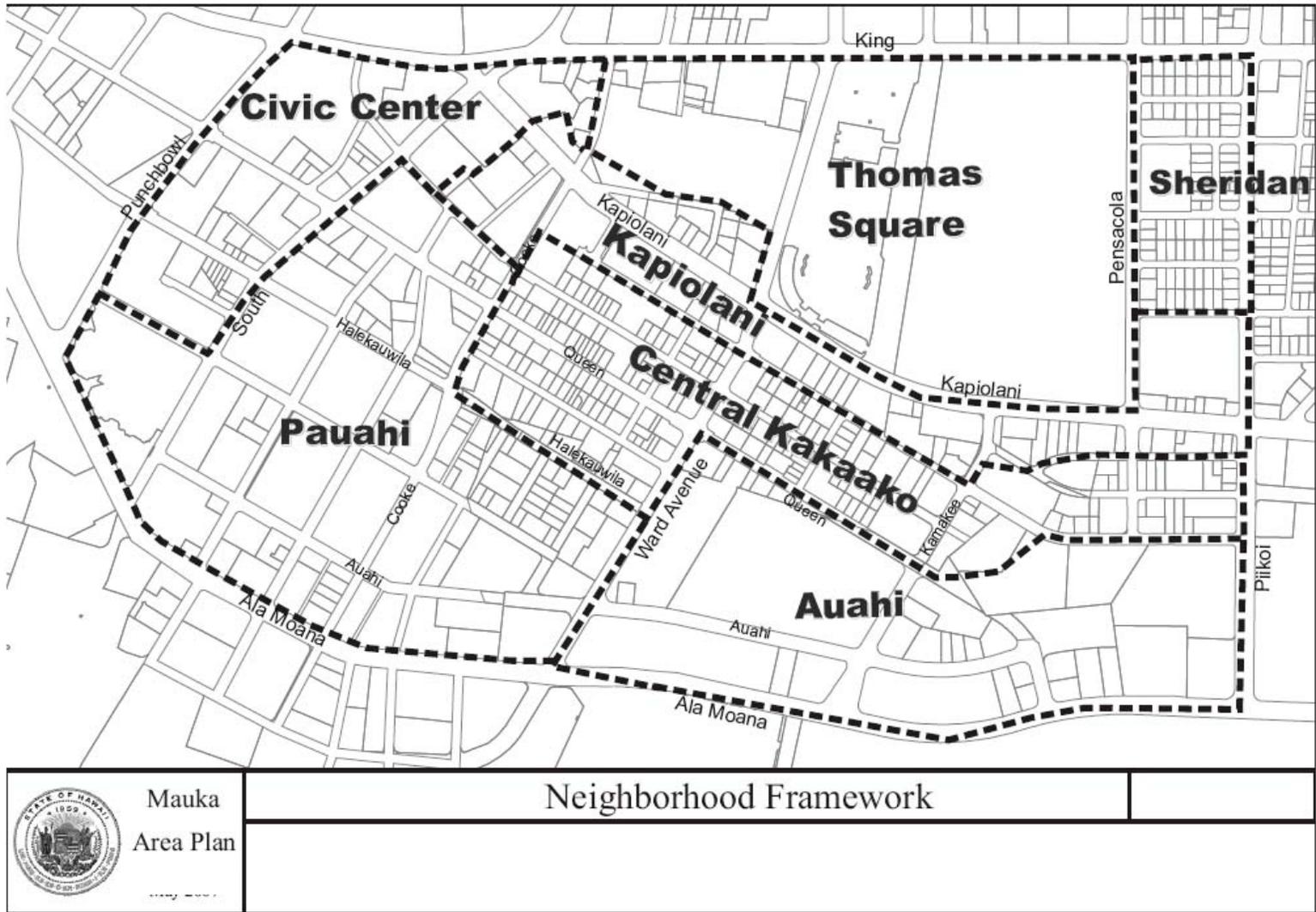


Figure 2-2 Neighborhoods

Map by PlanPacific

The neighborhoods in the Mauka Area are described below:

- *Civic Center* is characterized by government and other important civic buildings in campus-like settings, most of which are located just beyond the Kakaako district boundary.
- The *Thomas Square* neighborhood is focused on the historic park that bears this name.
- *Sheridan* is a predominantly residential neighborhood composed of small, fee simple lots.
- *Kapiolani* is a corridor where land uses are strongly influenced by the significant role of Kapiolani Boulevard as a high-capacity transportation route.
- *Central Kakaako* is composed primarily of small lots in individual ownership.
- *Auahi* is a neighborhood whose focal point is emerging as a retail and entertainment center along Auahi Street.
- *Pauahi* is a potential mixed-use “urban village” neighborhood that has not yet emerged.

2.3 Urban Design

The revised Mauka Area Plan proposes guiding principles and development provisions intended to shape and transform Kakaako into an outstanding community that is integrated into the context of urban Honolulu.

2.3.1 Principles

Following are the principles being proposed as part of the Urban Design element of the Mauka Area Plan:

- Create an outstanding pedestrian environment;
- Create a network of green streets;
- Provide for maximum road connections;
- Connect pedestrian paths across major thoroughfares;
- Strong Mauka-Makai linkage;
- Support the small-lot, mixed-use pattern of Central Kakaako; and,
- Support transit oriented development (TOD)

2.3.2 Development Provisions

Density: Properties in the project site are allowed to develop to a maximum floor area ratio (FAR) of 3.5, with the following exceptions:

- In Sheridan, all lots other than those that front King Street will have a maximum FAR of 2.0 to reflect the residential use pattern and building scale of the neighborhood; and,
- In areas where infrastructure has not been upgraded pursuant to an improvement district and/or where streets do not meet the proposed standards in the Plan, the maximum FAR will remain 1.5. With the infrastructure upgrade, the FAR may be increased to 3.5.

Building Height:

Street-Front Element. This element is required along all street-fronts, sited adjacent to the street along a build-to line.

Maximum Height:	65 feet
Minimum Height:	Four stories or 40 feet, whichever is greater.

Mid-Height Element. This element is defined by view planes from shoreline parks looking towards the Koolau mountains. Maximum building heights increase with distance from the shoreline.

Maximum Height:	Range of heights 80 – 215 feet
Footprint:	No restriction, aside from Street-front Element and height setback requirement.

Tower Element. This element includes any building element that is taller than the Mid-Height Element.

Maximum Height:	400 feet. 100 feet section of Ala Moana Boulevard fronting Kewalo Basin. 200 feet along Ala Moana Boulevard between Punchbowl Street and Queen Lane.
Maximum Footprint:	9,000 square feet
Length-to-Width Ratio for Tower Footprint:	3:1
Tower Orientation:	Longer side of tower to be orientated Mauka-Makai.

2.3.3 Parks, Open Space, and Views

The Mauka Area contains approximately nine acres of existing public and private park space, five acres and four acres, respectively. To meet the need for park space, the following strategies are being proposed:

- Use of vacant public land for additional recreational opportunities.
- Shared use of public recreational facilities.
- Promote pedestrian connections to nearby public parks and campuses, including connections to the Kakaako Waterfront Park and Ala Moana Beach Park.
- Encourage private investment in open space and recreational facilities such as urban plazas and pocket parks.
- Identify and preserve significant views and view corridors.

Figure 2-3 shows the proposed open space network, including parks, tree-lined streets, and proposed promenades.

2.4 Transportation

The proposed Mauka Area Transportation Plan (Transportation Plan) includes provisions for different modes of transportation designed to move people and goods safely and efficiently, and to service the demands of District activities. Principles formulated to guide transportation in the Mauka Area and are summarized below:

- Propose transportation improvements and street standards that meet the long-term goal for creating pedestrian-oriented neighborhoods and a balanced multi-modal transportation system;
- Maintain current and planned road capacities to accommodate vehicular traffic. Accommodate future peak period traffic congestion by: accommodating a high-capacity transit system that serves Kakaako; improving facilities and services for other forms of transit, walking, and bicycling; and implementing adaptive use of existing roadways;

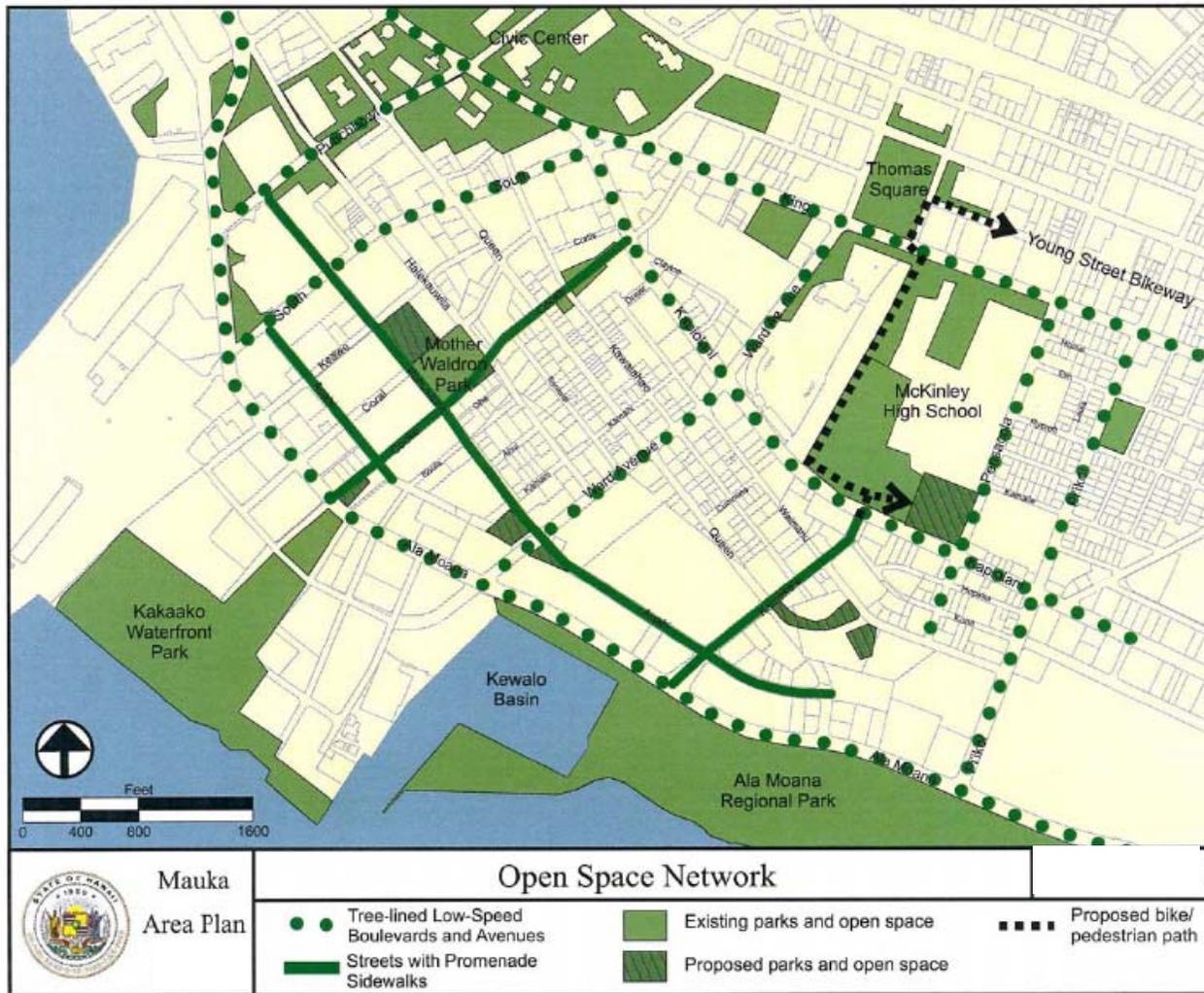


Figure 2-3 Open Space Network

Map by PlanPacific

REVISIONS TO THE MAUKA AREA PLAN AND RULES

Supplemental Environmental Impact Statement Preparation Notice

- Enhance connectivity by maintaining most existing streets and add planned new street connections within large tracts, as they are redeveloped; and,
- Over the long term, upgrade streets so that all have curbs, sidewalks, and drainage facilities, and are safe for pedestrians.

Roadway Plan

The Transportation Plan proposes to use a 2006 Institute of Transportation Engineer (ITE) report “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities”, which describes types of urban thoroughfares and provides criteria for certain roadway elements. The Mauka Area Plan uses this report as a basis for classifying the Mauka Area’s roadway network. The types of roadways are: low speed boulevard, avenue, street, service street, and alley. The proposed Roadway Plan shown in Figure 2-4 illustrates the proposed Mauka Area roads, by type.

Pedestrian Facilities

The Mauka Area Plan includes a range of proposals to improve the pedestrian realm and make the Mauka Area a quality area for walking (safe and enjoyable). The Mauka Area Plan proposes the following elements to improve the pedestrian realm.

- Develop a fine-grained network of walkable streets and pathways.
- Buffer pedestrians from traffic by placing planters/furniture zones next to the curb and by providing on-street parking.
- Create consistent street walls of low-rise building elements to frame the public street space at a human scale.
- Develop key pedestrian streets by widening the pedestrian realm, providing street trees, on-street parking, active uses in street-front buildings and minimizing driveways and curb-cuts.

Bicycle Facilities

The Plan includes one key new bicycle corridor on Piikoi Street, providing an important Mauka-Makai connection. Re-stripping of some roads at a future time could accommodate parking and/or bicycle lanes.

Parking and Loading

A key impetus for the Plan is to make Kakaako neighborhoods and streets more pedestrian-friendly and transit-oriented. To accomplish this goal, consideration must be given to parking and loading needs in a manner that does not overwhelm the pedestrian realm.

Following are the proposed transportation strategies for the Mauka Area Plan:

- Provide public parking facilities in Central Kakaako;
- Encourage shared-use parking facilities;
- Reduce the frequency and width of driveway curb cuts as driveways and curb-cuts eliminate on-street parking stalls;
- Provide on-street parking on pedestrian-oriented streets and loading on service streets;
- Count parking in excess of off-street parking requirements as floor area; and,
- Discourage long-term use of land for large, surface parking lots.



Figure 2-4 Roadway Plan

Map by PlanPacific

2.5 Housing

It is the intent of the Mauka Area Plan that appropriate housing and support facilities be encouraged and developed within the district. The Mauka Area Plan will focus its housing units for workforce housing, with buyers from 100% up to 140% of Area Median Income. The HCDA refers to workforce housing as “reserved housing”. The Mauka Area Plan shall consider the following options in developing reserved housing units:

- Preference for Inclusionary Housing
- Refinement of a Reserved Housing Program whereby 20% of a project’s residential floor area are available for purchase or rent by workforce households.
- Preference for providing units, rather than a ‘cash-in-lieu’ option.
- Provide cost offsets for providing reserved housing units.

2.6 Historic and Cultural Resource Plan

The State Legislature has declared that sites of historical or cultural significance within the Mauka Area shall be preserved. Therefore, the preservation of such resources is an integral part of the Mauka Area Plan. Following are the sites selected for protection and the action recommended for each site:

<u>HISTORIC SITE</u>	<u>PROPOSED ACTION</u>
Kawaiahao Church and Grounds	Preservation
Mission Houses	Preservation
Old Kakaako Fire Station	Rehabilitation
Mother Waldron Playground	Preservation
McKinley High School	Rehabilitation
Makiki Christian Church	Preservation
Yee/Kobayashi Store	Restoration
Royal Brewery Building	Preservation

HCDA’s list of cultural and historic sites afforded protective status is comprised of sites that have primarily been determined to be economically self-sustaining and contributing to the renewed community. Prominent among the list is the Neal Blaisdell Center. The Mauka Area Plan proposes to establish procedure by which sites of historic and cultural significance in the Mauka Area may be identified and afforded protection. Assistance shall be considered for privately owned sites on the list. HCDA will review and consider the possibility of providing tax incentives, governmental grants-in-aid, and other financial and technical assistance to such owners.

2.7 Social and Safety Plan

Chapter 206E, HRS directs HCDA to create in the Mauka Area, a community that serves the highest needs and aspirations of Hawaii’s people. Such a community must provide all of the basic needs of its residents, employees, and visitors in a safe and socially desirable environment.

2.7.1 Social Proposals

To address the social needs of Mauka Area residents, the Mauka Area Plan shall consider well-designed, sensitive, attractive, and accessible open space and recreational resources, pedestrian connections to activity centers, and public facilities that encourage the positive interaction of individuals and groups.

2.7.2 Public Safety Proposals

Safety shall be an element of consideration in the urban design review of all development permits. Emphasis shall be placed on assuring the installation of adequate lighting, installation of security equipment, or the hiring of security personnel, and the isolation of hazardous areas and facilities from access by children or the handicapped.

2.8 Relocation Plan

Redevelopment of the Mauka Area will require construction of additional public facilities and utilities as well as the redevelopment of land uses. Therefore, a certain degree of relocation, whether temporary or permanent will be necessary to facilitate such renewal. It is HCDA's intent to provide meaningful relocation assistance for all persons and businesses displaced due to public action. Towards this end, HCDA shall be guided by the following principles:

- To phase redevelopment to minimize disruptions.
- To ensure that families and businesses are, to the extent practicable, properly relocated before permitting their displacement by new development, redevelopment, or neighborhood rehabilitation.
- To return as many persons displaced by government actions back to the Mauka Area.
- To provide opportunities for persons displaced by government action to avoid major financial loss.
- To minimize or ameliorate any serious negative impacts of displaces, such as loss of employment or business, imminent loss of shelter, and monetary losses.
- To provide counseling, information, and referral services to displacees affected by private sector actions, induced or stimulated by government planning decisions.

The Mauka Area Plan proposes that payments provided to displaced persons reflect the amounts necessary to meet reasonable relocation expenditures. Equitable relocation assistance payments to displaced persons, facilities, and businesses shall be established.

2.9 Public Facilities Program

The revised Mauka Area Plan proposes a public facilities program that will provide various public facilities for creating neighborhoods that give Mauka Area residents, employees, and visitors a sense of identity and belonging. Public facilities include streets, utility and service corridors, and utility lines sufficient to adequately service development improvements. It also includes schools, parks, parking garages, sidewalks, pedestrian ways, and other community service infrastructure normally provided by the public sector.

2.10 Infrastructure and Improvement District Program

This component of the revised Plan will be completed as part of the Draft SEIS.

2.11 Implementation

The revised Plan is a long-range plan that builds on HCDA's 25 year history of development and investment in the Kakaako Community Development District. The revised Mauka Area Plan provides a framework for more detailed planning and investment decisions by landowners and government. While the revised Mauka Area Plan looks forward to another 25 years, actual implementation will proceed incrementally in response to economic cycles and the availability of public funding. Implementation of the Mauka Area Plan shall be administered through the Mauka Area Rules.

2.11.1 Mauka Area Rules and Project Review

The Mauka Area Rules were established to implement the purposes and intent of the Mauka Area Plan, pursuant to Chapter 206E, HRS. The key elements of the Rules are:

- Definitions and standards for uses, build-to lines, building volumes and floor area, pedestrian and vehicular access, parking and loading, and accessory building components, such as signs, mechanical equipment and service areas;
- Design guidelines for the treatment of building facades for Street-front Elements and Mid-Height Elements;
- Standards and design guidelines for the provision of ground-level open space and arcades;
- Standards, design guidelines and review criteria and procedures for Tower Elements; and,
- Standards and design guidelines for the review and approval of transitional uses.

The Mauka Area Rules will also include provisions for modification of standards by HCDA's Executive Director in limited circumstances. There will also be a provision for variances in cases of hardship, which will be referred to HCDA for decision, with an analysis and recommendation by staff.

3 DESCRIPTION OF AFFECTED ENVIRONMENT

The Mauka Area is situated in the center of urban Honolulu, lying strategically between the downtown area, the densely populated Makiki district, Ala Moana, and Honolulu Harbor. This section describes the area's current natural and human environment, area-wide infrastructure and utilities, and socio-economic conditions.

3.1 Natural Environment

3.1.1 Climate

The climate in the area of the project site is typical of the coastal lowlands of Oahu. It is generally characterized by long sun exposure; varying temperatures of 70-90 degrees Fahrenheit; and persistent northeasterly trade winds, ranging from 8 to 18 mph. Annual average precipitation for Honolulu is approximately 22 inches.

3.1.2 Topography, Geology, and Soils

The Mauka Area lies near the seaward edge of the Honolulu coastal plain. Originally, much of the area was submerged lands and low swamp which were filled during the 19th century with dredged coral to the existing elevation of four to five feet above sea level.

In the reclaimed area, soft mixtures of sand, silt, and clay extend from the top of the coral layer to about a six foot thick layer of dredged coral fill. The National Resources Conservation Services refers to these soils as Fill land (FL). This type of soil typically occurs in Honolulu in areas adjacent to the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and miscellaneous material from other sources. Two other soil types found in the Mauka Area are: Makiki clay loam (MkA) and Ewa silty clay loam (EmA). Both are characterized as a dark-brown clay loam.

3.1.3 Fauna and Flora

The Mauka Area is a highly modified urban environment with no significant naturally occurring vegetation. Landscaping accounts for most vegetation in the area. Fauna is limited to birds and mammals that have adapted to the urban environment. There are no endangered or threatened species and no critical habitats within the Mauka Area.

3.1.4 Flood and Natural Hazards

According to 2004 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), an area Diamond Head of Ward Avenue to Piikoi Street to the area mauka of Ala Moana Boulevard to the land mauka of Kapiolani Boulevard (Zone A), as well as a small portion of land mauka of Ala Moana Boulevard near Ward Avenue (Zone AE), are situated within the Special Flood Hazard area subject to inundation by the 1 percent annual chance flood. The 1 percent chance annual flood (100-year period), also known as base flood, is the flood that has a chance of being equaled or exceeded in any given year. In the Special Flood Hazard Area, Zone A may be inundated by a 100-year flood, with no base flood elevation determined, whereas Zone AE may be inundated with a base flood elevation of four (4) feet mean sea level. See Figure 3-1.

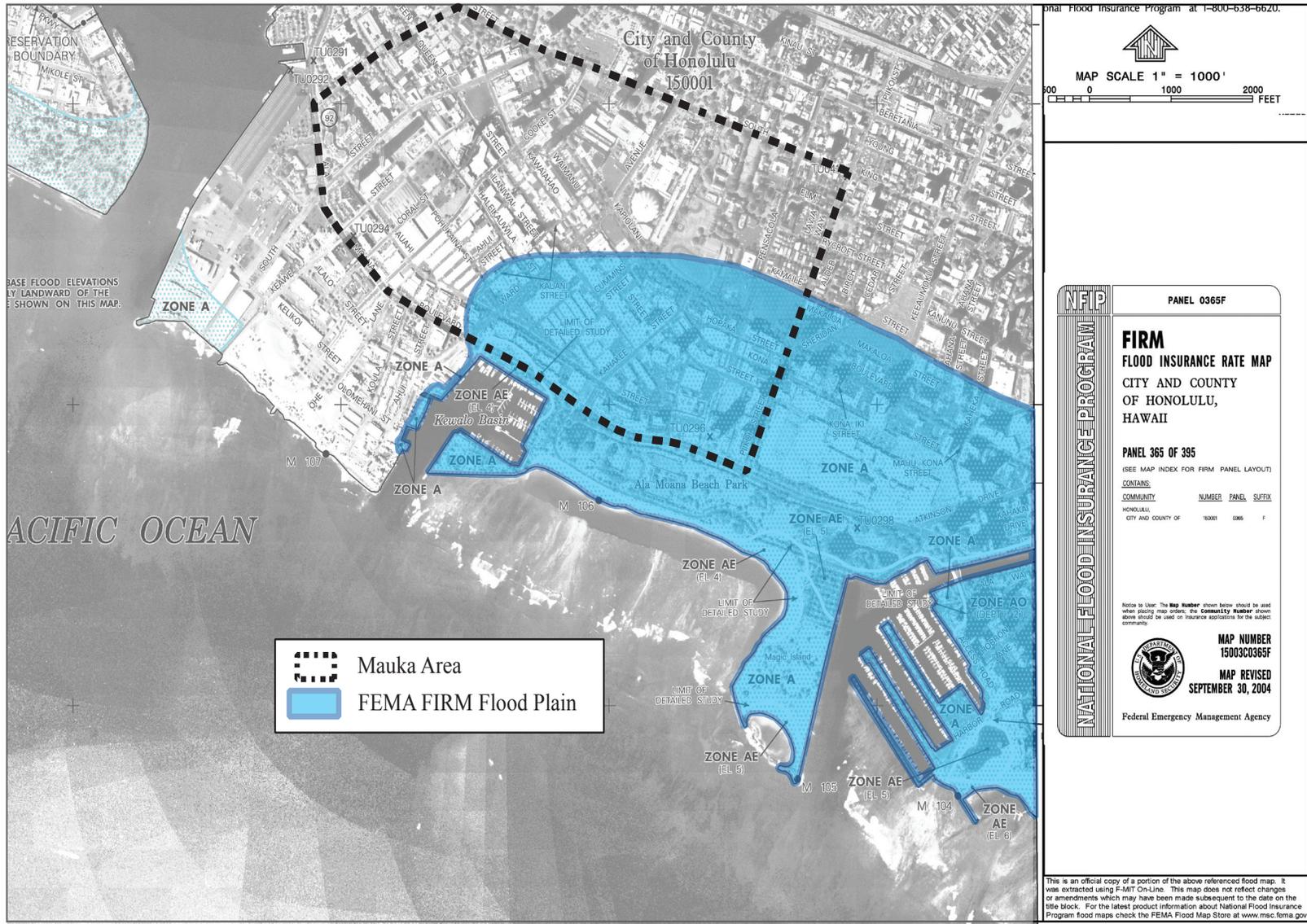


Figure 3-1 Flood Insurance Rate Map the Kakaako District

As indicated in FIRM, the area encompassing Ward Avenue north of Kapiolani Boulevard to the Ala Wai canal/boat harbor is designated Zone A, a special flood area which may be inundated by the 100 year flood, but with no base flood elevations determined.

The Civil Defense Tsunami Inundation Map for Oahu shows that the shoreline areas from Kewalo Basin to the southwest corner of the Kakaako Peninsula are within the inundation zone. In case of tsunami, evacuees may seek shelter at McKinley High School, a designated public shelter / refuge area.

Previous studies have indicated that the island of Oahu is not subject to volcanic eruptions or significant earthquakes. This places Oahu in Seismic Zone 2A which is characterized by earthquakes that may cause minor damage to structures. Zone 2A is based on the Uniform Building Code (UBC), which contain six seismic zones, ranging from 0 (no chance of severe ground shaking) to 4 (10% chance of severe shaking in a 50-year interval).

3.1.5 Water Quality

Nearshore coastal waters from Ala Moana Beach to the easterly entrance channel of Honolulu Harbor are designated “Class A” State waters by the Department of Health (DOH). Honolulu Harbor and Kewalo Basin are designated “Class A” embayments. According to DOH, waters classified “A” are to be protected for recreational uses, aesthetic enjoyment, and propagation of marine life.

Honolulu Harbor is a receiving basin for a number of pollution sources that account for its generally poor quality. Nuuanu and Kapalama Streams contribute sediment deposits, industrial waste and urban runoff. Other pollution sources are oil refinery activities, numerous storm drains, thermal pollution, effluent from a marine research center, and ship activity within the harbor.

3.2 Human Environment

3.2.1 Archaeological and Historic Resources

According to “An Archaeological Monitoring Plan for Kakaako Community Development District Improvement District 10” by Tony Bush, B.Ed. and Hallett H. Hammatt, Ph.D. (2002), the Mauka Area became a focus of archaeological work during the 1980s resulting from the construction of local and federal government buildings and by the State-planned redevelopment of the area. The report states that the Mauka Area “is... relatively rich in the remains of 19th century Honolulu, of prehistoric Hawaiian life, and of the ethnic influx from the late 1800s until 1940.” The report claims that one of the single most striking archaeological deposits and the one that the authors “assign the highest priority” is the 1853 Honuakaha Cemetery fronted by South Street and bisected by Queen Street. The report further predicts that burials will be found throughout the subject site, many from the pre-1853 epidemics. Additionally, the authors expect the chance of alii burials is high.

- Although the Mauka Area is one of the earliest urbanized areas in Honolulu, many sites of significance have been retained. HCDA recognizes the importance in preserving these sites to provide present and future generations with an understanding of Hawaii’s history and uniqueness. Further, the preservation,

restoration, and the use of historic sites are very important from an economic standpoint as doing so promotes the uniqueness of Hawaii's history.

3.2.2 Cultural Practices and Traditions

Potential impacts to Native Hawaiian practices, culture, and traditions shall be considered in a cultural assessment to be completed for the Draft SEIS. The cultural impact assessment will address the potential for people who may utilize the Mauka Area to conduct traditional cultural practices for subsistence and religious purposes.

3.2.3 Traffic

The revised Mauka Area Plan includes a summary of transportation facilities and services, addressing transit, automobile, bicycle, and pedestrian modes of travel. Following is a summary of existing conditions based upon an assessment of travel conditions and review of existing public transportation system.

Transit Service

Due to the proximity of the project area to downtown Honolulu, many of the routes serving downtown also provide service to the Mauka Area. A total of 21 routes penetrate the Mauka Area or operate on the streets on its outer boundary, making it one of the most transit-accessible locations in the City. Four routes provide high-frequency service (headways of 15 minutes or less during peak periods), while a dozen or so additional routes provide service at least every half hour during peak times.

Automobile Travel

According to the Oahu Metropolitan Planning Organization (OMPO) model forecast for 2025, assuming no improvements in the subject site, 12 roadway segments would exceed peak hour capacity by 2025. The year 2000 data showed that peak hour traffic at three of the 12 locations already exceeds road capacity – South Street makai of King Street, Cooke Street makai of Kapiolani Boulevard, and Ala Moana Boulevard. Much of the road congestion occurs during the morning and evening peak hours.

Pedestrian Travel

Most of the major streets in the Area are considered as a "Pedestrian Tolerant Environment," wherein walking is technically safe in the areas and corridors. However, the land use patterns are such that little walking activity is likely to be generated. Pedestrian Tolerant environments provide pedestrian facilities, but include a very minimal level of accommodation.

An exception to the classification is Central Kakaako, laden with small lots (defined as measuring less than 20,000 square feet) and industrial uses. The area is considered as a "Pedestrian Intolerant Environment" where walking is unsafe and unattractive. This condition may be due to lack of pedestrian accommodations and/or dominance by automobile traffic and auto-oriented uses.

3.2.4 Noise

According to a noise study prepared in 1989, the three main sources of noise included: traffic, industrial equipment, and aircraft. The Mauka Area encompasses a wide range of land uses, from entertainment center to light industrial uses, as well as residential

development, and park and open spaces. Existing noise source that may affect the Mauka Area include: aircraft noise from the Honolulu International Airport; traffic noise; construction noise; and industrial uses.

3.2.5 Air Quality

Air pollution is caused by many human-induced and natural sources. There are industrial sources of pollution, such as power plants and refineries; mobile sources, such as cars, trucks, and buses; agricultural sources, such as cane burning; and natural sources, such as windblown dust and volcanic activity. Most commercial, industrial, and transportation activities and their associated air quality effects occur on Oahu, where two of the state's nine monitoring stations are situated near the Mauka Area. One of these is located on the two sites are at the roof of the Department of Health building at Kinau Hale and the second station is at the University of Hawaii's Anuenue Fisheries near the entrance to the Sand Island State Recreation Area. Both sites contain National Air Monitoring Station (NAMS) as well as State and Local Air Monitoring Stations (SLAMS). The Kinau Hale SLAMS measures population exposure to carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and particulate matter (PM_{2.5} and PM₁₀); the Sand Island SLAMS measures population exposure to ozone (O₃) and particulate matter (PM_{2.5}).

Generally speaking, air quality in the State of Hawaii is one of the best in the nation, and criteria pollutant levels remain well below state and federal ambient air quality standards. According to the State of Hawaii, Department of Health's "Annual Summary of 2006 Hawaii Air Quality Data", the pollutants measured between 2002 through 2006 at Kinau Hale and Sand Island SLAMS are below state and federal standards (in parentheses):

- PM₁₀ – Kinau Hale: 14ug/m³ (50ug/m³);
- PM_{2.5} – Kinau Hale: 3.8ug/m³, Sand Island: 5.2ug/m³ (15ug/m³);
- SO₂ – Kinau Hale: 1.4ug/m³ (80ug/m³);
- CO – Kinau Hale: 1000ug/m³ (state standard: 10,000ug/m³, federal standard: 40,000ug/m³).

Any impacts on air quality associated with the proposed Mauka Area would likely be related to construction and automobile-induced traffic. Traffic emissions may contribute to elevated pollutant levels along major corridors. Because the City and County of Honolulu is within a single Metropolitan Statistical Area (MSA), the anticipated impact of air quality by the proposed build-out of the Mauka Area is anticipated to be similar to, or in some instances less intense than, those cited in previously accepted EIS and/or studies.

3.2.6 Open Space, Recreational, and Visual Resources

Today, the Mauka Area contains approximately nine acres of existing park space provided in public as well as privately dedicated parks. Mother Waldron Playground is a three acre park listed on the National Register of Historic Sites primarily due to the Art Deco features of its park facilities. When completed, Queen Park will be a two acre passive recreational park that traverses Queen Street between Waimanu and Kamakee Streets. Two private passive parks, which are open to the public were developed in conjunction with planned development projects as dedication. One is located on the corner of Kawaiahao and Cooke Streets and the other is part of the Waterfront Plaza project along Ala Moana Boulevard. In addition to public parks, private developments

are required to provide on-site recreational space. There have been 17 acres of such space developed in the Mauka Area.

Scenic resources within the study area include landmarks, significant views and vistas, and view corridors. Below is a list of the National Historic Landmarks and views that are protected by policy and/or are considered to be significant scenic resources based on their scale and prominence within the visual environment.

Identified Resources

National Historic Landmarks

Significant Views and Vistas

Protected Area / View

Kawaiahao Church and Mission Houses

Koolau Mountains

Downtown Skyline

Kakaako Waterfront Park

Kewalo Basin

3.3 Infrastructure and Utilities

3.3.1 Roadways

At present, only two street classifications exist in the Mauka Area: major and local, with rights-of-way of 40 feet to 100 feet, respectively, with sparse on-street parking. Since inception of HCDA's Improvement District Program, approximately 50% of the Mauka Area's roadways have been reconstructed to meet City and County of Honolulu's standards. Current standards are typically weighed in favor of fast and efficient movement of vehicles, often to the detriment of pedestrian travel.

3.3.2 Wastewater

The wastewater collection system servicing the Mauka Area is a gravity pipe (sewer) system of smaller to larger diameter sewer branches collecting at the Ala Moana Pump Station where the wastewater is pumped to the Sand Island Wastewater Treatment Plant (SIWTP) for processing and disposal to the Pacific Ocean. The City and County of Honolulu, Department of Environmental Services maintains the existing sewer system and operates the SIWTP. Under HCDA, approximately 50% of the original sewer system installed in the 1930s has been replaced under improvement district projects.

3.3.3 Hydrology, Drainage, and Water Supply

The drainage system servicing the Mauka Area is a gravity flow system consisting of catch basins (collects storm water runoff from the roadway), underground piping, box culverts, and drain manholes. Most of the major drainage structures are located within the major Mauka-Makai thoroughfares.

The water supply to the Mauka Area originates from wells and tunnels or shafts. The water is conveyed through pump stations and storage reservoirs through transmission lines, and distributed through a network of pipes (water mains and service laterals). The existing water distribution system servicing the study area consists of a looped system of underground water mains varying from six to 20 inches in diameter. The larger mains (12 inch and larger) lie below the perimeter streets (Ala Moana Boulevard, Punchbowl, South King, Piikoi, and Kapiolani Boulevard). The larger mains also lie along primary streets (Cooke, Ward, Kamakee, and Pensacola). The smaller mains lie along the interior remaining streets. Although there maybe water lines in the Mauka Area installed in the

1930s, much of these piping were replaced under the HCDA's improvement district projects.

3.3.4 Power and Utilities

Electricity

The primary source of electricity service on the island of Oahu is generated by Hawaiian Electric Company (HECO) power plants. Electricity generated at the power plants is transmitted via high voltage above ground transmission lines to the Kakaako area. Transformers in substations step the high voltage down to usable levels for consumer equipment and appliances. Secondary feeds from the transformers are wired via underground conduits and handholes/vaults to customers.

Cable

Oceanic Time Warner Cable (OTWC) provides CATV service to the Mauka Area via coaxial and fiber cables aerial and underground within and around the Mauka Area. The aerial facilities are on joint poles. OTWC is responsible to service the public demand in accordance with State Public Utilities Commission (PUC) regulations.

Telephone

Hawaiian Telcom owns and operates the Mauka Areas telephone system. Existing trunklines are routed in underground raceways and overhead lines. Hawaiian Telcom is responsible to service the public demand in accordance with the State PUC regulations.

Gas

The primary source of gas for the Honolulu area is The Gas Company. Through a network of distribution lines gas is transmitted throughout the Mauka Area via service laterals. The Gas Company is responsible to service the public demand in accordance with the State PUC regulations.

3.4 Socio-Economic Conditions

3.4.1 Population

Based on 2000 Census data, Tracts 36, 37, and 38, which make up Kakaako-Ala Moana neighborhood, have a combined population of 8,992 persons. The population change from 1990 to 2000 is relatively substantial considering the County population change is 4.56 percent. Relevant Mauka Area population characteristics are shown in Table 4-1.

The resident population in the Mauka area can be characterized as slightly older than the County as a whole and household size is generally smaller than the County. The tracts are also below the County average of 2.95 persons per household.

	Sheridan		Ala Moana	Kakaako		Total Tract Population	Honolulu County
Census Tracts	Tract 36.01.1	Tract 36.01.2	Tract 37.1	Tract 38.1	Tract 38.2	-	-
2000 Population	969	1,407	3,745	2,403	468	8,992	876,156
1990 Population	898	1,576	2,342	690	0	5,506	836,231
Percent Change	7.33	-12.01	37.46	71.29	100	36.83	4.56
2000 Median Age	39.4	39.4	39.9	42.2	42.2	-	35.7
2000 Household Size	2.0	2.0	1.91	1.73	1.73	-	2.95

Source: 1990 / 2000 Population Census

3.4.2 Land Ownership

The Mauka Area encompasses a total of approximately 450 acres, of which approximately 90 acres are owned by the State of Hawaii and the City and County of Honolulu. Utility companies own 14 acres. The remaining balance of lands are under private ownership, of which the General Growth Properties own 66 acres, and the Kamehameha Schools own 57 acres, including four blocks in the Kakaako Makai Area. Small parcels, defined as measuring less than 20,000 square feet in size number approximately 200 parcels in Central Kakaako and 90 parcels in the predominantly residential Sheridan tract.

3.4.3 Land Use

As shown in Figure 2-1, mixed-use development is a dominant form of land use in the Mauka Area. Existing land uses include Mixed-Use Zone–Commercial, Mixed-Use Zone–Residential, Mixed-Use Residential-A, PARK, and PUBLIC. The existing Mauka Area Plan encourages horizontal and vertical mixed-use development in order that prime urban land in the Mauka Area may be maximized.

3.4.4 Public Services

School Facilities

Primary and secondary public schools that serve the project area are Kaahumanu Elementary School, Central Intermediate School, and McKinley High School. One private and two charter schools are also located within the Mauka Area. Current school facilities servicing the Mauka Area are adequate to accommodate some increase in the school age population. Currently, the Mauka Area Plan designates a portion of the former Pohukaina School site as a future school site.

Police, Fire Protection, and Medical Services

Police protection services are provided by the Honolulu Police Department, District 1, Central Honolulu. District 1 covers the downtown Honolulu area from Liliha Street to Punahou Street and from Round Top Drive to Ala Moana Beach, including Aloha Tower. Fire and ambulatory service is provided through the Honolulu Fire Department’s Kakaako, Pawaa and Central Stations.

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Major medical service facilities in the vicinity of Kakaako include Queen's Medical Center located on the corner of Beretania and Punchbowl Streets, and Straub Clinic and Hospital located on the corner of King Street and Ward Avenue.

4 POTENTIAL IMPACTS AND MITIGATION MEASURES

The Draft SEIS will include a comprehensive analysis of the potential short and long-term impacts of the proposed revisions to the Mauka Area Plan and Rules. Short-term impacts are generally construction related and prevail for the duration of the construction period. Long-term impacts are those that result from completion of the revised Mauka Area Plan.

4.1 Natural Environment

4.1.1 Topography, Geology, and Soils

Kakaako's soils and geology may affect the costs of constructing new building foundations. Foundations built in areas where substrata defined as "poor" will require more extensive support systems.

4.1.2 Flood and Natural Hazards

As shown in the Federal Flood Insurance Rate Map (Figure 3-1), the Mauka Area contain zones A and AE, which are in the Special Flood Hazard Area. Zone A may be inundated by a 100 year flood with no base flood elevation determined, whereas Zone AE may be inundated with a base flood elevation of four feet mean sea level. Proposed developments within the flood hazard area shall comply with the flood hazard district development requirement of the City's Land Use Ordinance.

4.2 Human Environment

4.2.1 Archaeological and Historic Resources

Designated historic resources in the Mauka Area are proposed for protective status; therefore no significant adverse impacts are anticipated as a result of the revised plan.

Since the Mauka Area has been identified as containing a significant amount of burial sites, in the likely event that iwi (remains) are encountered, activities in the immediate area shall be stopped; remains shall be left undisturbed; and the State Department of Land and Natural Resources, Historic Preservation Department and the corresponding County Police Department shall be contacted. -

4.2.2 Transportation

In the short-term, construction related activities may slow automobile travel and cause delays. The Draft SEIS shall measure the extent of known projects and subsequent adverse impacts on the existing automobile travel, and propose appropriate mitigation measures.

The eventual build out of the Mauka Area may result in a significant impact to existing automobile travel by adding more cars on the roads penetrating the area, thereby affecting the through traffic and commutes within the Mauka Area. The revised Mauka Area Plan proposes a multi-modal transportation plan that includes provisions for different modes of transportation designed to move people and goods safely. The Transportation Plan developed in conjunction with the draft SEIS includes provisions for pedestrians, public transportation (transit and buses), cars and bicycles. The Draft SEIS will examine the full impacts and include mitigation measures.

4.2.3 Noise

One of the short term impacts resulting from implementation of the proposed Plan update are elevated noise levels resulting from construction activities. Pile drivers and rock drills as well as earthmoving equipment such as bulldozers and diesel-powered trucks are anticipated to be the loudest equipment used during construction. As noise levels generated by construction related activities are anticipated to exceed allowable limits, a permit must be obtained from the DOH. The DOH may grant permits to operate vehicles, construction equipment, and power tools that emit noise levels in excess of allowable limits.

4.2.4 Air Quality

Any impacts to air quality are expected to be short-term stemming from construction related activities. Impacts from fugitive dust would be mitigated by complying with the provisions of the DOH, Hawaii Administrative Rules, Chapter 11-60.1 “Air Pollution Control”. Possible mitigative measures include erecting dust screens, watering down loose soil, and establishing temporary groundcover. In addition, all construction equipment must meet the requirements of State emission control laws in order to mitigate the effects of construction air quality.

4.2.5 Open Space, Recreational, and Visual Resources

In the event that a significant number of parcels are built to the maximum allowable height, mauka views of the Koolau mountains, as seen from the vantage points identified in the proposed updates to the Plan, from the Diamond Head end of Kakaako Waterfront Park and from the Ewa end of Kewalo Basin Park, may be impacted. Design guidelines will ensure that development projects integrate with scenic surroundings and incorporate measures to alleviate blocking important views. The Draft SEIS will assess potential view obstructions and include mitigation measures aimed at avoidance.

4.3 Infrastructure and Utilities

4.3.1 Hydrology and Drainage

During the short-term construction period, storm runoff may carry increased amount of sediment into the storm drain systems due to erosion from exposed soils. This runoff could potentially impact the water quality of nearshore waters in the area. Adherence to the requirements of the City & County of Honolulu’s grading ordinance should mitigate this impact. Pursuant to Section 11-5-34.08(b) Administrative Rules of the State Department of Health (DOH), a National Pollutant Discharge Elimination System Permit for construction storm water discharges would be required for areas greater than one acre where soil disturbance (such as clearing, grading and stockpiling) is anticipated. A Drainage and Erosion Control Plan would be required, including specification of best management practices, to minimize impacts from the discharge and runoff and pollutants from construction activities.

4.3.2 Power and Utilities

Housing and commercial activities will likely increase demand on utilities including roadways, electricity, and water, as well as sewage systems. However, sustainable design criteria and guidelines would be established to promote sustainable practices that reduce waste, conserve energy, and increase efficiency. The Draft SEIS will examine the full impacts and include mitigation measures to address these potential impacts.

5 NO-ACTION ALTERNATIVE

The No-Action Alternative is a continuation of the existing Mauka Area Plan and Rules, which has not been revised since its inception in 1982. While the original vision of a mixed-used community is still valid, the existing Mauka Area Plan does not support HCDA's current vision of creating a live, work, shop and play community. The existing Mauka Area Plan proposes the construction of a network of pedestrian and park spaces atop building podiums 45 feet above the ground. Superblock developments and Planned Developments with tower footprints of 16,000 square feet and 400-foot height limits would continue to be permitted with no required studies demonstrating the mass orientation, scale in comparison to adjoining uses, or view impacts at the street level or from distant locations. The roads would continue to be oriented for automobile use rather than designed with pedestrians and bicyclists in mind. Under the No-Action Alternative, the existing street, pedestrian, and building form would continue to evolve with no reference to their symbiotic relationship in creating a sustainable *live, work, shop and play* urban village. Any adverse or beneficial impacts that could be mitigated or created by the Proposed Action/Preferred Alternative would not be generated. A detailed description of the No-Action Alternative and its relative impacts will be provided in the Draft SEIS.

6 PARTIES TO BE CONSULTED FOR PREPARATION OF THE DRAFT SEIS

Copies of the SEIS Preparation Notice will be sent to the agencies, organizations, and individuals listed below with a request for their comments on the proposed project. All written comments and responses will be included in the forthcoming Draft SEIS.

Federal Agencies

Department of Agriculture, State Conservationist
Department of Interior, US Geological Survey
Department of Interior, Fish & Wildlife Service
Environmental Protection Agency Pacific Islands Contact Office
National Marine Fisheries Service
US Army Corps of Engineers, Pacific Ocean Division
US Coast Guard, 14th Coast Guard District

State Agencies

Department of Accounting and General Services
Department of Agriculture
Department of Business, Economic Development & Tourism (DBED&T)
 DBED&T, Energy, Resources & Technology Division
 DBED&T, Housing Finance and Development Corporation
Department of Defense
Department of Education
Department of Hawaiian Home Lands, Chairman
Department of Health, Environmental Planning Office
Department of Land and Natural Resources, State Historic Preservation Department
Department of Transportation
Legislative Reference Bureau
Oahu Metropolitan Planning Organization
Office of Hawaiian Affairs
Office of Planning
University of Hawaii at Manoa (UH Manoa)
 UH Manoa, Environmental Center
 UH Manoa, John A. Burns School of Medicine
 UH Manoa, Marine Programs
 UH Manoa Water Resource Research Center

Elected Officials

City Council Member Ann Kobayashi (District 5)
City Council Member Charles Djou (District 4)
City Council Member Rod Tam (District 6)
Representative Karl Rhoads (District 28)
Representative Tom Brower (District 23)
Senator Carol Fukunaga (District 11)
Senator Gordon Trimble (District 12)

City and County of Honolulu

Ala Moana/Kakaako Neighborhood Board

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Board of Water Supply
Department of Environmental Services
Department of Design & Construction
Department of Community Services
Department of Emergency Services, Oahu Civil Defense
Department of Facility Maintenance
Department of Parks & Recreation
Department of Planning & Permitting
Department of Transportation Services
Honolulu Fire Department
Honolulu Police Department

Public Utilities

Hawaiian Electric Company, Inc.
Hawaiian Telecom
Oceanic Cable

Other Interested Parties

American Lung Association, Environmental Health
Honolulu Star Bulletin
Honolulu Advertiser
Sun Press
Kakaako Improvement Association
General Growth Properties
Kamehameha Schools
Outdoor Circle
Servco Pacific