DRAFT ENVIRONMENTAL ASSESSMENT

WAIKIKI LANDING

HONEY BEE USA, INC.
ALA WAI HARBOR FAST LANDS PROJECT

Parcel 1 (Boatyard Repair Site)
TMK: (1) 2-6-10:5 and 16 and a portion of (1) 2-6-10:3

Parcel 2 (Fuel Dock Site)
TMK: (1) 2-3-37:20

DRAFT ENVIRONMENTAL ASSESSMENT STATEMENT
WAIKIKI LANDING

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Section I

Draft Environmental Assessment

I. GENERAL INFORMATION

A. APPLICANT

Honey Bee USA, Inc.
c/o Kiuchi, Nakamoto & Tanaka
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ASB Tower, Suite 1090
Honolulu, HI 96813
Tel.: 521-7465

B. RECORDED FEE OWNER

State of Hawaii, Dept. of Land and Natural Resources
Division of Boating and Ocean Recreation ("DOBOR")
333 Queen St., Suite 300
Honolulu, HI 96813
Tel.: 587-1973

C. AGENT

Kiuchi, Nakamoto & Tanaka
Keith M. Kiuchi, Esq.
1001 Bishop Street
ASB Tower, Suite 1090
Honolulu, HI 96813
Tel.: 521-7466

D. APPROVING AGENCY

Department of Transportation, Highways Division
Aliiaimoku Building
869 Punchbowl St., Room 513
Honolulu, HI 96813
Tel.: 587-2220

E. TAX MAP KEY AND LOT AREA

Parcel 1 (Boatyard Repair Site)
TMK: (1) 2-6-10:5 and 16 and a portion of (1) 2-6-10:3
Area: 38,369 sq. ft. (per tax maps)[1]

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[1] Per a survey map completed by R.M. Towill, which is included with the building drawings that are attached, the area being developed is 45,694 sq. ft. (1.049 acre). The discrepancy can be explained by Honey Bee's use of a strip of land between the former Ala Wai Marine, Ltd. parcel and the sidewalk along Ala Moana Blvd. (Lot 120 as shown in Exhibit "L") that is a right-of-way for the Dept. of Transportation and will be used by Honey Bee as part of this project. Honey Bee will also lease from the state additional land of 1,698 sq. ft. that is part of Parcel 3.

Parcel 2 (Fuel Dock Site)
TMK: (1) 2-3-37:20
Area: 15,199 sq. ft.

F. AGENCIES CONSULTED IN MAKING ASSESSMENT

Dept. of Planning and Permitting ("DPP")
City and County of Honolulu

Department of Public Works
City and County of Honolulu

Department of Transportation Services
City and County of Honolulu

Department of Wastewater Management
City and County of Honolulu

Board of Water Supply
City and County of Honolulu

Honolulu Police Department
City and County of Honolulu

Honolulu Fire Department
City and County of Honolulu

Department of Transportation
Harbors Division
State of Hawaii

Hawaiian Electric Company

II. PROJECT DESCRIPTION

A. GENERAL DESCRIPTION OF PROJECT

1. Brief Project Narrative

The Ala Wai Boat Harbor is the largest recreational harbor in the State of Hawai`i, sitting at the gateway to Waikiki. Recognizing that the fast lands in this harbor were underutilized for far too long and desiring a developer that would build a commercial development that would provide both revenue and upgraded facilities that support the harbor, the Dept. of Boating and Ocean Recreation of the Dept. of Land and Natural Resources, State of Hawaii ("DOBOR") issued a Request for Qualifications/Request for Proposal for the Ala Wai Boat Harbor Fuel Dock

and Haul-Out/Repair Sites (the "RFP") for the development of two non-contiguous parcels of fast lands in this harbor. Honey Bee USA, Inc. ("Honey Bee") was selected as the developer in this RFP process and will, upon obtaining all permits, receive a 55-year lease from DOBOR. Honey Bee's development proposal, called "Waikiki Landing", is a project that strikes a balance between providing for the public needs of the harbor and creating a vibrant maritime commercial center that will serve to bring people to the harbor and provide the state with a fair rent that will be used to repair small boat harbors throughout the state. The project provides for the public needs with a fuel dock, a haul-out boat repair facility, commercial spaces that are accessory to the harbor's marine activity, support services for harbor residents such as wireless internet access, and government facilities with an observation deck and storage space for DOBOR. The project also offers the public two multi-function spaces that will be used as wedding chapels and meeting halls. The sites in this project are the Boatyard Repair Site (TMK: (1) 2-6-10:5 and 16 and a portion of (1) 2-6-10:3, hereafter referred to by their parcel number), which is located on Ala Moana Blvd., and the Fuel Dock Site (TMK: (1) 2-3-37:20), which is located on Mole "B"[2] of the Ala Wai Boat Harbor and is presently the site of a convenience store and fueling station.

The objective of the RFP issued by DOBOR was to upgrade the fuel dock and haul-out repair facilities and to improve these marina support facilities and services. These services are critical to the boating community in the Ala Wai Boat Harbor (See, Exhibit "W"). DOBOR also stated in the RFP that it was "seeking to improve its return on these lands and is seeking increased lease rent revenues from the redevelopment of these two sites." Honey Bee's proposal meets both objectives. The proposal will build facilities that will integrate with the boat harbor and create attractive public areas that feature architectural components compatible with both the area's natural beauty and urban location, creating a commercial development that is functional and attractive. The proposal maximizes the use of the valuable location of the land sitting at the gateway to Waikiki, giving a reasonable return from the site to the State of Hawaii while enhancing maritime services for the unique boating community at the Ala Wai Boat Harbor.

Honey Bee proposes to build two buildings on the Boatyard Repair Site, one being a three-story building (the "Boatyard Building") that will house three floors of commercial shops and restaurants, and the other being a two-story building alongside the Ala Wai Channel that will be used as a wedding facility (the "Canoe House").[3] A boat repair facility will continue to operate on the site, but will be upgraded and will feature a state-of-the-art pollution filtration system. The Fuel Dock site will have a two-story building called the Diamond Vista Building[4] with a two-story observation deck on the top of the building. The building will house businesses on the first floor that will serve the Ala Wai boating community and a wedding chapel on the second floor and will derive one-third of its energy needs through solar energy. The two-story observation deck will give DOBOR staff the opportunity to view the entire harbor and will act as

[2] A "Mole" is a massive, usually stone wall, constructed in the sea, used as a breakwater and built to enclose or protect an anchorage or a harbor.

[3] Honey Bee has named this the "Canoe House" because the building will be used as a meeting place and in South Pacific cultures the canoe house was often used as the meeting place in each village.

[4] The building at the Fuel Dock is named the "Diamond Vista Building" because of its view of Diamond Head in the distance and because the building design is an angular shape.

a focal point in the harbor. Honey Bee also intends to lease submerged lands from DOBOR. The docks next to these submerged lands will be renovated and Honey Bee will lease out 16 newly renovated boat slips, with two of these slips being used by the boat repair facility.

2. Site Description

a. Boatyard Repair Site

The Boatyard Repair Site was used as a haul-out boat repair facility through February, 2009, with the majority of the property having been used for those purposes since April 27, 1953 (Exhibit "N"). The Boatyard Repair Site consists of portions of five parcels, which, along with a sixth parcel, were made public land as part of the Ala Wai Boat Harbor in Executive Order No. 2575 (Exhibit "C"). These parcels are: (a) Lot 119-A as shown on Map 54 of Land Court Application 852 ("Lot 119-A"), (b) Lot 1-A as shown on Map 4 of Land Court Application 1092 ("Lot 1-A"), (c) a portion of Grant 2789 to W.L. Moehonua (transferred to the Territory of Hawaii by deed dated May 29, 1920, and recorded at Book 554, Pages 377-383) ("Grant 2789")[5], (d) a portion of the "former underwater area of Kalia Fishery transferred to the Territory of Hawaii by Presidential Proclamation No. 1856 dated October 27, 1928" ("Kalia Fishery Parcel") and (e) a portion of the underwater area transferred to the Territory of Hawaii by Public Law 85-677, dated August 18, 1958 ("Underwater Parcel 2"). Lot 119-A is a Land Court parcel that was formerly part of Lot 119. Lot 119 was created in the consolidation of Lots 5-A-2-B-1, 5-A-2-A and 5-A-1. Lot 1-A is a Land Court parcel that was formerly part of Lot 1 of Land Court Application No. 1092. Grant 2789 is a recorded parcel in the Bureau of Conveyances. The Kalia Fishery Parcel and Underwater Parcel 2 have never been recorded with either Land Court or the Bureau of Conveyances. The legally recorded parcels do not match up with the tax map key descriptions for these properties. The difference between the boundaries of the legally recorded parcels and the boundaries of the tax map key parcels is illustrated in Exhibit "A" attached hereto, which superimposes the legally recorded parcels over the tax map parcels.

The Boatyard Repair Site was a duck and fish pond prior to the construction of the Ala Wai Canal from 1920 – 1928. George S. Kanahele's history of Waikiki, the text of which was used for the markers on the Waikiki Historic Trail, notes that the entire area, that is from the present Ala Moana Shopping Center to the area around the present Ala Wai Canal, was filled with taro and rice fields and fish and duck ponds and that a barren swampland existed near the shore where Ala Moana Park presently exists. (Exhibit "T"). These vanished after the canal's completion in 1928 and Ala Moana Park was constructed in 1931 to replace the barren swampland (Exhibit "T").[6] A photograph from the *Board of Health Reports, 1900-1906, Part of the Waikiki Reclamation Committee's Report on Why the Area Should be Reclaimed,* shows the area near the Ala Moana Bridge prior to the construction of the Ala Wai Canal (Exhibit "O"). This photograph confirms that the area near the Ala Moana Bridge was a duck and fish pond

[5] The entirety of Grant 2789 to W. L. Moehonua encompasses a large amount of land, stretching from the Ewa side of the Ala Wai Canal through Waikiki up to the intersection of Ala Moana Blvd. and Kalakaua Ave.

[6] Dillingham Construction used the material dredged to construct the Ala Wai Canal to fill in both the land that became Ala Moana Park and the land beneath what is now Ala Moana Shopping Center.

prior to 1920. The underwater lands were filled by 1934 as they appear as land on the Land Court map issued in that year (Exhibit "H").

After the construction of the Ala Wai Canal most of the Boatyard Repair Site became a public park. A 1934 Land Court Map for Land Court Application No. 852 (Exhibit "I") shows that the entire Ewa side of the Boatyard Repair Site (including Lot 5-A-1) is a Public Park, as declared by Executive Order 569. The Diamond Head side of the Boatyard Repair Site also became a public park, but several years later. Lots 5-A-2-A and 5-A-2-B-1 of Land Court Application No. 852 (which would later become Lot 119) and Lot 1 of Land Court Application No. 1092 were acquired by the City and County of Honolulu for "park and playground purposes" from Bishop Trust Co., Ltd., Trustee for the Hobron Land Trust, by a "Final Order of Condemnation" dated February 17, 1937 (See, note in the bottom left hand corner of Exhibit "J", which is Map 2 of Land Court Application No. 1092).[7] A 1927 photograph of the site (Exhibit "P") shows no buildings on the site.[8] Map 1 of Land Court Consolidation No. 32, dated September 15, 1947 (Exhibit "K"), shows that the land was still owned by the City and County of Honolulu in 1947. Lots 5-A-2-A, 5-A-2-B-1, and Lot 1 were all conveyed to from the City and County of Honolulu to the Territory of Hawaii on January 14, 1949. This is evidenced by the Certificate of Title issued on that date to the Territory of Hawaii (Exhibit "F"; a second Certificate of Title, Exhibit "G", was issued to the state in 1967 for Lot 119). So at least from 1937 through 1949 the entire Boatyard Repair Site was used as a public park. But while it was used as a park a 1947 photograph shows several buildings on the Boatyard Repair Site (Exhibit "Q").[9] The presence of these buildings and the jog in the land that was probably used as a boat slip (See, Exhibit "H"), lead to the conclusion that at some point the property was no longer a park and became a maritime commercial center. The abundance of small boats parked along the Ala Wai Canal in 1947 (See, Exhibit "Q") supports this theory. It is also likely that the construction of the Ala Wai Boat Harbor, which occurred sometime between 1936 and 1947, resulted in these parcels being used for activities that supported the harbor.[10] As noted below, there were maritime businesses in this area at the time of the April 27, 1953 license between the Board of Harbor Commissioners and Ala Wai Boat Works, Ltd. (Exhibit "N", the "1953 Lease").

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[7] As noted in Exhibit "J" one of the reasons for the condemnation by the City was to give Lot 1 access to Ala Moana Blvd. The fact that the property was condemned addresses community concerns that the Boatyard Repair Site was subject to some trust provision of the Hobron Trust. Since the property was obtained through condemnation there would have been no condition in any deed placed by the Hobron Trust.

[8] This 1927 photograph, taken after the completion of the Ala Wai Canal (Exhibit "P"), is from an article entitled *Scientific Studies and History of the Ala Wai Canal, an Artificial Tropical Estuary in Honolulu*, by Craig R. Glenn and Gary M. McMurtry, published in Pacific Science (1995), vol. 49, no. 4: 307-318.

[9] This photograph is a collection of photographs owned by Thomas Robison of Portland, OR.

[10] The actual construction date of the Ala Wai Small Boat Harbor is a mystery. The last land court map that shows the "deep water channel" where the harbor is now located and a beach where the frontage road to the harbor is now located is dated in 1936 (Exhibit "J"). The 1927 photograph (Exhibit "P") shows sand being dredged where the harbor was eventually located. The harbor clearly existed as of 1947, based upon the 1947 aerial photograph (Exhibit "Q"), which shows at least one row of boats in place of where the "beach" was located. By the 1947 land court map (Exhibit "K") the beach is gone and parcels created in its place. George S. Kanahele's history of Waikiki (Exhibit "V", Pg. 1) stated that the area fronting the Ilikai Hotel was plentiful with fish until the early 1930's. Based upon the foregoing it is likely that the Ala Wai Small Boat Harbor was built sometime between 1936 and 1947.

After the Territory of Hawaii assumed control of the entire property in 1949 it was used to house several small businesses which supported the harbor. These businesses are described in the 1953 Lease, which states that Ala Wai Boat Works was required to "provide space suitable for Tom's Canvas Shop . . . and space suitable for K. Sumida, Patterson's Ship Chandlery and E. R. Simmerer and shall also contact Tada's Lure and Tackle Shop and the Hawaii Yacht Club as to whether they will want space in said building." The existence of Tada's Lure & Tackle Shop is also verified by historical pictures (Exhibit "R"). Fisherman weighed their catch at Tada's as shown in these two historical photographs. Another historical photograph, taken during the 1952 Kamchatka earthquake, shows the area just off of the Boatyard Repair Site (Exhibit "S"). This photograph shows small boats being moored in the area, consistent with the photograph that is Exhibit "Q" and shows a cemented area on the Ewa side of the Boatyard Repair Site. This supports the other evidence that the Boatyard Repair Site from 1947 - 1953 was a commercial maritime area where these small boats would go for services. The adjoining parcel, parcel 16, housed the Harbor House Café, was described in the 1953 Lease (Exhibit "N"). The Harbor House Café restaurant building is shown on the diagram on Executive Order 2575 (Exhibit "D"). This restaurant also had a storage building, which was torn down and described in the 1953 Lease. The buildings on the property are outlined in the map attached to Executive Order No. 1795 (Exhibit "G"). The Harbor House Café was, as described in the 1968 Ala Wai Boat Harbor Master Plan completed by Donald Wolbrink and Associates, Inc., an "old mama-san's restaurant which used to be located in the Ala Wai Marine, Ltd. building" (See, Exhibit "V").

Tada's and some of the other small businesses closed in 1953 when parcel 5 was leased to Ala Wai Boat Works, Ltd. (the predecessor in interest of Ala Wai Marine, Ltd.) on April 27, 1953 as a haul-out boat repair facility (1953 Lease, Exhibit "N"). Harbor House Café continued to operate on Parcel 16 until the late 1960's when it was leased to Ala Wai Marine, Ltd. under a revocable permit.[11] The Boatyard Repair Site (both Parcel 5 and Parcel 16) was used as a haul-out boat repair facility through February, 2009.

The proposed development also includes land that was not leased to Ala Wai Marine but is a part of the proposed development. This land, Lot 120 of Land Court Application No. 852, is between an existing tile wall on Parcel 5 and the sidewalk on Ala Moana Blvd. and is owned by the State of Hawaii under the jurisdiction of the Dept. of Transportation. This strip of land is used as a right-of-way to access the area beneath the Ala Moana Bridge.[12] Honey Bee will provide the state with acceptable access to area. There are no known Underground Storage Tanks ("UST") on the site. The history of the site shows no prior use as a fuel facility. The entire project area for the Boat Repair Site is 45,694 sq. ft. The site is bordered on the Diamond

[11] The 1971 survey map that accompanied Executive Order 2575 (Exhibit "D") shows an "Old Restaurant Building" that was still on Parcel 16. Exhibit "B" also shows that Ships Unlimited, Ltd. had a revocable permit for a portion of the area (which is not a part of the Boatyard Repair Site) in 1971. The 1968 Master Plan (Exhibit "V") describes the Harbor House Café in the past tense, meaning that it had probably closed by 1968.

[12] The project will also include a portion of Parcel 3 that is presently five parking stalls next to a public bathroom. Honey Bee has made a proposal to the state, outside of the RFP, to lease this portion of Parcel 3 as a "remnant parcel". While the use of this portion of Parcel 3, which does not include the public bathroom, requires the approval of the Board of Land and Natural Resources, it has been included in this request.

Head side by a road owned by the state, and further Diamond Head of the road is the Hawaii Prince Hotel. The road is a part of Parcel 3 and the City real property tax division lists its use for resort and hotel purposes despite its Public precinct zoning. The parcel next to Parcel 3, TMK 2-6-10:15, is also zoned Public precinct but is a part of the Hawaii Prince Hotel (the lawn area on the Ewa side of the Hawaii Prince Hotel building and the porte cochere on the makai side of the hotel are in Parcel 15). Adjacent to the Ewa side of the site is the Ala Wai Channel. Next to the mauka side of the site is Ala Moana Blvd. The parcels on the mauka side of Ala Moana Blvd. are zoned Resort commercial. The makai side of the site presently has five parking stalls and a public bathroom. As noted in the footnote below, Honey Bee and the state are discussing an arrangement under which Honey Bee will lease this area. This area is included in the project site in the attached site plans. Makai of this area are work docks that are owned and used by the state which will not be leased by Honey Bee. There will be a 5-foot wide concrete sidewalk between the work docks and the project site, which will allow access to these work docks.

b. Fuel Dock Site

The Fuel Dock Site was constructed sometime between 1959 and 1963 at the end of a 1,300-foot long former seawall. A single-story building was constructed on the site in 1962 (City and County building permit records) and an August 23, 1962 lease shows that the site was operated as a fueling facility since that date. The site continues to be operated as a fueling facility and convenience store. The site has had USTs but they were all removed in September, 1987. Attached as Exhibit "U" is a January 12, 2004 Phase I Environmental Study done by BEI Environmental Services ("1994 BEI Report") showing that there are no releases from the USTs (Pg. 11, Exhibit "U").[13] The BEI report also shows that the site formerly had a cesspool, which has long been filled in (Pg. 17, Exhibit "U"). This site is 15,199 sq. ft. and is zoned Public precinct by the City, and designated as Urban by the State. The present tenant on this site, who is a tenant under a month-to-month lease, is Magic Island Petroleum, Inc.

3. Proposed Operations

Two buildings will be constructed on the Boatyard Repair Site. The Boatyard Building will house three floors of commercial shops and restaurants. The retail shops in the Boatyard Building will be open from 8:00 a.m. to 11:00 p.m. and the restaurants will be open from 8:00 a.m. to 2:00 a.m. The Canoe House on the Boatyard Repair Site is a two-story facility that will be open for weddings. The Canoe House will be open from 8:00 a.m. to 8:00 p.m., and will not have a restaurant or banquet room. The Fuel Dock Site will have offices and retail spaces that will be open from 7:00 a.m. to 9:00 p.m. The wedding chapel on the second floor of the Fuel Dock Site will be open from 8:00 a.m. to 8:00 p.m.

4. Relation of Parcel to Special Management Area

The Boatyard Repair Site and the Fuel Dock Site are both fully within the Special Management Area. Both sites are beyond the shoreline setback line of sixty feet.

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[13] The 1994 BEI report also states that there was no UST closure report filed because in 1987 these reports were not required at the time. The Hawaii Dept. of Health has stated that they do not intend to perform any site assessment on the former UST site to determine if there were any releases associated with the removal of the USTs.

5. Site Location Map

The Site Location Map is attached as Exhibit "B" in the exhibits. The first page of Exhibit "B" shows the site locations in reference to the Ala Wai Harbor. The second page shows the parcels that constitute the Boatyard Repair Site.

6. Land Use Approvals Required

Honey Bee is applying for a Zoning Variance because the sites are zoned Public precinct and there is some question, because of the intensity of the uses proposed, whether the project uses come within the Public precinct guidelines. Both sites are located in the Waikiki Special District and the Boatyard Repair Site is within the Waikiki gateway area. Because the project proposes the construction of new buildings, a Special District (Major) permit must be issued for both sites. A Conditional Use Permit (Minor) is also needed for the development of the Boatyard Repair Site because three separate tax map key lots will be joined together into a single development pursuant to a Joint Development Agreement and for the Fuel Dock site because that site will utilize off site parking. Grubbing and grading permits will be required for site work, as well as a demolition permit to demolish the existing buildings. Building permits will be required for both sites. A National Pollutant Discharge Elimination System (NPEDS) permit will be required prior to a boatyard repair operation opening for business. DPP approval is also required for a project in Flood Hazard Zone A (Request for Determination in Floodplain District).

B. TECHNICAL CHARACTERISTICS

1. Use Characteristics

a. Boatyard Repair Site

The Boatyard Repair Site sits adjacent to Ala Moana Blvd. at the gateway to Waikiki. Honey Bee's proposal, inspired in part by the 1968 proposed Master Plan for the Ala Wai Boat Harbor (Exhibit "V"),[14] transforms this site from a dated boat repair yard into a maritime commercial center, featuring two buildings: a wedding facility on the makai side of the property (the "Canoe House"),[15] and a three-story commercial building (the "Boatyard Building") on the mauka side of the property fronting Ala Moana Blvd. The site will have a boat repair yard of approximately 10,500 sq. ft. which will be located on the extreme Ewa side of the property and will be upgraded with new equipment to haul out boats and a state-of-the-art filtration system (a

[14] The 1968 Proposed Master Plan for the Ala Wai Boat Harbor was a government project approved by the legislature (See, Exhibit "V"). That project was conceived as a public works project even though it had many commercial elements. This project is different only in that Honey Bee will not undertake the refurbishment of the harbor itself, which was not part of the RFP, and that private money, instead of government money, will create, as the 1968 report stated: "support facilities and services . . . to achieve a "mix" of quality recreation experiences through the optimum use of land and water resources within the harbor complex."

[15] DPP has characterized the proposed use of the Canoe House as a "personal services" operation because it focuses on commercial activity and the use has not been characterized as a meeting facility or a church.

Stormwater RX filtration system) designed to screen out pollutants. Honey Bee will also build a storage area in the boatyard that will be used by the State of Hawai`i for its own storage needs. The Boatyard Building will house three floors of commercial shops and restaurants. The design of the Boatyard Building reflects its location with a Hawaiian maritime design, featuring horizontal siding painted white.[16] The roof will be a Mansard roof with terra cotta tile, designed to hide solar panels and air conditioning units on the roof.

The Canoe House on the Boatyard Repair Site is a two-story facility with a building footprint of approximately 2,253 sq. ft. The first floor of the Canoe House will house offices and dressing rooms. The second floor will have a chapel that will seat 20 - 25 people. The Canoe House will be of a Hawaiian renaissance design, similar to the design of the Moana Hotel with columns ringing the perimeter of the structure. It will retain the characteristics of a wedding chapel while having a Hawaiian sense of place. The Canoe House will be on a landscaped area of approximately 8,000 sq. ft.

b. Fuel Dock Site

The Fuel Dock site has tremendous potential, sitting on a man-made peninsula dock with its view in every direction. Honey Bee redevelops this site from a fuel depot to a maritime center. The first floor will house services that are essential for boat owners in the harbor (mobile fuel tanks, a convenience store, and offices for businesses that complement the harbor such as yacht brokerages) and the second floor will be leased as a wedding chapel and meeting facility, with large windows that take advantage of the site's views of the city. On the roof Honey Bee will build a two-story observation deck of approximately 792 sq. ft. on each floor that will allow DOBOR staff to observe harbor activity in every direction. Outside of the Diamond Vista Building Honey Bee will build facilities for ocean recreation such as kayak racks and surfboard racks. The observation deck allows DOBOR staff to monitor boats as they complete their required "buoy run" and will also serve as a communication center, with a public address system and weather information warning flags. The intent is to give DOBOR the type of observation tower that meets the vision set for this harbor as far back as the 1968 Ala Wai Proposed Master Plan report (Exhibit "V").

2. Physical Characteristics

The physical characteristics of the project, including the building plans and the site plans are attached. Construction on all three buildings will be simultaneous.

3. Construction Characteristics

a. Boatyard Repair Site

The Boatyard Repair Site presently has a vacated two-story building that housed Ala Wai Marine, Ltd. along with two storage sheds and a concrete block building that houses electrical

[16] The term used by Honey Bee is a tribute to the early architecture found near Hawaii's two major harbors, Honolulu Harbor and Lahaina Harbor. The design is similar to Hawaiian Mission architecture featuring wood horizontal siding painted white.

transformers. Honey Bee will demolish all of these structures and relocate the electrical transformers to an area underneath a pedestrian bridge from Ala Moana Blvd. The property is already paved and upon demolition of the existing structures the property will be graded, but very little excavation of soil on the base level of the property is anticipated. There will be some excavation where a retaining wall will be built alongside Ala Moana Blvd. Most of the site sits approximately 4.5 ft. above sea level, but the extreme Ewa-mauka corner of this site is 11.51 feet above sea level, sloping down to 6.66 above sea level on the Diamond Head-Mauka corner of the site. The site becomes relatively flat approximately 20 ft. makai of Ala Moana Blvd. Honey Bee intends to build a retaining wall the length along most of the mauka border of the property, adjacent to the sidewalk on Ala Moana Blvd. This will create a courtyard area that is the same grade as most of the site. In this courtyard area Honey Bee will place an interactive water feature and attractive landscaping. An Entry Plaza will be built on the Diamond Head–mauka corner of the property, which is only slightly higher than the base level of the property. This will allow pedestrians to access the courtyard area via a graded entry on the Diamond Head side of the property while newly constructed stairs allows an entry from the Ewa side of the property. A wide pedestrian bridge affords access from Ala Moana Blvd. to the second floor of the Boatyard Building. As stated above, the architecture of the Boatyard Building will be a Hawaiian maritime design with white vertical siding beneath a Mansard roof. The building will be of wood construction. The footings for this building will likely be a spread footing. The Canoe House will be 45 ft. high, with high ceilings on the second floor, and the Boatyard Building will be 45 ft. high. Details on the floor area of these buildings is set forth in the next section. The construction of the Canoe House will be wood with stucco walls in a Hawaiian Renaissance design. The footings will be a spread footing. The adjoining property, where the Hawaii Prince Hotel is located, is zoned for a height of 350 ft. This property presently has a 25 ft. height limit but the LUO states that the height limit in a Public precinct is left to the discretion of the director of DPP. There is no other property in this corridor that has a height limit of less than 220 ft.

b. Fuel Dock Site

The present building on the site is a 1,431 sq. ft. one-story building with masonry walls. Honey Bee intends to demolish this building and construct a two-story building of 25 ft. in height and with a footprint of 4,581 sq. ft. on the first floor and 6,486 sq. ft. on the second floor, with a tower that extends an additional 25 ft. for a total building height of 50 ft. The building will be constructed of steel beams. The bottom of the Diamond Vista Building will have a rock wall face with windows providing the siding for the remainder of the building. The roof of the Diamond Vista Building will have solar panels, which will supply one-third of the building's total energy needs. Minimal grading will be done on the Fuel Dock Site and Honey Bee does not intend to excavate the property. A "swirl" filtration system will be installed at the Fuel Dock Site, allowing draining water to be screened for pollutants before entering the water. The building design is more modern, looking like a ship, true to its location at the point of the Ala Wai Harbor. The existing aboveground storage tanks will be removed and mobile fuel tanks will replace these two 2,000 gallon tanks.

4. Floor Area Calculations

a. Boatyard Repair Site

The floor area of the Boatyard Building is as follows: (a) First Floor – 9,120 sq. ft, (b) Second Floor – 8,176 sq. ft. and (c) Third Floor – 6,334 sq. ft. The Canoe House will be 2,253 sq. ft. on the First Floor and approximately 1,841 sq. ft. on the Second Floor. The total square footage of the buildings on the Boatyard Repair Site is 27,724 sq. ft. In the Waikiki Special District the parking ratio is left to the discretion of the director. But for most uses in the Waikiki Special District one parking stall is required for every 800 sq. ft. of interior space. Thus 35 parking stalls would be required for the Boatyard Repair Site using this ratio. There are 36 parking stalls and 3 loading zone stalls in the proposed plan (See, Drawings). The Floor Area Ratio for Resort commercial zoning in Waikiki, which is the most applicable zoning to this project, is 1.75. Thus the FAR for the Boatyard Repair Site (which is 48,000 sq. ft.) is well under the allowed density for a Resort commercial zoned lot.

b. Fuel Dock Site

The Diamond Vista Building has a floor area of 4,581 sq. ft. on the first floor and 6,486 sq. ft. on the second floor. The two-story tower is 792 sq. ft. on each floor of the tower. Thus the total square footage for this building is 12,603 sq. ft. There are seven parking stalls on the Fuel Dock Site and there are an additional nine public parking stalls within 100 ft. of the Fuel Dock site. Thus there will be at least 16 parking spaces, which meets the required parking ratio for the Waikiki Special District. The Floor Area Ratio is well under the requirement for Resort commercial zoning given that the Fuel Dock Site is 15,199 sq. ft. and the interior square footage of the building to be constructed is 12,603 sq. ft.

5. Utility Requirements

a. Boatyard Repair Site

The existing on-site Hawaiian Electric Co. transformer will be relocated to an area near Ala Moana Blvd. below the pedestrian bridge from Ala Moana Blvd. to the second floor of the Boatyard Building. This transformer will continue to provide electrical power to the facility. Honey Bee also intends to install a 35kW solar panel system tied into the electrical grid. As to this building's water needs, fresh water will be provided by the city's Board of Water supply through an existing 6-inch water main that connects with a water main on Ala Moana Blvd. There will be two new connections to the existing water main.

b. Fuel Dock Site

There are electrical lines going to the Fuel Dock site. However, Honey Bee intends to supplement the transformer on the site with a 35kW solar panel system that will supply approximately 4,500 kwH per month to the building, providing approximately one-third of the total building electrical cost. On the water needs for Fuel Dock Site, fresh water will be provided by the city's Board of Water supply through an existing 6-inch water main. The building will be joined to this existing main through the existing connection at the site.

6. Liquid Waste Disposal

There is an existing 8-inch sewer main at the Fuel Dock that extends out to Mole "B". There is an existing sewer connection at the Fuel Dock to this 8-inch sewer main. There is also an existing sewer connection on the Boatyard Repair Site to the sewer main along Ala Moana Blvd. There is sufficient capacity on both of these sewer mains for this project.

7. Solid Waste Disposal

Honey Bee will contract with a waste disposal company to dispose of all solid waste, which will be kept in rubbish bins.

8. Access to Site

a. Boatyard Repair Site

The Boatyard Repair Site sits fronting Ala Moana Blvd. and will be accessed from Holomoana St., a street off of Ala Moana Blvd. that is on the ewa side of the Hawaii Prince Hotel. The proposed access to the parking lot will be on the Diamond Head-makai corner of the property, which will mitigate any line of traffic coming onto the property.

b. Fuel Dock Site

This property is accessed from Holomoana St. or the extension of Hobron Lane to a frontage road along the Ala Wai Boat Harbor. The frontage road is part of a much larger parcel, TMK (1) 2-3-37:12, which is most of the Ala Wai Boat Harbor. That larger parcel is owned by the State of Hawaii and administered by DOBOR. The frontage road leads to roads that access each of the moles. The Fuel Dock Site is at the end of Mole B.

C. ECONOMIC AND SOCIAL CHARACTERISTICS

1. Project Timetable and Cost

a. Boatyard Building

The timetable for completion of construction of the Boatyard Building (three stories) is 4-5 months at a cost of approximately $5 million dollars. The construction of the exterior shell should be completed within 4-5 months. Interior construction will take 2 months to complete.

b. Canoe House

The Canoe House construction will be completed in 4-5 months. The estimated cost of this construction is $1.5 million dollars, including interior construction and landscaping.

c. Diamond Vista Building

The exterior construction on the Diamond Vista Building should be completed within 6 months, with the facility being open for business within 6-7 months from the project start date. Exterior construction cost is estimated at $3.2 million dollars.

2. Social Impact of Project

The project should cause an increase in employment opportunities in the Waikiki region. The retail shops and restaurants in the building on the Boatyard Repair Site will employ several employees that will create these new employment opportunities. The inclusion of two wedding chapels in the project will have the additional social effect of marketing Hawaii to the Japanese tourist market.[17] The wedding chapels will show Hawaii's scenic beauty in its best light, serving to market the state to tourists. The proposed improvements will also increase the services to the residents of the Ala Wai Boat Harbor. Some of the intended tenants in the Boatyard Building will provide harbor residents with better access to their basic shopping needs. Honey Bee will provide additional services to this community by providing a wireless network that may be accessed by all members of this boating community.

3. Economic Impact of Project

This project will have a positive economic impact in the area at a time when it is sorely needed. The project impact is two-fold. First, Honey Bee is paying rent that is far beyond the rent paid by the previous tenants in these fast lands. Honey Bee's rent is fixed at $564,000 a year for the first ten years for the fast lands and slightly more than $88,000 a year for the submerged lands. The previous tenants paid a combined total of approximately $150,000 a year for the same properties except for the work docks. The rent paid to the State stays in the DOBOR fund, thus providing moneys for the maintenance of all small boat harbors throughout the state. The state's budget has reached a critical point requiring DLNR to increase user fees just to provide basic services and keeping the state's small boat harbors in good repair. These increased rents are a welcome addition to the DLNR budget, especially at this time. The second impact of the project on the economy is the positive effect of this project in a down economy. The construction phase alone will provide needed work for construction companies that are lacking for work in this slow economy. A retail study that was ordered by Honey Bee through Sofos Realty (The CoStar Retail Report, Year-end 2008, excerpts of which are attached as Exhibit "X") shows that at year-end 2008 there was no retail space under construction in Waikiki or urban Honolulu (Pg. 9, Exhibit "X") and there was no new retail space available for occupancy on Oahu for the first two quarters of 2010 (Pg. 13 of Exhibit "X"). Only one new retail building was constructed in Waikiki in all of 2008 (Pg. 24, Exhibit "X"). All of this emphasizes the need for this project to help stimulate the economy. The project will also serve to attract additional tourists to the site by way of the two wedding chapels, thus increasing the number of tourists instead of feeding on the existing tourist base.

D. ENVIRONMENTAL CHARACTERISTICS

1. Aesthetics

[17] The wedding chapels will be open to everyone for use but the target market will be Japanese tourists.

The Boatyard Repair Site is surrounded by some of the most densely developed lands on the island of Oahu. The Waikiki resort area along Ala Moana Blvd. is characterized by high-rise structures in an area where the building height limit is 350 feet. These high-rise structures form a striking backdrop to the boat harbor as viewed from the ocean. Along Ala Moana Blvd. the three-story Boatyard Building would be one of the lower structures in a mass of high-rise structures, still maintaining the area's view planes to the ocean. The Diamond Vista Building is less than 25 ft. except for the two-story observation deck that will be used by the state. That building is in the shape of a ship, appropriate for its location at the mouth of the harbor.

2. Soils

The 1994 BEI Report (Exhibit "U") describes the soil at the Fuel Dock Site as "mixed fill land consisting of materials dredged from the ocean and general materials from other sources". The Fuel Dock Site was created with fill from a 1,300-foot seawall. At least two-thirds of the Boatyard Repair Site is also filled land consisting of the same materials dredged from the ocean. The remaining one-third of the Boatyard Repair Site is a mixture of fill material consisting of light brown silty sand with coral fragments.

3. Topography

The Fuel Dock Site is flat, approximately 5.5 feet above sea level according to the 1994 BEI Report (Exhibit "U"). The Boatyard Repair Site is level with Ala Moana Blvd. on the mauka side, which sits as high as seven feet above the rest of the property. The property gradually slopes on the mauka side, as it heads towards Diamond Head, where the property is approximately two feet above the base level of the property. The base level of the Boatyard repair Site is flat and sits approximately 4.5 feet above sea level.

4. Surface runoff, drainage and erosion

Both properties are paved and thus erosion of the soil is not an issue. What may be a concern is the runoff of water into the adjoining bodies of water. The Boatyard Repair Site sits adjacent to the Ala Wai Channel and because a boatyard repair facility will continue to operate on a portion of this site, the boatyard repair operator will have to obtain a National Pollutant Discharge Elimination System (NPDES) general permit. This permit is required because any runoff from the servicing of the boats may enter the Ala Wai Channel. To obtain the NPDES permit and insure that the runoff will not pollute the Ala Wai Channel, the floor of this facility will be designed to control storm water discharge by: (a) re-grading the site to funnel the water into a drainage system that utilizes a filtration system to screen out toxic pollutants from the water runoff, (b) curbing the Ewa side of the site to prevent unfiltered water runoff into the Ala Wai channel and (c) installing a drainage system underneath the floor of the boatyard repair facility. The installation of this filtration system will reduce the potential discharge of toxic chemicals into the Ala Wai channel. On the Fuel Dock site the water runoff is less of an issue because no boat servicing will be allowed on this property. Nevertheless, a "swirl" drainage system will be installed on the Fuel Dock Site. This system funnels water into a device, which swirls the water so that pollutants sink to the bottom of the device for removal.

5. Generation of Air Pollution

In the long run the project is unlikely to generate a significant level of air pollution since its operation does not involve on-site burning of fuels, usage of large amounts of toxic chemicals or waste products, nor any other activity that might produce significant air pollution. As to cooking odors, no cooking will be allowed at the Fuel Dock Site, thus avoiding any issues with the discharge of cooking odors through a ventilation system. There will be at least two cooking restaurants in the Boatyard Building, and cooking odors will be ventilated through an environmental "scrubber" system.

6. Traffic Congestion

The project is unlikely to create any significant long-term increase in vehicular traffic. For the Boatyard Repair Site, most of the customer traffic for the retail shops will come from pedestrian traffic off of Ala Moana Blvd. Some customers for the retail shops may come from users residing in the harbor. Few customers for the retail businesses will drive to the site. The restaurants on the Boatyard Repair Site will service both wedding chapels and these restaurants will rely upon the surrounding hotels and apartments for business, again reducing the vehicular traffic to businesses on this site, and will rely upon some pedestrian traffic from Ala Moana Blvd. Boat owners servicing their boats at the boat repair facility will likely have their boat docked in the Ala Wai Harbor, thus minimizing any vehicle traffic. Wedding customers will be driven to the site by limousines. The level of actual vehicular traffic into the Boatyard Repair Site will not be significant because of the target market and the design of the parking lot, placing the entrance the farthest makai point of the property, mitigates against any potential effect of traffic to the traffic flow on Ala Moana Blvd. On the Fuel Dock Site the businesses on the first floor will service the residents in the Ala Wai Boat Harbor, again reducing potential vehicular traffic. The Fuel Dock wedding chapel, like the wedding chapel at the Boatyard Repair Site, will rely upon limousine transportation, reducing the actual vehicular traffic.

7. Noise Levels

a. Boatyard Repair Site

This site is located adjacent to a major roadway, Ala Moana Blvd., and thus the ambient noise level from the traffic is quite high. It is not anticipated that the proposed improvement for this property will have a significant impact upon the existing noise condition.

b. Fuel Dock Site

The Fuel Dock Site by contrast sits at the end of Mole "B" where there is no ambient noise level from traffic. The use of this building however is limited to uses that would not increase the level of noise. The first floor will have a convenience store and offices and thus the noise level is not expected to increase. The wedding chapel on the second floor will have walls that will contain the noise but the type of wedding parties expected is not large parties and thus there will be much of an increase in noise. There are no public restaurants planned for the Fuel Dock Site, which will mitigate the level of noise.

8. Flooding and Tsunami Hazard

According to the Flood Insurance Rate Map of the Federal Emergency Management Agency (which is attached with the drawings that accompany this statement), both sites are located in Flood Zone A, which is designated as "undetermined".

III. PROJECT AND CURRENT LAWS AND DEVELOPMENT STANDARDS

A. HONOLULU GENERAL PLAN AND PRIMARY URBAN CENTER DEVELOPMENT PLAN

The Honolulu General Plan ("General Plan") sets forth eleven areas of concern in the long-range growth of the Island of Oahu. The viability of Oahu's visitor industry was so important that it is a central part of the Economic Activity section of the General Plan. To maintain the viability of Oahu's visitor industry, the City adopted policies that included encouraging private participation in improvements to facilities in Waikiki and providing a high quality and safe environment for visitors and residents in Waikiki. Honey Bee's project conforms with these policies. The project transforms a dingy industrial looking area into a striking maritime commercial development with much open space, fulfilling the General Plan policy of encouraging private participation in improvements to facilities in Waikiki and creating a quality environment for visitors and residents. The site's proposed uses, light-industrial and commercial, is consistent with the Honolulu City Council's vision, as set forth in the Honolulu General Plan, for marina communities. Item VII, Objective C, Policy 6 of the General Plan encouraged the development of the "Ewa Marina Community" with the development of a "maritime commercial center containing light-industrial, commercial, and visitor accommodation uses." Honolulu's Primary Urban Center Development Plan ("Urban Development Plan") envisioned a future Ala Wai Boat Harbor that included "commercial maritime activity" including offshore activity boats. (Sec. 3.5.1.6 Water Transportation). The Urban Development Plan also encourages an urban waterfront that is a bustling commercial center, stating: "As demonstrated in leading cities throughout the world, recapturing visual and physical access to the urban waterfront can stimulate economic renewal and be a source of civil pride. Waterfront redevelopment can bring vitality and business to commercial centers." (Sec. 3.4.1.1. The Urban Waterfront). Referring to the development of Honolulu Harbor, the Urban Development Plan states "Lands fronting the harbor are a prime site for new commercial, hotel, and residential development." (Sec. 3.4.1.1. The Urban Waterfront). The Urban Development Plan recognized how development on lands near a harbor could serve as a way of stimulating economic renewal with new commercial development. Honey Bee's plan proposes a multi-use maritime commercial center that is consistent with how harbor lands should be developed, as envisioned by the Primary Urban Center Development Plan. The Urban Development Plan recognized the fact that Waikiki "as a mature destination, needs to be refurbished and improved. In addition to upgrading streets and public spaces, the City and State need to adopt policies that will elicit private reinvestment in Waikiki's physical plant." (Sec. 3.4.1.2 Visitor Industry) This proposal refurbishes the improvements on this land, which has remained static since 1953, adds needed public spaces and is a "private reinvestment in Waikiki's physical plant." Honey Bee's plan is also consistent with the State Dept. of Transportation, Harbors Division 2020 Master Plan. In

that plan the State envisions a mix of recreational vessels, commercial fishing boats and mega-yachts using Ala Wai Boat Harbor.

Honey Bee's project goes further in meeting the General Plan objectives by incorporating "green" principles in its development. The inclusion of solar energy panels that will provide one-third of the energy needs for the Diamond Vista Building and including recharging facilities for electric cars, meets the General Plan objective (Item VI, Objective C) of fully utilizing proven alternative sources of energy. With all of this Honey Bee still balances its development with protecting and preserving the natural environment (Item III, Objective A) by installing a state-of the-art pollution filtration system that will prevent pollution of the Ala Wai Channel and by renovating the dock area to enhance the natural environment surrounding the project.

B. ZONING PRECINCT DEVELOPMENT STANDARDS

The Ala Wai Boat Harbor is zoned as a Public precinct. Under Sec. 21-9.80.8 of the LUO: "In the public precinct, public uses and structures may include accessory activities operated by private lessees under supervision of a public agency purely to fulfill a governmental function, activity or service for public benefit and in accordance with public policy." To understand how Honey Bee's proposed uses are permitted uses, a review of DOBOR's reasons for issuing the RFP is essential. The following language is from the introduction to the RFP:

> DLNR's Division of Boating and Ocean Recreation ("DOBOR") manages the Ala Wai Boat Harbor and has been implementing a comprehensive improvement plan for the harbor, including but not limited to replacing and rebuilding the fixed and floating docks and upgrading the water and sewer systems.
>
> DOBOR has also determined that the fuel dock and haul-out/repair facilities are in need of upgrading and desires to redevelop the fuel dock and haul-out sites to improve these marina support facilities and services. DOBOR, however, does not possess the funding, expertise or staffing to redevelop these parcels on its own and operate the facilities. In addition, DOBOR is seeking to improve its return on these lands and is seeking increased lease rent revenues from the redevelopment of these two sites. Accordingly, DOBOR is seeking a private entity with the necessary development expertise and financial capacity to redevelop and manage the two parcels under a ground lease arrangement.
>
> The purpose of this Request for Qualifications / Request for Proposals ("RFQ/RFP") is to solicit and select a qualified private entity to lease and redevelop the Subject Properties (described below) to their highest and best uses to increase the lease rent revenues to the State and improve/upgrade the harbor's fuel dock and haul-out/repair facilities. The lease revenues generated from the redevelopment will be used to support DOBOR's operations and ocean recreation programs statewide.

(See, Exhibit "W", Excerpts from DOBOR RFP)

The RFP is part of DOBOR's "comprehensive improvement plan" which includes upgrading the fuel dock and haul-out sites and "to improve these marina support facilities and services." But DOBOR also sought to "improve its return on these lands" using this revenue "to support DOBOR's operations and ocean recreation programs statewide". The RFP was intended to find a developer that would both upgrade the fuel and haul-out sites AND increase the revenue on these lands so that DOBOR could support its ocean recreation programs statewide. Thus there is a direct relationship between the RFP and fulfilling "a governmental function, activity or service for public benefit". Honey Bee's proposal provides both the long-needed upgrade to the fuel dock and haul-out sites and the revenue to support DOBOR's programs. The operation of the fuel dock and the haul-out repair facility are not, in and of themselves, profitable. This requires Honey Bee to include uses in its development that will be profitable. The uses proposed by Honey Bee also serve to support the activities in the harbor, by providing space for businesses that support the harbor and providing retail shops and restaurants that serve to attract both tourists and harbor residents. Honey Bee's development also enhances the services provided to the residents of the harbor and provides DOBOR with sorely needed physical facilities in the harbor. The addition of an observation deck at the Fuel Dock Site and additional storage for DOBOR in the Boatyard Building serves to provide an expansion of space and services for this state agency in economic times where that would not be possible. The wedding chapels will double as meeting hall space for DOBOR and the Ala Wai boating community, giving them a needed place to meet. The observation deck will also be a display point for weather information warning flags that would be visible to all craft leaving the harbor and would allow DOBOR staff to conduct all-weather visual surveys of both the harbor and the area. Honey Bee's principal, Hideaki Shimakura, is a developer in Japan and his family owns a medium-sized construction company in Kyoto. This background, along with the considerable experience of Honey Bee's development team, gives Honey Bee the ability to complete these needed improvements.

The public use here is the Ala Wai Boat Harbor. As the largest recreational harbor in the State of Hawaii it serves an important function as a small boat harbor in an ocean state. But harbors cannot exist alone and must rely upon support facilities, such as a fuel dock and haul-out repair facility and these facilities should be part of an integrated maritime commercial center. That maritime commercial center here also includes additional facilities that the state will use, such as an observation deck, a meeting hall and storage space, making this truly a public project. The uses proposed by Honey Bee are also consistent with the surrounding zoning and do not reflect "spot zoning" where the proposed use is inconsistent with the surrounding zoning. Parcel 15, which is zoned Public precinct and owned by the State, is used by the Hawaii Prince Hotel as part of its hotel complex (the porte cochere area on the Makai side). The uses proposed by Honey Bee are no different than the use that the Hawaii Prince Hotel makes of Parcel 15, which is zoned Public precinct. Unlike the Hawaii Prince Hotel's use of Parcel 15, Honey Bee's proposed uses for its development do support the Ala Wai boating community. Obviously, by the present use of Parcel 15, commercial uses are allowed in a Public precinct. Commercial uses have also been allowed at the Boatyard Repair Site in the past, from the operation of the Harbor House Café through the 1960's, to a building permit being issued for the construction of a skin diving shop in 1979, to a building permit being issued for a Burger King kiosk in 1987.

The development standards in a Public precinct are largely left to the discretion of the director. Honey Bee has, however, provided a 30-foot setback from Ala Moana Blvd. consistent

with the site's designation as a Waikiki gateway area. Even if development standards for a resort commercial development were applied, Honey Bee's floor area ratio is well within the allowable calculation and the project observes the transitional height setbacks in the Waikiki district. While the area has a 25 ft. height limit, in a Public precinct the height is within the discretion of the DPP director and the project proposes a modest height of 45 ft. compared to the 300 ft. plus buildings that surround the property. While the parking requirements in the Waikiki Special District are also left in the discretion of the director, Honey Bee will provide one parking stall for every 800 sq. ft. of interior space at the Boatyard Repair Site. The Special District standards for Waikiki require architecture that reflects a "Hawaiian sense of place". The design of the three buildings all meet that criteria.

C. COASTAL ZONE MANAGEMENT OBJECTIVES AND SPECIAL MANAGEMENT AREA GUIDELINES

The general objective of the Coastal zone management program (Sec. 205A-2, H.R.S.) is to provide recreational opportunities to the public while protecting and preserving our coastal ecosystems. As mentioned above, the project will provide facilities for kayaks and surfers at the Diamond Vista Building. Honey Bee will also provide docking and storage facilities for the catamarans that service visitors on Waikiki beach. But care has been taken to protect the surrounding waters while providing these facilities. As mentioned above, Honey Bee intends to install a sophisticated pollution filtration system that will insure that pollutants from the boatyard repair operation do not enter the coastal waters. A swirl system will be installed at the Fuel Dock to screen out pollutants. The renovation of the dock near the Boatyard Building and inclusion of additional floating docks near the Diamond Vista Building both serve to enhance public access to the coastal areas. As set forth in the Affected Environment section below, efforts will be made, consistent with Sec. 25-3.2 of the Revised Ordinances of Honolulu, to minimize any effect on the surrounding environment. This section addresses all of the concerns raised in reviewing the development of a project in the special management area.

IV. AFFECTED ENVIRONMENT

A. DESCRIPTION OF SUBJECT SITE AND SURROUNDING AREA

1. Boatyard Repair Site

The Boatyard Repair Site is bordered on the mauka side by a major thoroughfare, Ala Moana Blvd. There is considerable pedestrian traffic past the site on Ala Moana Blvd. as tourists use this path to walk from Waikiki to Ala Moana Shopping Center. On the Diamond Head side of the site is Holomoana St., and farther east of that the Hawaii Prince Hotel. Holomoana St. is not a city and county roadway but is owned by the state (being a portion of Parcel 3) and is zoned as a Public precinct. There is a second parcel on the Diamond Head side of Parcel 3, which is Parcel 15, which is also zoned Public precinct and is used by the Hawaii Prince Hotel for its resort. On the makai side of the site is a public bathroom and five parking stalls. The area where these five parking stalls are located will be part of this project site. Further makai of that are work docks used by the State of Hawaii. On the Ewa side of the Boatyard Repair Site is the Ala Wai Channel. The dock on the Ewa side of the property, which is a six-foot wide dock that

will accommodate 4 boats, will be renovated. The Boatyard Repair Site sits in the middle of high-rise structures, with a condominium being across the street on Ala Moana Blvd. and the Yacht Harbor Towers condominium being across the street and across Ala Wai Canal. The surrounding area is a very dense urban high-rise environment.

2. Fuel Dock Site

The Fuel Dock Site is a 15,199 sq. ft. property of fill land sitting at the end of Mole "B". Mole "B" is the farthest makai mole in the Ala Wai Boat Harbor. The site is bordered on three sides by water with the Ala Wai Channel being on the Ewa side of the property. All three sides have docks, with 12 boat slips being located on the makai and mauka sides, and the Ewa side being used for mooring for boats refueling. On the Diamond Head side of the property is a road access and a parking lot that is part of Mole "B" and is owned by the State.

B. FLORA AND FAUNA

Ala Wai Boat Harbor and its immediate surroundings are totally developed man-made entities. There are no remaining indigenous land flora and fauna. Landscaping is spare on both sites and consists of planted materials. There are six planted trees on the Boatyard Repair Site (two coconut trees, two opiuma trees, one banyan tree and one mango tree), none of which have any historical or other significance. There are two coconut palm trees on the Fuel Dock Site. There are only two endangered species in the entire Ala Wai Watershed area, which are the common moorhen and the Oahu elepaio. Both of these are found in the upper forested areas of the Ala Wai Watershed area and are not in the Ala Wai Canal or Harbor area and thus there are no endangered species in the area that will be affected by this project.[18]

C. SIGNIFICANT OR SENSITIVE HABITATS

The harbor and adjacent land development do not contain any pristine natural environment, and, therefore, no significant natural habitats are affected by this project. The Dept. of Health classifies the Ala Wai Boat Harbor is also classified as a Class 2 artificial basin. Class 2 waters are protected "for recreational purposes, the support and propagation of aquatic life, agricultural and industrial water supplies, shipping and navigation."[19] Thus the Ala Wai Harbor is not a natural wildlife habitat and is to be used for recreational purposes. The pollution of the waters in the Ala Wai Boat Harbor is well documented.

D. HISTORIC, ARCHAEOLOGICAL AND CULTURAL SITES

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[18] *Ala Wai Watershed Analysis, Final Report*, Prepared by Townscape, Inc. and Eugene P. Dashiell, AICP in cooperation with Oceanit, July 2003. See also, *Ala Wai Canal Project, Notice of Intent to Prepare an Environmental Impact Statement/Environmental Impact Statement Preparation Notice,* Preparing Agency: U.S. Army Corps of Engineers, Honolulu Engineer District and the Hawai`i State Department of Land and Natural Resources, June 2004.

[19] State of Hawaii Department of Health (DOH), *Hawaii Administrative Rules, Title 11, Department of Health, Chapter 54 Water Quality Standards*

These parcels have no sites of historical or archaeological significance. All of the Fuel Dock Site is filled land, the site having been underwater until Mole "B" was created in the 1950's. At least half of the Boatyard Repair Site is filled land. The remainder was fish and duck ponds until the construction of the Ala Wai Canal in 1920 –1928 (See, Exhibit "O"). In the excavation of the canal fill was dumped onto the Boatyard Repair Site. Then the area became a public park at least until 1947 (See, Exhibit "J"). Any remnants of cultural sites on the portion that is not filled land have been, by now, submerged or have been removed and destroyed during the construction of the harbor and its land formations.

E. ADJACENT NATURAL RESOURCES

The Ala Wai Boat harbor is bordered to the west by Ala Moana Beach Park and Aina Moana Recreation Area (Magic Island) and to the southeast by Fort DeRussy Beach Park and the Hilton Hawaiian Village Lagoon. All of these recreational areas were artificially created. Most of the terrain was landscaped with planted materials and they do not represent the original pristine environment on which the parks are sited. Historically a deep-water channel was dredged in 1928 after the construction of the Ala Wai Canal, from the Ala Wai Channel through what is now the mauka side of the harbor. That deep-water channel went to what is now Fort DeRussy. The Ala Wai Boat Harbor itself was not constructed until after World War II. The deep-water channel from the Ala Wai Canal to the ocean was not dredged until the 1950's.

F. BODIES OF WATER

Several bodies of water can be found adjacent to Ala Wai Boat Harbor. There is a lagoon at Magic Island, the Ala Wai Canal that empties into the harbor, and the Hilton Lagoon. All of these are artificial man-made creations. The only natural body of water adjacent to Ala Wai Boat Harbor is the Pacific Ocean. The boat harbor itself and its land projections are man-made.

G. COASTAL VIEWS – VISUAL IMPACT

1. Boatyard Repair Site

The vast majority of properties in the Waikiki Special District are allowed to have buildings which are 220 feet to 350 feet high. The adjoining property, upon which the Hawaii Prince Hotel is located, has two towers that are over 320 feet high. Thus the Hawaii Prince Hotel already blocks any view planes from the buildings on the mauka side of Ala Moana Blvd. The building on the Boatyard Repair Site will be 45 ft. in height, considerably lower than the surrounding buildings. The visual impact of this building has been further mitigated by: (a) the use of a strategically-placed, landscaped open space along Ala Moana Blvd., (b) a low-rise two-story Canoe House in the makai-ewa corner of the property and (c) the project's extensive landscaping. The proposed project preserves and protects significant mauka and makai views through the view corridor in keeping with the LUO guidelines.

2. Fuel Dock Site

The height limit of the Fuel Dock Site is 25 feet. Except for the observation deck, Honey Bee intends to stay under this 25-foot height limit with the Diamond Vista Building because of concerns that a taller structure may unnecessarily block view planes. The observation deck will be only 792 sq. ft. and thus will not block any views. This observation deck is needed to give DOBOR a full view of the Ala Wai Boat Harbor. The observation deck will also be a display point for weather information warning flags that would be visible to all craft leaving the harbor and will allow DOBOR staff to conduct all-weather visual surveys of the area.

H. QUALITY OF RECEIVING WATER AND GROUNDWATER RESOURCES

The Fuel Dock Site is approximately 2,700 feet below (makai of) the nearest point on the Underground Injection Control (UIC) line (See, Exhibit "C", 1994 BEI Report). The UIC line was established by the State of Hawaii Department of Health (HDOH) to protect groundwater resources. Groundwater landward (mauka) of the UIC line is considered to be a drinking water source. Groundwater seaward (makai) of the UIC line is considered as non-potable and saline. Injection wells are prohibited above (mauka of) the UIC line. The location of a site relative to the UIC line also determines in part, the soil and water chemical concentration action levels for a site. The Boatyard Repair Site is also well makai of this UIC line. Therefore at to both sites the groundwater is not considered a drinking water source, as it is non-potable and saline. According to the HDOH UIC Program Map (See, Exhibit "C", 1994 BEI Report), the nearest drinking water wells are located approximately 1.5 miles to the northeast of the Site. Two irrigation wells are located on the Fort DeRussy Military Reservation about 0.4 miles to the east and southeast. The nearest injection well is located 0.3 miles to the north, at the southeast corner of the Ala Moana Shopping Center along Ala Moana Boulevard.

IV. PROJECT IMPACTS

A. GENERAL

Honey Bee's project creates an attractive mixed use maritime commercial center that will serve the Ala Wai boating community, attract tourists to the Ala Wai Boat Harbor, and provide the state with a fair revenue return. The upgrade to these properties does not come at the expense of the boatyard, but comes with an upgraded boat repair facility, which utilizes the latest technology to insure that pollutants do not enter the Ala Wai Channel. The Diamond Vista Building at the Fuel Dock becomes a boating center in this project, with the first floor of that building providing services that support the boats and residents of the harbor. The inclusion of kayak racks and surf racks make this facility a center for ocean recreation as well as boating recreation. The two wedding facilities (categorized as personal services operations) serve three purposes in this project. First, they provide attractive aesthetics, with the Canoe House at the Boat Repair Site providing a beautifully landscaped area surrounding the building, creating a green oasis in the harbor. Second, they provide the revenue needed, with the least intrusive use, that make this project viable so that services such as the fueling facility and boat repair facility can operate. Third, they will be used by DOBOR as a public meeting facility in a harbor where there is no such meeting facility. The revenue in rent collected from these accessory facilities allow Honey Bee to provide commercial space on the first floor of the Fuel Dock Site at rents far

below what is being asked for in Waikiki in addition to allowing the continued operation of the fueling facility and the boat repair facility. In all, the project brings the Ala Wai Boat Harbor closer to the multi-use mainland small boat harbors (such as Marina Del Ray in Los Angeles or Newport Beach) while retaining an important Hawaiian sense of place in the project. The revenue from the wedding chapels also allows the state to provide needed services for the Ala Wai boating community, which are a fueling facility and a haul-out boat repair facility.

There will be some negative air quality and noise impact during construction for both sites (see Demolition and Construction narrative below), in particular with the Boatyard Repair Site where there will be pile driving, concrete pouring, grading and earth moving. Construction barriers will be erected to minimize the effect of air quality and noise during construction. The negative impacts of the construction activity are described below.

The project will have little or no effect on the environment. As the boat harbor and its surroundings are totally developed and contain no indigenous land species, the project will have no significant impact on land flora and fauna. The water quality of the Ala Wai Channel will actually improve as a result of this project. The inclusion of the state-of-the-art stormwater filtration system will insure that pollutants will not enter those waters. Traffic in the area will also not be impacted. Because of the project's target population, which are the Ala Wai boating community (for the Fuel Dock Site), tourists (for the Boatyard Building retail shops), boat owners and boat crews and wedding couples coming to Hawaii to get married (utilizing the two chapels), the area traffic is unlikely to be impacted by this project. The retail portion of the project will rely upon pedestrian foot traffic on Ala Moana Blvd. and the area hotels less than local residents driving to these shops. While the first floor of the Diamond Vista Building will be designed to attract the ocean recreation community, there are local residents that already use the waters in the area and the project's intent is to provide better facilities for all of them, including the renovation of the abandoned boat ramp at the Fuel Dock Site.

B. PROJECT IMPACT DURING DEMOLITION AND CONSTRUCTION

The existing structures will be demolished. Honey Bee intends to demolish these structures by using a hydraulic excavator, with a hydraulic crush "jaws". A dust fabric barrier will be erected to ensure that minimal fugitive emissions are released to the adjacent area. The demolition work will take an estimated 2-3 weeks to complete. Off-duty police personnel will be hired during the demolition period, if needed, for traffic and pedestrian control. Construction of the Boatyard Building will cause minimal interruption of the normal pedestrian flow on Ala Moana Blvd. A construction fence will be erected along Ala Moana Blvd. that will intrude minimally onto the sidewalk along Ala Moana Blvd.

C. POSITIVE IMPACTS

Economic. The economic impact of this project cannot be overstated. The state benefits not only from the increase in lease rent from its present rate of approximately $150,000 a year (only $42,000 a year if the rent from the previous boatyard operator is deleted) to almost $650,000 a year, but from the construction jobs and retail jobs that this project will provide. In a time when there are no proposed commercial projects in urban Honolulu, this project is sorely

needed both to provide work for Hawaii's ailing construction industry and to provide jobs in the private sector. The impact of the rent received by the state will be felt especially by DLNR as they would go directly to repair and maintain boating facilities throughout the state.

Aesthetics. The Boatyard Repair Site sits at the gateway to Waikiki and should be, because of its location on the Ala Wai Channel and the surrounding boat harbor, an attractive setting. Because of its industrial nature the former boat repair facility was anything but attractive. In designing this project care was taken to create as much open space as possible on the Boatyard Repair Site. Visitors can pause at this site as they trek to and from Ala Moana Shopping Center and will no longer have to gaze upon a messy boat repair facility.[20] Instead, the boats become part of the attraction with a backdrop of a well-maintained commercial building and inviting open areas. The Canoe House acts as a focal point of the project's emphasis on open space, with a simple two-story structure sitting on a landscaped lot that is three times the size of the building itself. Finally the Diamond Vista Building combines utility with aesthetics. The building size is greatly increased over the former facility, both to enhance the services provided to the boating community and to make use of the site's natural beauty from the second floor. The observation deck fulfills a DOBOR need, to be able to fully view the entirety of the harbor. The project will provide an upgrade to this area, where the concrete docking area has been badly in need of repairs for several years and the where there are no actual boat slips.[21]

Enhanced Facilities for the Boating Community. The new facilities are an upgrade over what previously existed to serve the boating community. Additional services are added, such as a yacht brokerage and boat sales, by adding additional space on the first floor of the Diamond Vista Building. A mobile fuel tank allows the operator flexibility in providing fuel in all portions of the harbor. Wireless internet will be available for the first time to residents of the harbor and the addition of retail shops in the Boatyard Building will provide shopping for boating residents that are closer than what now exists. The observation deck allows DOBOR to monitor all activity in the harbor from an ideal vantage point, which is not possible now. In all, the project renovates both sites and the dock area adjoining the sites, which have fallen into disrepair. But the real benefit to the boating community is in the revenue paid in rent by Honey Bee that will be used to maintain and upgrade all of DOBOR's facilities statewide.

Revitalizing the Harbor. This is the first step in making the Ala Wai Boat Harbor a revitalized "working" recreational harbor, where local residents take their boat out of the harbor for weekend and even weekday cruises, and where there is a "buzz" of activity is created by the boats and users of the ocean waters (canoe paddlers, kayaks, surfers). Having adequate support facilities, which this project provides, is a key part of that effort. The harbor will serve to both improve the existing facilities and create an attraction for tourists and transient boaters, which will be drawn by the multi-use nature of this project.

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[20] The 1968 Proposed Master Plan recommended that the existing haul-out facility and repair yard "should be visually screened from public view to the extent possible until the existing conglomeration of activities can be consolidated into a single, more attractive and efficient facility." (Exhibit "V", Pg. 11)

[21] There are no boat slips at the Fuel Dock and boats moor by tying to the concrete apron surrounding the Fuel Dock. Honey Bee will build "floating docks" at the Fuel Dock, which is a welcome improvement from what presently exists.

Developing through Green Technology. This development intends to emphasize "green" principals in its development. It will use solar energy at both buildings, but especially at the Diamond Vista Building, which sits in an ideal location to use solar energy and which would relieve the total reliance of the project upon the existing electricity grid. But "green" means more than simply installing solar panels. Both sites will have parking spaces for electric cars, and the paving adjacent to Ala Moana Blvd. will be pervious, to prevent storm water runoff. Windows will reduce heat and be energy efficient. The use of a sophisticated system that screens out pollutants will serve to keep the area waters free from pollution, quite a contrast to the previous tenants. In short, the entire project will be "green".

D. NEGATIVE IMPACTS

There are few negative long-term impacts from this project. While the properties are developed, they are developed with a minimum of intrusion into the surrounding environment. Instead of a 300 ft. plus building, like the Hawaii Prince Hotel on the adjacent lot, the Boatyard Building will be a modest three stories, and the other two structures in the project are only two stories. So while the project does propose buildings that are above the present height limits, that is mitigated by the fact that the buildings are not high-rise buildings and are low-rise structures, and the added height, which is very modest, increases the revenue from the Boatyard Repair Site.

There are several short-term negative impacts brought about by the construction activity. The likely negative impacts would affect air quality and noise quality. Construction vehicle activity will increase automotive pollutant concentrations in the vicinity of the project site. On-site stationary and mobile construction equipment will contribute to excess exhaust emissions. Fugitive dust emissions are likely to increase during the construction period.

VI. MITIGATION MEASURES AND ALTERNATIVES CONSIDERED

A. Mitigation Measures

1. Air Quality

Measures to control equipment and dust emissions are required according to the Department of Health's Public Health Regulations on Air Pollution Control (State of Hawaii). Equipment emissions can be minimized by proper maintenance of all vehicles and equipment. Dust emissions can be minimized by strict adherence to State air pollution control standards.

2. Noise Quality

Audible construction noise will probably be unavoidable during the entire project construction period. Adverse impacts from construction noise, however, are not expected to be in the "public health and welfare" category due to the temporary nature of work and the administrative controls available for its regulations. The contractor will be required to obtain a noise permit if noise levels are expected to exceed allowable levels as specified in the State Department of Health's Public Health Regulations, Title 11, Chapter 43. The contractor is responsible for properly maintaining construction equipment to minimize noise levels. All

internal combustion engines will be required to have mufflers or other noise suppression devices in proper working order. Heavy vehicles required for construction must comply with the State Department of Health's regulations for vehicular noise control.

B. Other Alternatives Considered

Honey Bee has, prior to developing this development proposal, looked at other alternatives to the proposed uses that would be less intrusive. Leaving the properties as a haul-out repair facility with some commercial uses and a fuel dock facility with a convenience store does not produce the needed revenue to meet the state's needs. Honey Bee also looked at building a boutique hotel on the Boatyard Repair Site but found that while it produced the necessary income, that it was not compatible with a haul-out repair facility. Honey Bee also met with Waikiki Health Center in an effort to see if a medical clinic was feasible. That was not profitable financially and came with a negative effect, which would be to attract homeless people because of that centers Health Care for the Homeless project. In the original RFP Honey Bee had proposed a nightclub bar for the Fuel Dock. While that alternative was profitable, Honey Bee was concerned that that operation would have negative effects and the late hours may disturb harbor residents. Finally, Honey Bee, in first discussing this project with DPP initially proposed a five-story building on the Boatyard Repair Site. The building height was reduced to address DPP's concerns about the negative aesthetic effect of the height. The proposed uses, including the wedding chapel/meeting place, were the least intrusive uses for the property that still provided the needed revenue. The revenue does more than provide the state with a fair return, in this case the revenue also allows Honey Bee to include in its proposal facilities for the state, such as the observation deck and the storage space, that make this a public works project.

VII. SUMMARY

Honey Bee's development proposal is conscious of its neighbors and surrounding environment, from using "green" principals to providing additional services to the Ala Wai boating community. The proposal also provides much needed revenue for DOBOR programs. Honey Bee's development plan is consistent with what the City and County of Honolulu and the State of Hawaii sees as appropriate development in an urban waterfront. Harbors should be, as stated above, a center for integrated uses, such as light industrial, commercial and visitor accommodation. But responsible redevelopment of an urban waterfront can also bring, as recognized by the Honolulu Primary Urban Center Development Plan, "economic renewal" and "vitality and business to commercial centers". Honey Bee's proposal upgrades and improves this property that is a key gateway to Waikiki, our primary tourist destination. Honolulu's Primary Urban Center Development Plan recognized the fact that Waikiki "needs to be refurbished and improved" through private reinvestment. This proposal refurbishes the improvements on this land, which has remained static since 1953, adds needed public spaces and is a "private reinvestment in Waikiki's physical plant" and reenergizes this urban harbor. The accepting agency should determine that this project has no significant impact on the environment.

Drawings Notes:

Easements

The only easement is on the Boatyard Repair Site. This easement is actually a right of way access to the Dept. of Transportation to clean the debris trap in the Ala Wai channel. As discussed above, Honey Bee will make arrangements with the Dept. of Transportation to give them reasonable alternate access to the debris trap. The easement is shown in the survey by a solid line parallel with Ala Moana Blvd. and the notation "Dirt Road" denotes the easement.

Slope

Both properties are almost flat in the building area. There is a slope on the Boatyard Repair Site from Ala Moana Blvd. to where the building starts. Because the Boatyard Building is on level land the slope is not shown.

Shoreline Survey

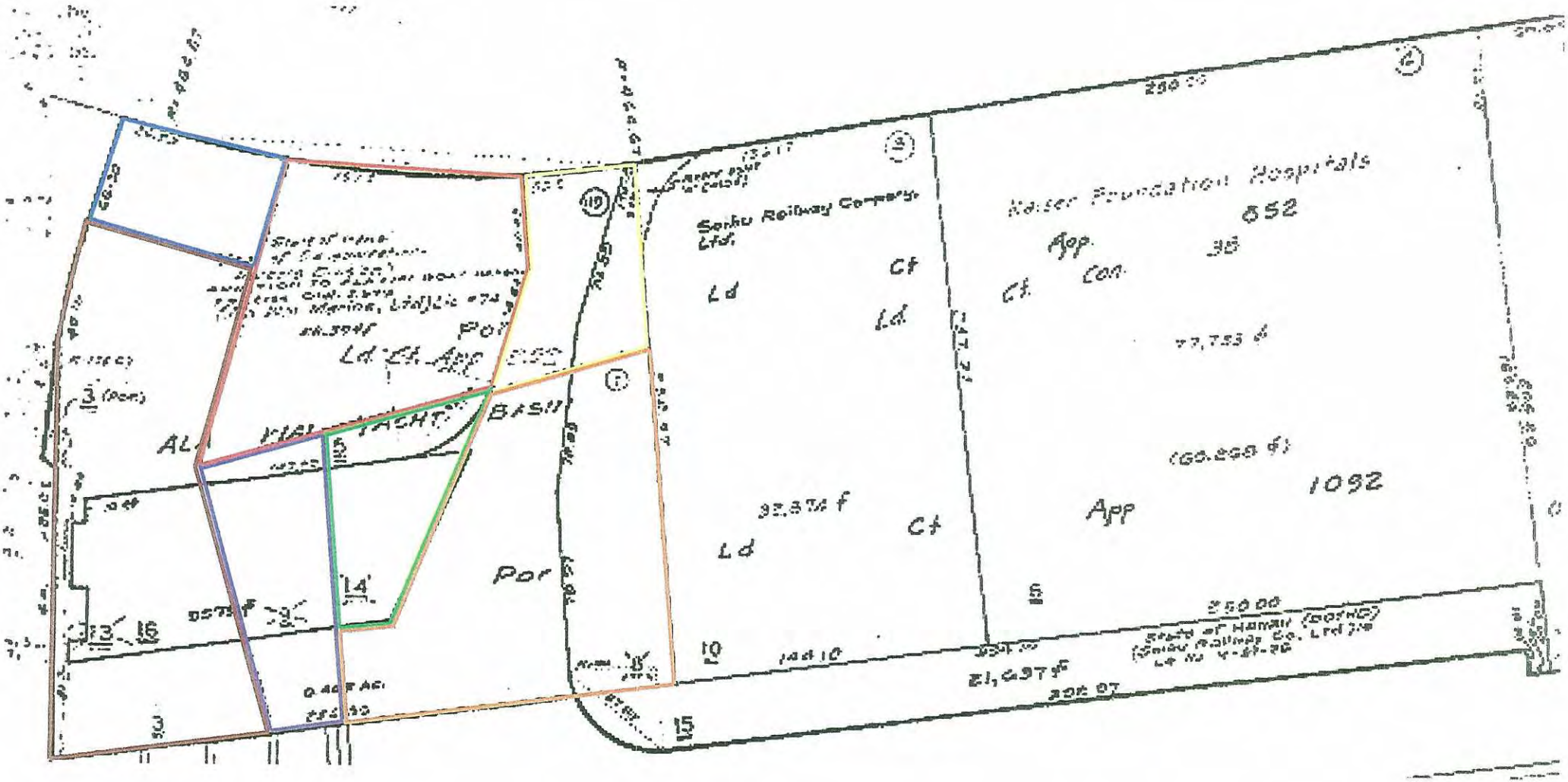
The two properties do not front the shoreline and thus no shoreline survey has been prepared.

Grading Plans

No grading plans are shown in the drawings because Honey Bee does intend to change the grade on either property. The grade on the Fuel Dock Site is flat. There are existing contours on the Boatyard Repair Site. Honey Bee will follow the existing contours and separate the flat portion of the Boatyard Repair Site from the contoured portion with a rock wall, located approximately where the present tile wall is located that performs a similar function.

Section I-A

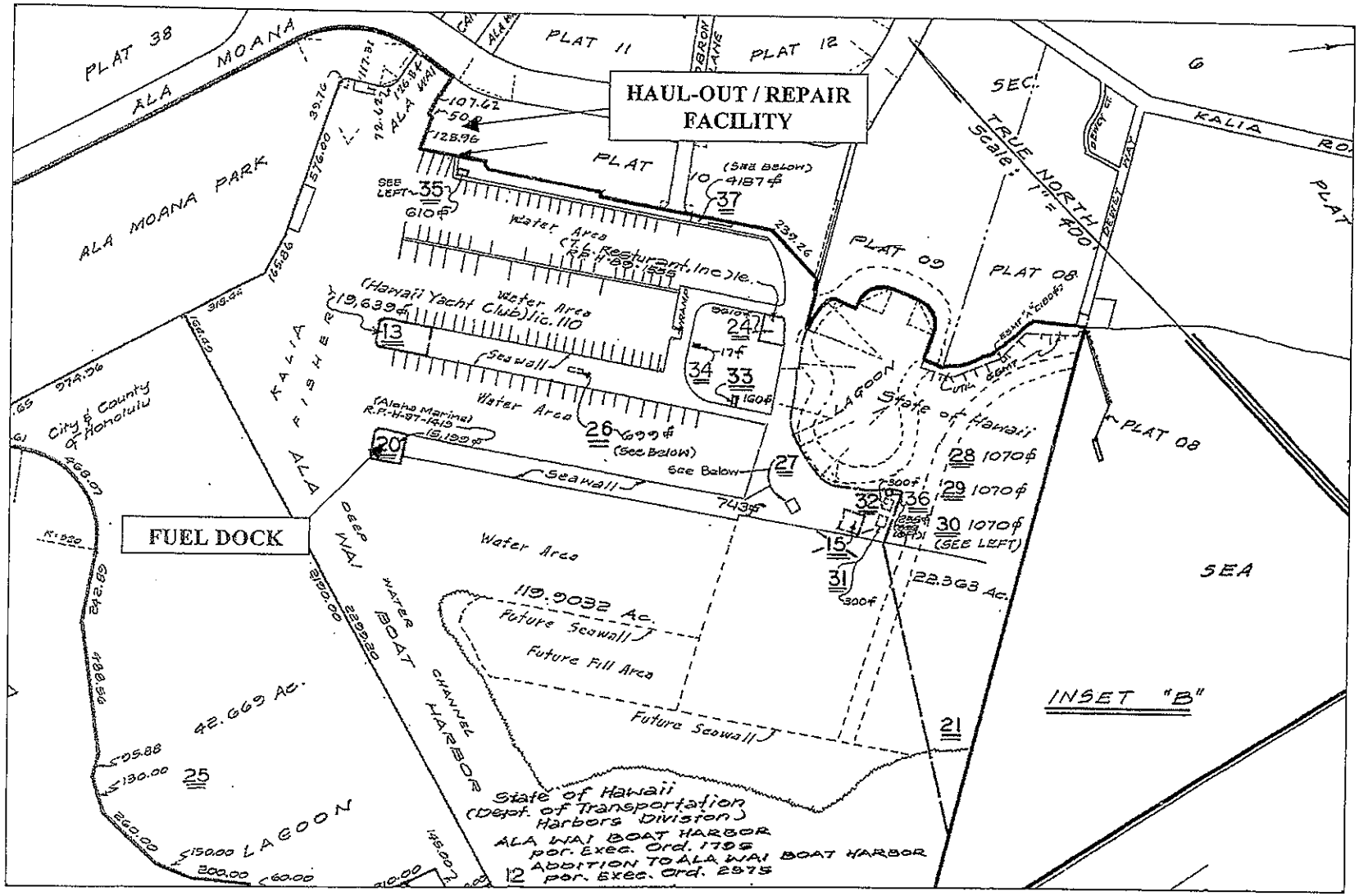
Exhibits to Draft Environmental Assessment



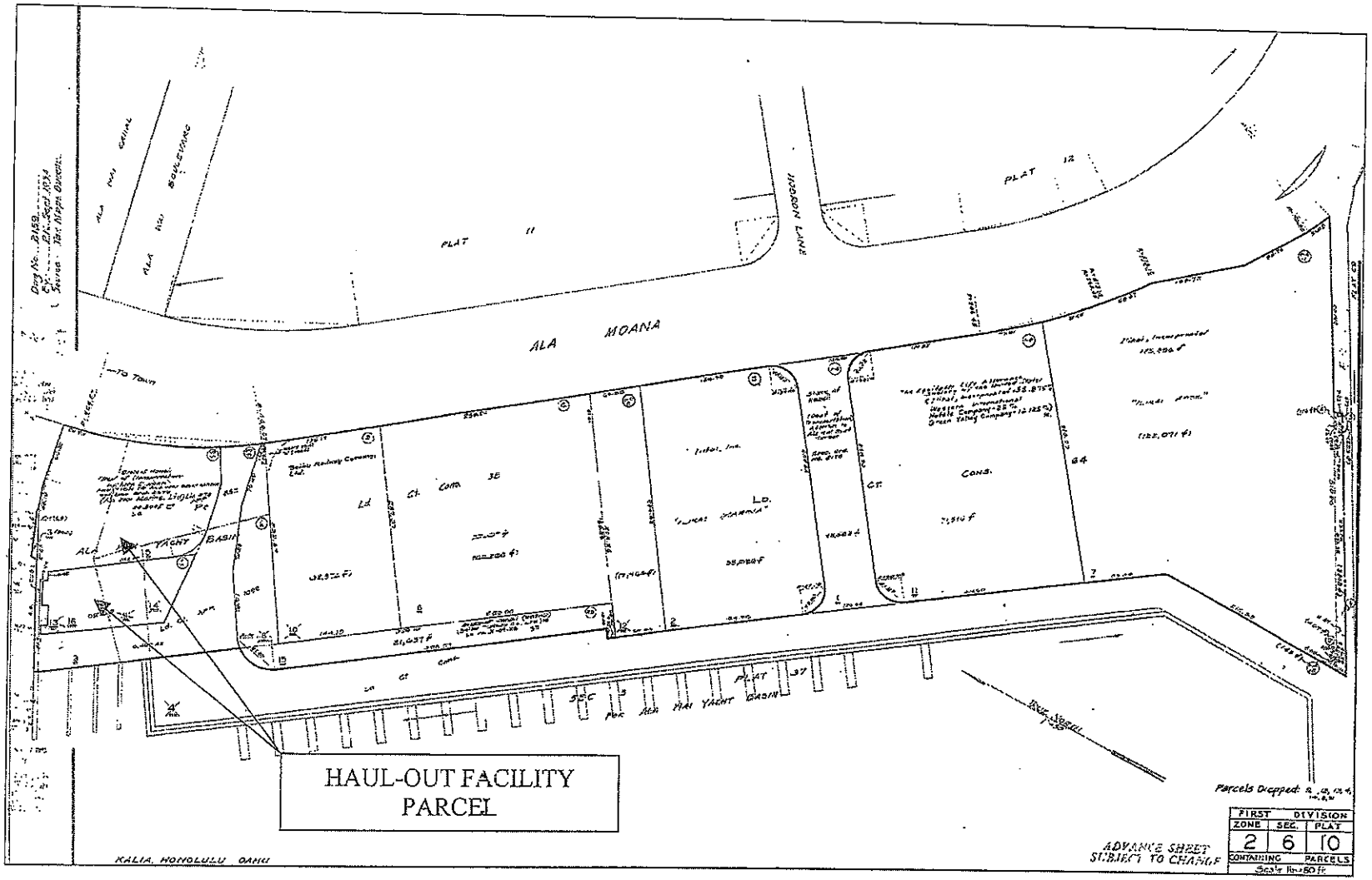
- Lot 119-A of Land Court App. No. 852 (part of Honey Bee project)
- Lot 119-B of Land Court App. No. 852 (used by Hawaii Prince Hotel and as road)
- Lot 1-A of Map 4 of Land Court App. No. 1092 (part of Honey Bee project)
- Lot 1-B of Map 4 of Land Court App. No. 1092 (used by Hawaii Prince and as road and for public bathroom)
- Grant 2789 to W.L. Moehonua (part of Honey Bee project)
- Former underwater area of Kalia Fishery transferred to Territory of Hawaii by Presidential Proclamation 10/27/1928
- Underwater area transferred to Territory of Hawaii on 8/18/1958 by Public law 85-677

EXHIBIT "A"

EXHIBIT "B"



MAP OF SUBJECT PROPERTIES



HAUL-OUT FACILITY
PARCEL

Executive Order No. 02575

Setting Aside Land for Public Purposes

By this Executive Order, I, the undersigned, Governor of the State of Hawaii, by virtue of the authority in me vested by Section 171-11, Hawaii Revised Statutes, and every other authority me hereunto enabling, do hereby order that the public land hereinafter described be, and the same is, hereby set aside for the following public purposes:

FOR ADDITION TO ALA WAI BOAT HARBOR, to be under the control and management of the Department of Transportation (Harbors Division).

ADDITION TO ALA WAI BOAT HARBOR

Kalia, Waikiki, Honolulu, Oahu, Hawaii

Comprising the following:

1. Being Lot 119 as shown on Map 50 of Land Court Application 852, filed in the office of the Assistant Registrar of the Land Court of the State of Hawaii, covered by Transfer Certificate of Title 114,029 issued to the State of Hawaii (Land Office Deed 8710).

2. Being Lot 1 as shown on Map 2 of Land Court Application 1092, filed in the office of the Assistant Registrar of the Land Court of the State of Hawaii, covered by Transfer Certificate of Title 42,731 issued to the Territory of Hawaii (Land Office Deed 8710).

3. Being a portion of Lot 23 as shown on Map 4 of Land Court Consolidation 32, filed in the office of the Assistant Registrar of the Land Court of the State of Hawaii, covered by Transfer Certificate of Title 66816 issued to the Territory of Hawaii (Land Office Deed 14,117).

4. Being a portion of Grant 2789 to W. L. Moehonua, conveyed by E. Coit Hobron by guardian, et al., to the Territory of Hawaii by Deed dated May 29, 1920, and recorded in Book 554 on pages 377-383.

5. Being a portion of former underwater area of Kalia Fishery transferred to the Territory of Hawaii by Presidential Proclamation No. 1856 dated October 27, 1928.

6. Being a portion of the underwater area transferred to the Territory of Hawaii by Public Law 85-677, 85th Congress, H. R. 10423, dated August 18, 1958.

EXHIBIT "C"

Beginning at the northeast corner of this parcel of land, at the southwest corner of the intersection of Ala Wai Boat Harbor Governor's Executive Order 1795) and Ala Moana, Federal Aid Project No. U-44 (9), the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 8,980.49 feet South and 2,968.44 feet East, as shown on Government Survey Registered Map 1986, thence running by azimuths measured clockwise from True South:-

1.	347° 59'	24.93 feet	along the southwest side of Ala Moana, Federal Aid Project No. U-44 (9);
2.	Thence along the southwest side of Ala Moana, Federal Aid Project No. U-44 (9) on a curve to the left with a radius of 464.67 feet, the chord azimuth and distance being: 335° 06' 30" 207.08 feet;		
3.	322° 14'	3.06 feet	along the southwest side of Ala Moana, Federal Aid Project No. U-44 (9);
4.	56° 53'	307.65 feet	along Lot 3 (Map 3) of Land Court Consolidation 38, and along the remainder of Lot 23 (Map 4) of Land Court Consolidation 32;
5.	144° 19'	150.15 feet	along Ala Wai Boat Harbor (Governor's Executive Order 1795);
6.	56° 53'	8.01 feet	along Ala Wai Boat Harbor (Governor's Executive Order 1795);
7.	144° 19'	144.75 feet	along Ala Wai Boat Harbor (Governor's Executive Order 1795);
8.	242° 43'	254.21 feet	along Ala Wai Boat Harbor (Governor's Executive Order 1795) and Ala Wai Yacht Basin (Parcel 3 of Governor's Executive Order 1330);

9. Thence along Ala Wai Yacht Basin (Parcel 3 of Governor's Executive Order 1330) on a curve to the right with a radius of 174.07 feet, the chord azimuth and distance being: 250° 21' 46.24 feet;

10. 257° 59' 74.31 feet along Ala Wai Boat Harbor (Governor's Executive Order 1795), to the point of beginning and containing an AREA OF 90,229 SQUARE FEET.

SUBJECT to disapproval by the Legislature by two-thirds vote of either the Senate or the House of Representatives or by majority vote of both, in any regular or special session next following the date of this Executive Order.

In Witness Whereof, I have hereunto set my hand and caused the Great Seal of the State of Hawaii to be affixed.

(seal) Done at the Capitol at Honolulu this 12th day of August, Nineteen Hundred and 71

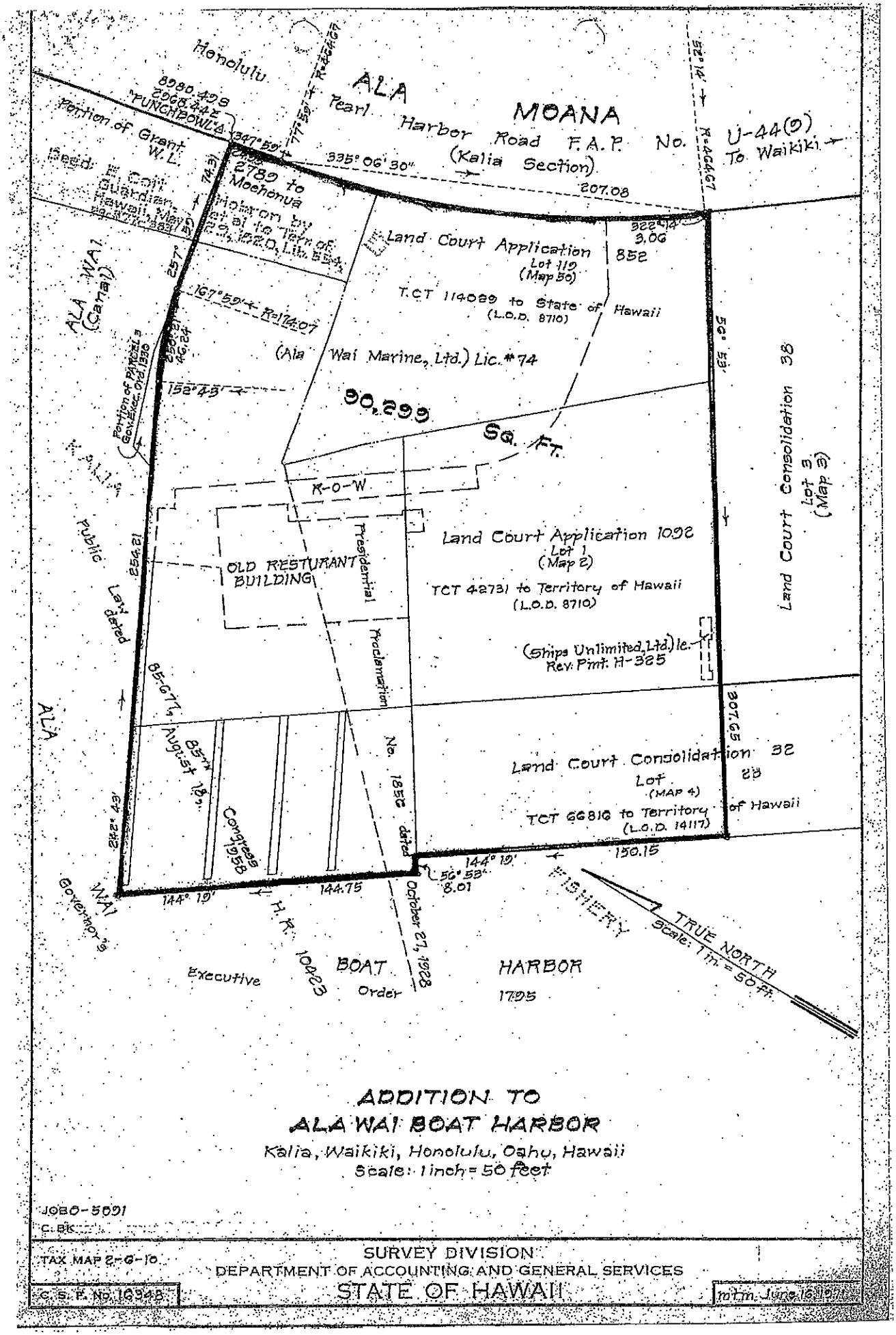
(s) John A. Burns
Governor of the State of Hawaii

Approved as to form:

James E. Ron (s)
Deputy Attorney General

mm
Proofed by: 47

Dated: August 4, 1971



ADDITION TO
ALA WAI BOAT HARBOR

Kalia, Waikiki, Honolulu, Oahu, Hawaii
Scale: 1 inch = 50 feet

JOB 0-5091
C. BK.

TAX MAP 2-6-10

SURVEY DIVISION
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
STATE OF HAWAII

C. S. F. No. 16948

m.t.m. June 16, 1971

EXHIBIT "D"

Executive Order No. 1795

Setting Aside Land for Public Purposes

By this Executive Order, I, the undersigned, Acting Governor of the Territory of Hawaii, by virtue of the authority in me vested by paragraph q of Section 73 of the Hawaiian Organic Act, and every other authority me hereunto enabling, do hereby order that the public land hereinafter described be, and the same is, hereby set aside for the following public purposes:

FOR ALA WAI BOAT HARBOR, to be under the control and management of the Board of Harbor Commissioners.

ALA WAI BOAT HARBOR

Kalia, Waikiki, Honolulu, Oahu, T. H.

COMPRISING THE FOLLOWING:

1. Portion of the area transferred to the Territory of Hawaii by Presidential Proclamation 1836 dated October 27, 1928.

2. Portion of the underwater area and filled area of Kalia Fishery not covered by any Presidential Executive Order.

3. Lots 23 and 25 as shown on Map 4 of Land Court Consolidation 32, covered by Owner's Certificate of Title 66816, issued to the Territory of Hawaii.

Beginning at the north corner of this parcel of land, the east corner of Parcel 2 of Governor's Executive Order 1330, and on the west side of Ala Moana, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 8728.74 feet South and 2936.14 feet East, as shown on Government Survey Registered Map 1986, thence running by azimuths measured clockwise from True South:-

1. 347° 59' 155.15 feet along the west side of Ala Moana;

EXHIBIT "E"

2. 77° 59' 107.62 feet along Parcel 3 of Governor's Executive Order 1330;

3. 67° 50' 50.00 feet along Parcel 3 of Governor's Executive Order 1330;

4. 9° 20' 8.84 feet along Parcel 3 of Governor's Executive Order 1330;

5. 62° 43' 128.96 feet along Parcel 3 of Governor's Executive Order 1330;

6. 324° 19' 680.46 feet along Parcel 3 of Governor's Executive Order 1330 and along Lots 3 and 4 as shown on Map 3 of Land Court Consolidation 38;

7. 54° 19' 40.00 feet along Lot 24 as shown on Map 4 of Land Court Consolidation 32;

8. 324° 19' 650.70 feet along Lot 24 as shown on Map 4 of Land Court Consolidation 32;

9. 1° 02' 239.26 feet along Lots 24 and 26 as shown on Map 4 of Land Court Consolidation 32;

10. 59° 58' 40.86 feet along the northwest side of the public right-of-way;

11. 329° 58' 10.00 feet along the westerly end of the public right-of-way;

12. 59° 58' 138.10 feet along Land Court Application 1716 to a spike;

13. 337° 41' 10.00 feet along Land Court Application 1716 to a spike;

14. Thence along Land Court Application 1716 on a curve to the right having a radius of 300.00 feet, the chord azimuth and distance being: 256° 54' 116.03 feet to a spike;

15. Thence along Land Court Application 1716 on a curve to the right having a radius of 35.00 feet, the chord azimuth and distance being: 301° 54' 38.99 feet to a pipe;

16. 335° 45' 75.00 feet along Land Court Application 1715;

17. 245° 45' 15.00 feet along Land Court Application 1715;

18. Thence along Land Court Application 1715 on a curve to the right having a radius of 100.00 feet, the chord azimuth and distance being: 290° 45' 141.42 feet;

19. 335° 45' 99.81 feet along Land Court Application 1715;

20. Thence along Land Court Application 1715 on a curve to the right having a radius of 100.00 feet, the chord azimuth and distance being: 20° 45' 141.42 feet;

21. 61° 56' 99.00 feet along Land Court Application 1715;

22. 331° 56' 75.00 feet along Land Court Application 1715 to an "↗" cut in face of seawall;

23. 310° 12' 46.20 feet along Land Court Application 1653 to an "↗" cut in face of seawall;

24. 297° 18' 23.90 feet along Land Court Application 1653 to a "+" cut in face of seawall;

25. 296° 10' 24.62 feet along Land Court Application 1653 to a "+" cut in face of seawall;

26. 296° 06' 27.85 feet along Land Court Application 624 (Map 2) to an "↗" cut in face of seawall;

27. 293° 08' 22.85 feet along Land Court Application 624 (Map 2) to an "+" cut in face of seawall;

28. 298° 14' 44.75 feet along Land Court Application 624 (Map 2) and Land Court Application 264 to a spike in face of seawall;

29. 248° 12' 0.97 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;

30.	269° 48'	55.65 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;
31.	270° 42'	37.43 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;
32.	274° 46'	16.35 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;
33.	277° 33'	16.65 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;
34.	281° 22'	32.66 feet along Land Court Application 264 (Map 2) to an "↗" cut in top edge of seawall;
35.	282° 58'	32.08 feet along Land Court Application 264 (Map 2) to a pipe;
36.	134° 39'	0.27 feet along Land Court Application 264 (Map 2);
37.	319° 19'	154.89 feet along the land conveyed by the Territory of Hawaii to United States Investment Corporation, Limited, by Deed dated June 4, 1939 (Land Office Deed 3599) to a "+" cut in concrete tile walk;
38.	239° 30'	56.03 feet along the land conveyed by the Territory of Hawaii to United States Investment Corporation, Limited, by Deed dated June 4, 1939 (Land Office Deed 3599);
39.	325° 00'	36.37 feet along the southwest end of Sewer Way;
40.	12° 03'	2169.24 feet along U. S. Military Reservation (Fort De Russy) and across portion of the area transferred to the Territory of Hawaii by Presidential Proclamation 1356 dated October 27, 1924, to the line of breakers;

41. 131° 00' 1884.43 feet along the line of breakers as described in Presidential Proclamation 1856 dated October 27, 1928;

42. 200° 11' 50" 1528.28 feet;

43. 197° 29' 806.20 feet;

44. 285° 05' 418.13 feet along Ala Moana Park and along Parcel 2 of Governor's Executive Order 1330;

45. 250° 10' 165.86 feet along Parcel 2 of Governor's Executive Order 1330;

46. 242° 54' 576.00 feet along Parcel 2 of Governor's Executive Order 1330;

47. Thence along Parcel 2 of Governor's Executive Order 1330 on a curve to the right having a radius of 30.00 feet, the chord azimuth and distance being: 284° 24' 39.76 feet;

48. 325° 54' 117.31 feet along Parcel 2 of Governor's Executive Order 1330;

49. Thence along Parcel 2 of Governor's Executive Order 1330 on a curve to the left having a radius of 65.00 feet, the chord azimuth and distance being: 291° 56' 30" 72.62 feet;

50. 257° 59' 126.84 feet along Parcel 2 of Governor's Executive Order 1330 to the point of beginning and containing an AREA OF 153.518 ACRES.

In Witness Whereof, I have hereunto set my hand and caused the Great Seal of the Territory of Hawaii to be affixed. Done at the Capitol at Honolulu this 13th day of August, Nineteen Hundred and 57.

Farrant L Turner
ACTING Governor of the Territory of Hawaii

Approved as to form:

Herbert Y. C. Chy
Deputy Attorney General

PTC:mm TR
Checked by: mh

Territory of Hawaii

Office of the Secretary

This is to Certify That the within is a true copy of Executive Order No. 1795 setting aside land for public purposes, the original of which is on file in this office.

In Testimony Whereof, the Secretary of the Territory of Hawaii, has hereunto subscribed his name and caused the Great Seal of the Territory to be affixed.

Farrant L Turner

DONE in Honolulu, this 13th day of August, A. D. 1957

Executive Order No. 1795

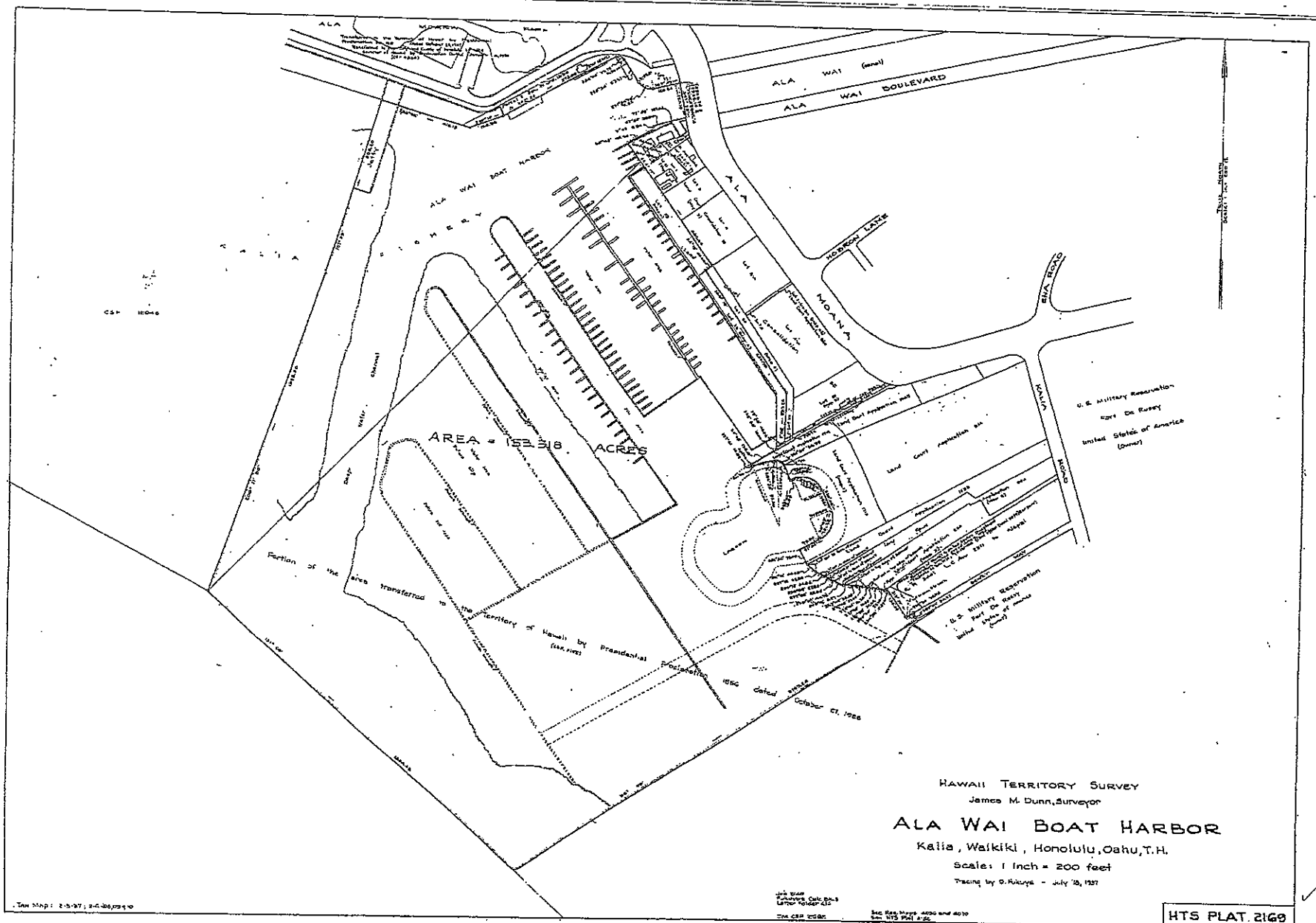
Setting Aside Land for Public Purposes

Land

Purpose

Date

HAW'N PRINTING


ALA WAI (canal)
ALA WAI BOULEVARD
ALA WAI BOAT HARBOR
KALIA FISHERY
ALA MOANA
HOBRON LANE
ENA ROAD
KALIA ROAD
AREA = 153.318 ACRES
Portion of the area transferred to the Territory of Hawaii by Presidential Proclamation 1856 dated October 21, 1926
U.S. Military Reservation
Fort De Russy
United States of America
(Owner)
Land Court Application
HAWAII TERRITORY SURVEY
James M. Dunn, Surveyor
ALA WAI BOAT HARBOR
Kalia, Waikiki, Honolulu, Oahu, T.H.
Scale: 1 Inch = 200 feet
HTS PLAT 2169

Transfer Certificate of Title

No. 42,731

From Transfer Certificates Nos {16,754 / 16,755}, Originally Registered May 8, 1937 in Registration Book 168 Pages {213 / 217} for the Registry District of the Territory of Hawaii.

This is to Certify that the -TERRITORY OF HAWAII-, is the owner in fee simple of those certain parcels of land (for public purposes) situate at Kalia, Waikiki, Honolulu, City and County of Honolulu, Territory of Hawaii, described as follows:

FIRST: LOTS: 5-A-2-A, area 2,000.0 square feet, as shown on Map 5, and
5-A-2-B-1, area 18,390.0 square feet, as shown on Map 6;

the maps above referred to by numbers are on file in the Office of the Assistant Registrar of the Land Court of the Territory of Hawaii with Land Court Application No. 852 of Bishop Trust Company, Limited, Trustee, and being all of the land described in Transfer Certificate of Title No. 16,754 issued to The City and County of Honolulu;

SECOND: Lot 1, area 21,212.0 square feet, as shown on Map 2, filed in the Office of the Assistant Registrar of the Land Court of the Territory of Hawaii with Land Court Application No. 1092 of Bishop Trust Company, Limited, Trustee of Hobron Land Trust, and being all of the land described in Transfer Certificate of Title No. 16,755 issued to The City and County of Honolulu.

EXHIBIT "E"

And it is further certified that said land is under the operation and provisions of Chapter 307 of the Revised Laws of Hawaii, 1945, and that the title of said

-TERRITORY OF HAWAII-

to said land is registered under said Chapter subject, however, to any of the encumbrances mentioned in Section 12641 of said Revised Laws of Hawaii which may be subsisting.

Witness, the Honorable A. M. Cristy, Judge of the Land Court at Honolulu, in the City and County of Honolulu, Territory of Hawaii, the 14th day of January in the year nineteen hundred and forty-nine at 2 o'clock and 00 minutes in the after-noon.

Attest, with the Seal of Said Court,

Oliver R. Ain
Assistant Registrar.

MEMORANDA OF ENCUMBRANCES ON THE LAND DESCRIBED IN THIS CERTIFICATE

Document Number	Kind	Running in Favor of	Terms	Date of Instrument	Date of Registration: Year & Month	D.	H.	M.	A. M. or P. M.	Signature of Assistant Registrar	Discharge
LAND COURT ORDER NO. 26866	Lots 5-A-2-A and 5-A-2-B-1 have been withdrawn from this certificate and consolidated with Lot 5-A-1 of certificate No. 12829. (see certificate No. 114029.)			Mar. 10, 1967	1967 Mar.	15	11	30	A.M.	Charles F. Neumann III	
Land Court Order 90120	subdivision of Lot 1 into Lots 1-A and 1-B, Map 4			Jun 2, 1988	1988 Jun	13	8	01	Am	Callie [illegible]	

{See over}

TRANSFER CERTIFICATE OF TITLE

No. 114,029

From Transfer Certificates No.s 12,829 42,731, Originally Registered March 1, 1934 January 14, 1949

in Registration Books 129 428 Pages 131 121 for the Registry District of the State of Hawaii.

This is to Certify that -STATE OF HAWAII-, is the owner in fee simple of those certain parcels of land (for public purposes) situate at Kalia, Waikiki, Honolulu, City and County of Honolulu, State of Hawaii, described as follows:

LOTS: 119, area 18,743.0 square feet, and

120, area 6,137.0 square feet, as shown on Map 50, filed in the Office of the Assistant Registrar of the Land Court of the State of Hawaii with Land Court Application No. 852 of Bishop Trust Company, Limited, Trustee, and being portions of the land described in Transfer Certificates of Title Nos. 12,829 and 42,731 issued to the Territory of Hawaii.

EXHIBIT "G"

And it is further certified that said land is under the operation and provisions of Chapter 342 of the Revised Laws of Hawaii, 1955, and that the title of said

-STATE OF HAWAII-

to said land is registered under said Chapter subject, however, to any of the encumbrances mentioned in Section 342-42 of said Revised Laws of Hawaii which may be subsisting, and subject also to:

Witness, the Honorable Samuel P. King, Judge of the Land Court at Honolulu, in the City and County of Honolulu, State of Hawaii, the 15th day of March in the year nineteen hundred and sixty-seven at 11 o'clock and 30 minutes in the fore-noon

Attest, with the Seal of Said Court,

Charles F. Neumann III
Assistant Registrar.

MEMO: This Transfer Certificate of Title is issued by Land Court Order No. 26866, filed March 15, 1967 at 11:30 o'clock A.M.

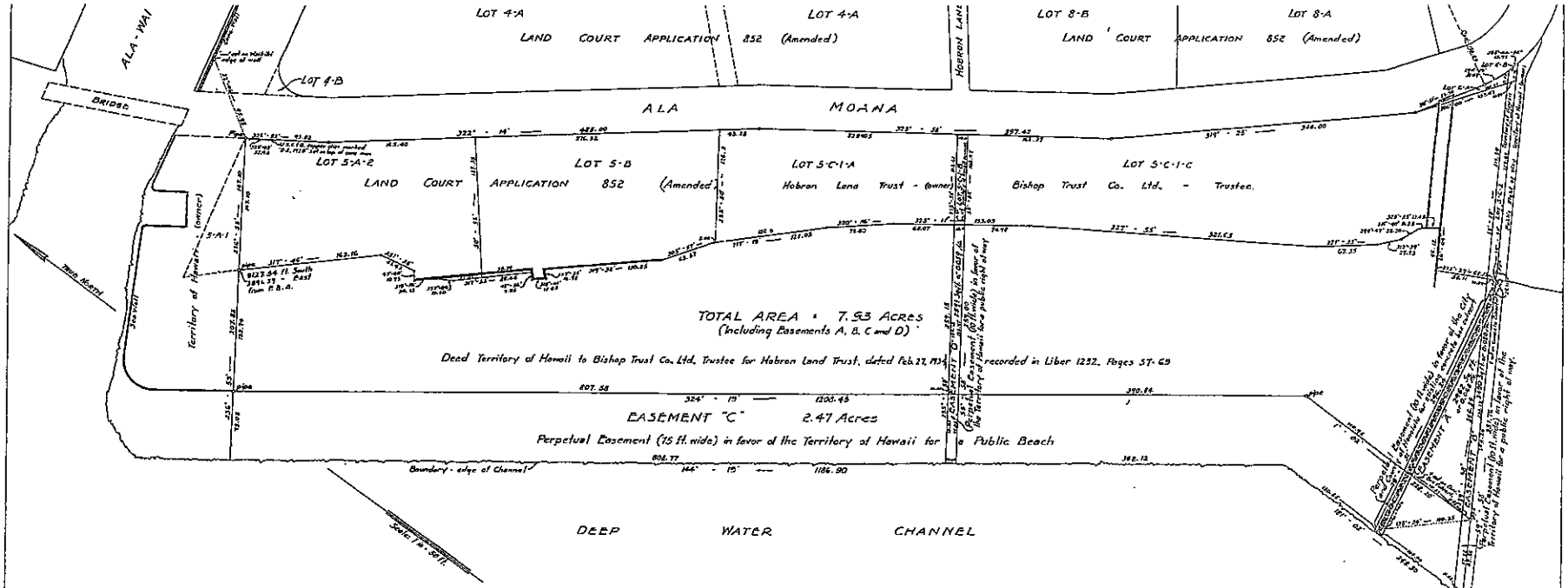
Attest:

Charles F. Neumann III
Assistant Registrar.

MEMORANDA OF ENCUMBRANCES, ETC., ON THE LAND DESCRIBED IN THIS CERTIFICATE

Document Number	Kind	Running in Favor of	Terms	Date of Instrument	Date of Registration					Signature of Assistant Registrar	Discharge
					Year & Month	D.	H.	M.	A.M. or P.M.		
and Court Order 90123.	Subdivision	of Lot 119 into Lots 119-A and 119-B, map 54		Jun 2, 1988	1988 Jun	13	8	01	AM	[illegible]	

[See over]



LAND COURT
TERRITORY OF HAWAII

Map and Description with Application 1092
BISHOP TRUST COMPANY, LIMITED, TRUSTEE FOR HOBRON LAND TRUST. — APPLICANT.

Being all of the Tide Land lying between the highwater mark of Lots 5-A-2, 5-B, 5-C-1-A, 5-C-1-B, 5-C-1-C and 5-C-2 of Land Court Application 852 (Amended) and deep water channel.
AT KALIA, WAIKIKI, HONOLULU, OAHU, T.H.

Being the Deed of the Territory of Hawaii to Bishop Trust Company, Limited, Trustee of the Hobron Land Trust, dated February, 27, 1934, and recorded in Liber 1232, pages 57-69, in the Office of the Registrar of Conveyances at Honolulu, T.H.

Beginning at a pipe at highwater mark at the most Northerly corner of this piece of land and the West corner of Lot 5-A-2 of Land Court Application 852 (Amended), the true azimuth and distance to a pipe marking the North corner of Lot 5-A-2 of Land Court Application 852 (Amended), on the Southwest side of Ala-Moana, being 236°-53' 147.10 feet, and the co-ordinates of said point of beginning referred to Government Survey Triangulation Station "Punchbowl" being 9127.54 feet South and 2891.39 feet East, and thence running as follows, all azimuths being measured clockwise from true South from the above described initial point:

Along highwater mark at seashore, along Lots 5-A-2, 5-B, 5-C-1-A, 5-C-1-B, 5-C-1-C and 5-C-2 of Land Court Application 852 (Amended) for the first 22 courses, the direct azimuths and distances between points on said highwater mark being:

1.	317°-46'	162.16 feet;
2.	331°-38'	41.45 feet;
3.	49°-40'	10.95 feet;
4.	319°-16'	24.15 feet;
5.	332°-06'	19.40 feet;
6.	317°-52'	88.44 feet;
7.	45°-56'	9.05 feet;
8.	318°-01'	15.65 feet;
9.	227°-35'	10.98 feet;
10.	319°-38'	190.85 feet;
11.	305°-57'	63.57 feet;
12.	317°-19'	126.05 feet;
13.	320°-56'	75.60 feet;
14.	325°-11'	153.05 feet;
15.	327°-55'	321.65 feet;
16.	321°-35'	67.35 feet;
17.	312°-39'	27.23 feet;
18.	294°-47'	22.20 feet;
19.	316°-40'	9.25 feet;
20.	325°-35'	15.45 feet;
21.	60°-04'	46.12 feet;
22.	333°-27'	68.13 feet to the South corner of Lot 5-C-2 of Land Court Application 852 (Amended); thence leaving highwater mark and running
23.	59°-58'	351.76 feet to edge of deep water channel and passing over a pipe at 264.20 feet;
24.	181°-02'	248.50 feet along edge of deep water channel;
25.	144°-19'	1186.90 feet along edge of deep water channel, thence leaving same and running
26.	236°-53'	207.82 feet to the point of beginning and containing an area of 7.93 Acres, but excepting and reserving, however the following four (4) perpetual easements over, across, along and upon thereof, designated as A, B, C and D, and described as follows:

EASEMENT "A". A perpetual easement in favor of the City and County of Honolulu, a municipal corporation of the Territory of Hawaii, and its successors, over a right-of-way ten (10) feet wide, together with the right of ingress and egress to and from said right of way, to maintain, repair, and reconstruct the existing Concrete Box Culvert the center line of which is more particularly described as follows:

Beginning at a point on center line of concrete box culvert where it intersects the 23rd course of the above described piece of land, the true azimuth and distance from the South corner of Lot 5-C-2 of Land Court Application 852 (Amended) being 59°-58' 12.48 feet, and thence running by azimuth measured clockwise from true South.

1.	79°-51'	296.24 feet to edge of deep water channel;

Area 2962 square feet or 0.068 Acre

EASEMENT "B". A perpetual easement in favor of the Territory of Hawaii and its successors, for a public right of way over, across, along and upon that strip of land, ten (10) feet wide, more particularly described as follows.

Beginning at the most Easterly corner of this strip of land, at highwater mark at sea shore, being also the South corner of Lot 5-C-2 of Land Court Application 852 (Amended), and thence running by azimuths measured clockwise from true South.

1	59°-58'	351.76 feet to edge of deep water channel and passing over a pipe at 264.20 feet;
2	181°-02'	11.68 feet along edge of deep water channel;
3	239°-58'	346.34 feet to West corner of Lot 5-C-2 of Land Court Application 852 (Amended);
4.	333°-27'	10.02 feet along Lot 5-C-2 of Land Court Application 852 (Amended) to the point of beginning and containing an area of 3490 square feet or 0.080 Acre

I hereby certify that Decree of Registration dated Sept. 19, 1934, and numbered 1145 has issued to Bishop Trust Company, Limited, Trustee of Hobron Land Trust, covering the land described hereon, and that Owner's Certificate of Title No. 13,292 has been transcribed therefrom.
Honolulu, T.H.
Sept. 19, 1934.
Registrar of the Land Court.

EASEMENT "C". A perpetual easement in favor of the Territory of Hawaii and its successors, for a public beach over, along, across, and upon that portion of said land, being a strip (ring adjacent to and extending seventy-five (75) feet back from the edge of the deep water channel, more particularly described as follows

Beginning at the edge of deep water channel, at the most Westerly corner of this strip of land, the true azimuth and distance from a pipe marking the North corner of Lot 5-A-2 of Land Court Application 852 (Amended), on the Southwest side of Ala Moana, being 56°-53' 354.92 feet, and thence running as follows, all azimuths being measured clockwise from true South:

1.	236°-53'	75.08 feet to a pipe;
2.	324°-19'	1208.43 feet to a pipe;
3.	1°-02'	228.20 feet to a pipe;
4	59°-58'	87.56 feet;
5.	181°-02'	248.50 feet along edge of deep water channel;
6.	144°-19'	1186.90 feet along edge of deep water channel to the point of beginning and containing an area of 2.47 Acres.

EASEMENT "D". A perpetual easement in favor of the Territory of Hawaii and its successors, for a public right of way over, across, along and upon that strip of land ten (10) feet wide, more particularly described as follows:

Beginning at the East corner of this strip of land, at highwater mark at sea shore, being also the South corner of Lot 5-C-1-B of Land Court Application 852 (Amended), and thence running by azimuths measured clockwise from true South:

1.	55°-58'	259.00 feet to edge of deep water channel;
2.	144°-19'	10.01 feet along edge of deep water channel;
3.	235°-58'	259.15 feet to West corner of Lot 5-C-1-B of Land Court Application 852 (Amended);
4.	325°-11'	10.00 feet along Lot 5-C-1-B of Land Court Application 852 (Amended) to the point of beginning and containing an area of 2591 Square feet or 0.059 Acre.

This map and description is from an actual survey on the ground made by, or under the direct supervision of the undersigned, between the dates December 1933 and May 1934, and may be checked by the Territorial Surveyor with my field book number 671, calculation book number 300, and working sheet number 186

Honolulu, T.H.
May 17, 1934.

WRIGHT, HARVEY & WRIGHT,
By [signature]
Registered Professional Surveyor
Certificate Number 8.

REGISTERED LAND SURVEYOR No. 8 TERRITORY OF HAWAII

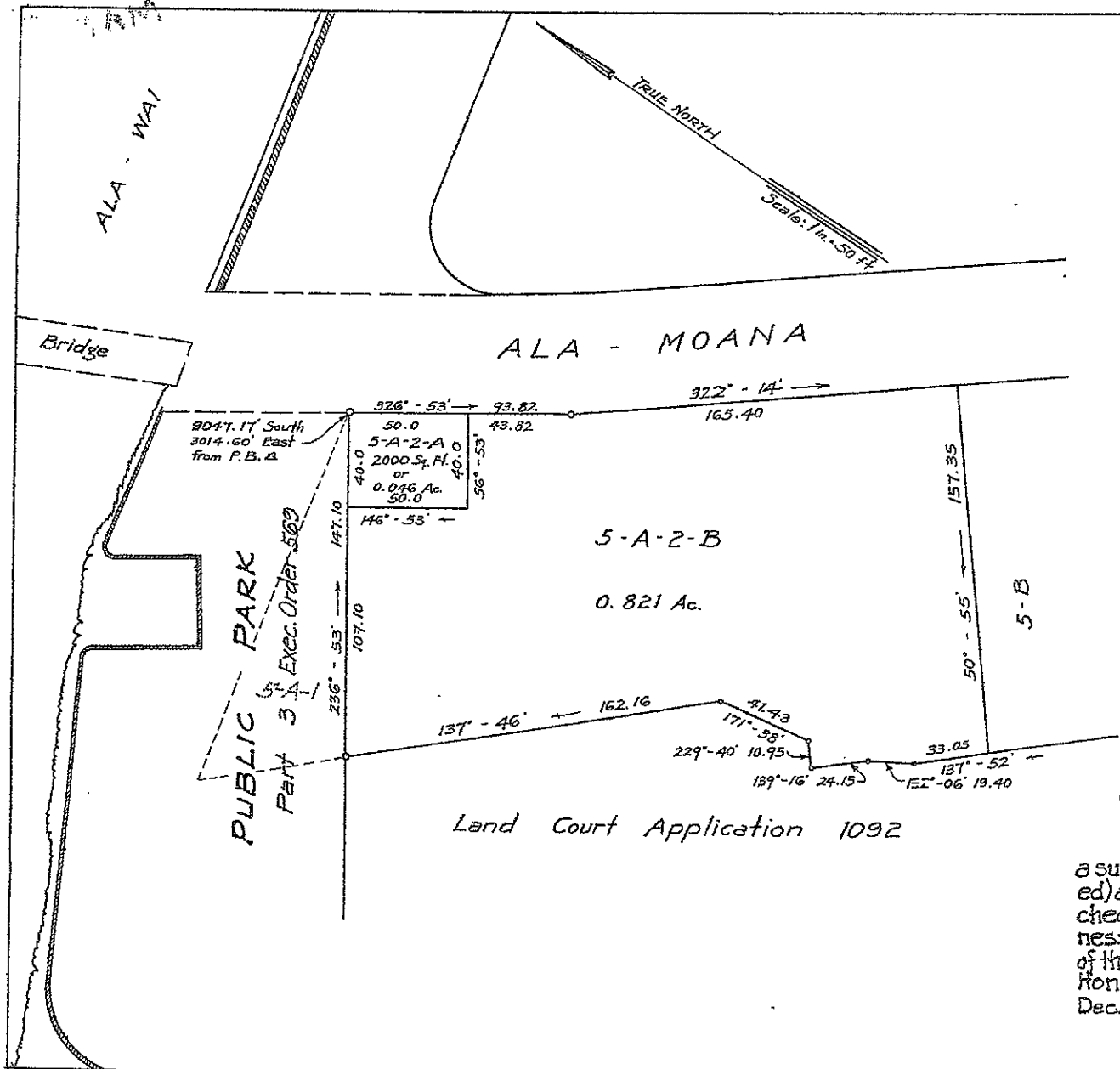
I hereby certify that the description of survey and map hereon have been examined and checked as to form and mathematical correctness, but not on the ground, and the same have been found to be in accord.
Honolulu, T.H.
July 25, 1934.
[signature]
Surveyor, Territory of Hawaii.

Bishop Trust Company, Limited,
Trustee for Hobron Land Trust.
by P.C. Morris
Its Attorney.

Filed May 27, 1934
Abraham M. Cohen
Assistant Registrar

EXHIBIT "H"

map 5



LAND COURT

TERRITORY OF HAWAII

Subdivision of Lot 5-A-2 of Land Court Application 852 (Amended) as shown on Map 4, filed in the Office of the Assistant Registrar of the Land Court into Lots 5-A-2-A and 5-A-2-B.

AT KALIA, WAIKIKI, HONOLULU, T.H.

Scale: 1 in. = 50 ft.

HONOLULU, T.H.
Oct. 8, 1934

STANLEY WRIGHT
REGISTERED LAND SURVEYOR
No. 8
HAWAII, U.S.A.

WRIGHT, HARVEY & WRIGHT
By [signature]
Surveyor & Maker of Plan
419 S.M. Damon Bldg.

OWNER: Bishop Trust Co. Ltd.
Trustee for Hobron Land Trust
M B Henshaw
by Its Vice-President.

OWNER'S CERTIFICATE OF TITLE 12,828

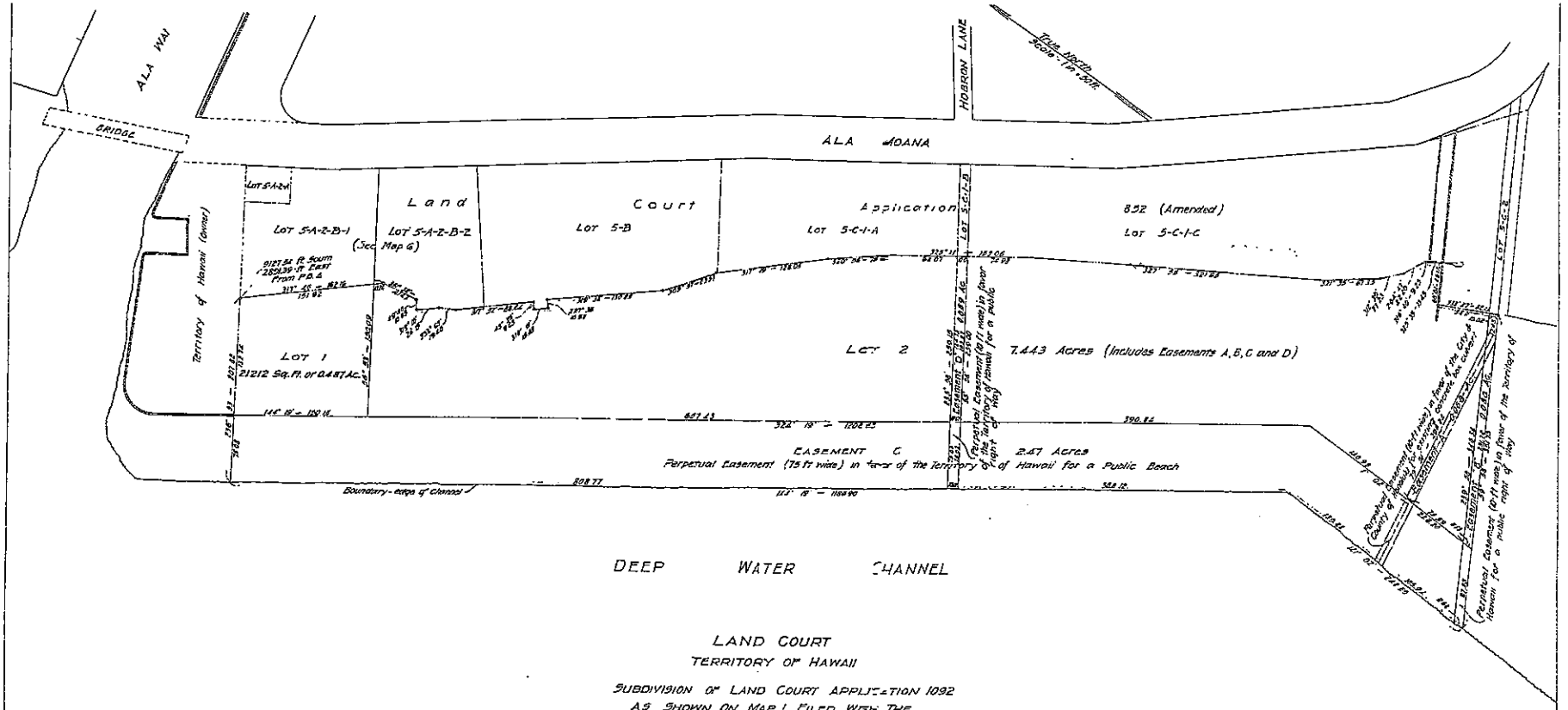
I hereby certify that the map hereon being a subdivision of Land Court Application 852 (Amended) as herein entitled, has been examined and checked as to form and mathematical correctness, and that it has been approved by Order of the Judge of the Land Court dated Dec. 20, 1934.

Honolulu, T.H.
Dec. 20, 1934.

[signature]
Surveyor Territory of Hawaii.

Filed Oct 9, 1934
[signature]
Registrar

EXHIBIT "I"



LAND COURT
TERRITORY OF HAWAII

SUBDIVISION OF LAND COURT APPLICATION 1092
AS SHOWN ON MAP 1 FILED WITH THE
ASSISTANT REGISTRAR OF THE LAND COURT
INTO LOT 1 AND LOT 2

SITUATE AT KALIA, WAIKIKI, HONOLULU, OAHU, T.H.
SCALE: 1 INCH = 50 FEET

HONOLULU, T.H.
AUGUST 28, 1936

DEPARTMENT OF PUBLIC WORKS,
CITY AND COUNTY OF HONOLULU
BUREAU OF PLANS
BY - J. H. Kessler
Surveyor and Maker of Plan
Registered Corporate No. 2149
APPROVED - A. L. Rawlins Jr.
Bureau Engineer

OWNER - Bishop Trust Co. Ltd. Trustee for Hobron Land Trust
BY - A. A. Moore Vice-Pres.
OWNER'S CERTIFICATE OF TITLE NO. 18998.

I hereby certify that the map hereon being a subdivision of Land Court Application 1092, as herein entitled, has been examined and checked as to form and mathematical correctness and that it has been approved by Order of the Judge of the Land Court dated March 23, 1937.
Honolulu, T.H.
March 23, 1937.
Surveyor Territory of Hawaii

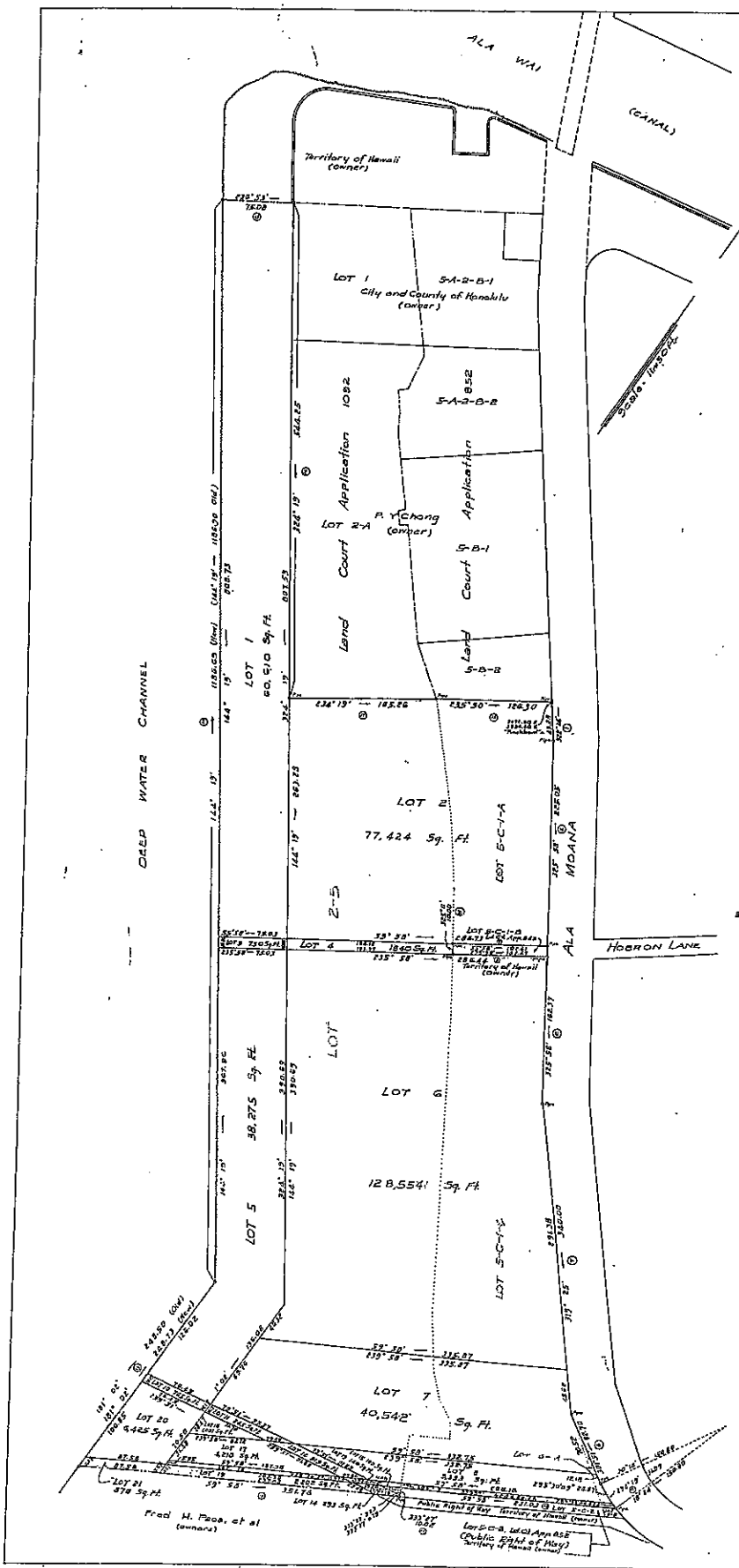
Note:- Lot 5-A-2-A of Land Court Application 852 amended, portion of Lot 5-A-2-B of Land Court Application 852 amended (to be known as 5-A-2-B-1) and portion of Land Court Application 1092 (to be known as Lot 1) were acquired by the City and County of Honolulu for park and playground purposes from Bishop Trust Co. Ltd, Trustees for the Hobron Land Trust and Oahu Railway and Land Co. Ltd, by Final Order of Condemnation dated February 17, 1937, thus giving Lot 1 of the subdivision of Land Court Application 1092 access to Ala Moana over Lots 5-A-2-B-1 and 5-A-2-A of Land Court Application 852 amended.

Tax Map Key 2-6-10

Filed March 6, 1937
Assistant Registrar

EXHIBIT "J"

Map. 1



LAND COURT

TERRITORY OF HAWAII

Map and Description with Land Court Consolidation 32

BISHOP TRUST COMPANY, LIMITED,
TRUSTEE FOR HOBRON LAND TRUST — OWNER

Situated on the Southwest side of Ala Moana
AT KALIA, WAIKIKI, HONOLULU, OAHU T. H.

Being a consolidation of the following:

Land Court Application	Lots	Shown on Map No.	Area in Acres	Certificate of Title
852	S-C-1-A and S-C-1-C	4	2.440	18,828
1092	2-B	3	6.215	13,298
852	6-A	4	.011	18,828
	TOTAL AREA		8.666 Acres	

and Subdivision of said Consolidation into
LOTS 1 TO 21 (INCLUSIVE)

Beginning at a pipe at a Northerly corner of this parcel of land, being also the East corner of Lot S-B-2 of Land Court Application 852 and on the Southwest side of Ala Moana, between the Ala Wai Canal and Hobron Lane, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 3474.80 feet South and 3336.40 feet East, and thence running by azimuths measured clockwise from True South from the above described initial point:

1. 322° 14' 43.25 feet along the Southwest side of Ala Moana to a pipe;
2. 322° 25' 228.05 feet along the Southwest side of Ala Moana to a pipe;
3. 55° 25' 102.61 feet along Lot S-C-1-B of Land Court Application 852 to a pipe;
4. 323° 11' 10.00 feet along Lot S-C-1-B of Land Court Application 852 to a pipe;
5. 233° 25' 102.47 feet along Lot S-C-1-B of Land Court Application 852 to a pipe;
6. 323° 25' 168.37 feet along the Southwest side of Ala Moana to a pipe;
7. 319° 23' 340.00 feet along the Southwest side of Ala Moana to a pipe;
8. 301° 31' 82.70 feet along the Southwest side of Ala Moana to a pipe;
9. Thence still along the Southwest side of Ala Moana on a curve to the left with a radius of 150.80 feet, the direct azimuth and distance being 206° 19' 31.03 feet to a pipe;
10. 35° 25' 251.03 feet along Lots 6-A and S-C-1-C of Land Court Application 852 to a pipe;
11. 343° 27' 10.02 feet along Lot S-C-2 of Land Court Application 852 to a pipe;
12. 35° 25' 351.72 feet;
13. 181° 02' 248.73 feet;
14. 144° 19' 1186.65 feet;
15. 236° 55' 75.05 feet;
16. 324° 19' 344.88 feet along Lots 1 and 2-A of Land Court Application 1092 to a pipe;
17. 234° 19' 105.26 feet along lot 2-A of Land Court Application 1092 to a pipe;
18. 235° 50' 122.50 feet along lot S-B-2 of Land Court Application 852 to the point of beginning and containing and area of 8.666 Acres.

This plan is from and actual survey of the ground made by me or under the direct supervision of the undersigned between the dates August 1 and September 15, 1947 and may be checked by the Territorial Surveyor with my Field Book Number 07 Page 31 calculation and working sheets in Folder 165 filed in my office.

419 S.M. Damon Bldg.
Honolulu T.H.
September 15, 1947

FRED E. HAYES
REGISTERED LAND SURVEYOR
No. 73
HAWAII, U.S.A.

Surveyor and Maker of Plan
Registered Certificate No. 73

OWNER: BISHOP TRUST COMPANY, LIMITED.
TRUSTEE FOR HOBRON LAND TRUST

Vice Pres.

I hereby certify that the description of survey and map hereon being a consolidation of certain Lots of Land Court Application 852 and 1092, as herein entitled, have been examined and checked as to form and mathematical correctness and found to be in accord.

Honolulu, T.H.
January 7, 1948.

Surveyor, Territory of Hawaii

NOTE:

Figures shown thus (1) indicate number of course in description. Courses as shown on plan are from records filed with the Territorial Maps Bureau.

Lots 1, 3, 5, 10, 20 and 21 of this consolidation will be subject to a perpetual Easement in favor of the Territory of Hawaii for a public Beach.
Lots 3, 5, 14, 15, 19 and 21 will be subject to a perpetual Easement in favor of the Territory of Hawaii for a Public Right-of-Way.
Lots 10, 11, 12, 13 and 14 will be subject to a Perpetual Easement in favor of the City and County of Honolulu for Existing Concrete Box Culvert.

I hereby certify that Decree of Registration dated March 19, 1948 has issued to Bishop Trust Company, Limited, Trustee for Hobron Land Trust, covering the lands described hereon, and that Owner's Transfer Certificate of Title No. 40193 has been transcribed therefrom.

Honolulu, T.H.
March 19, 1948

Registrar of the Land Court.

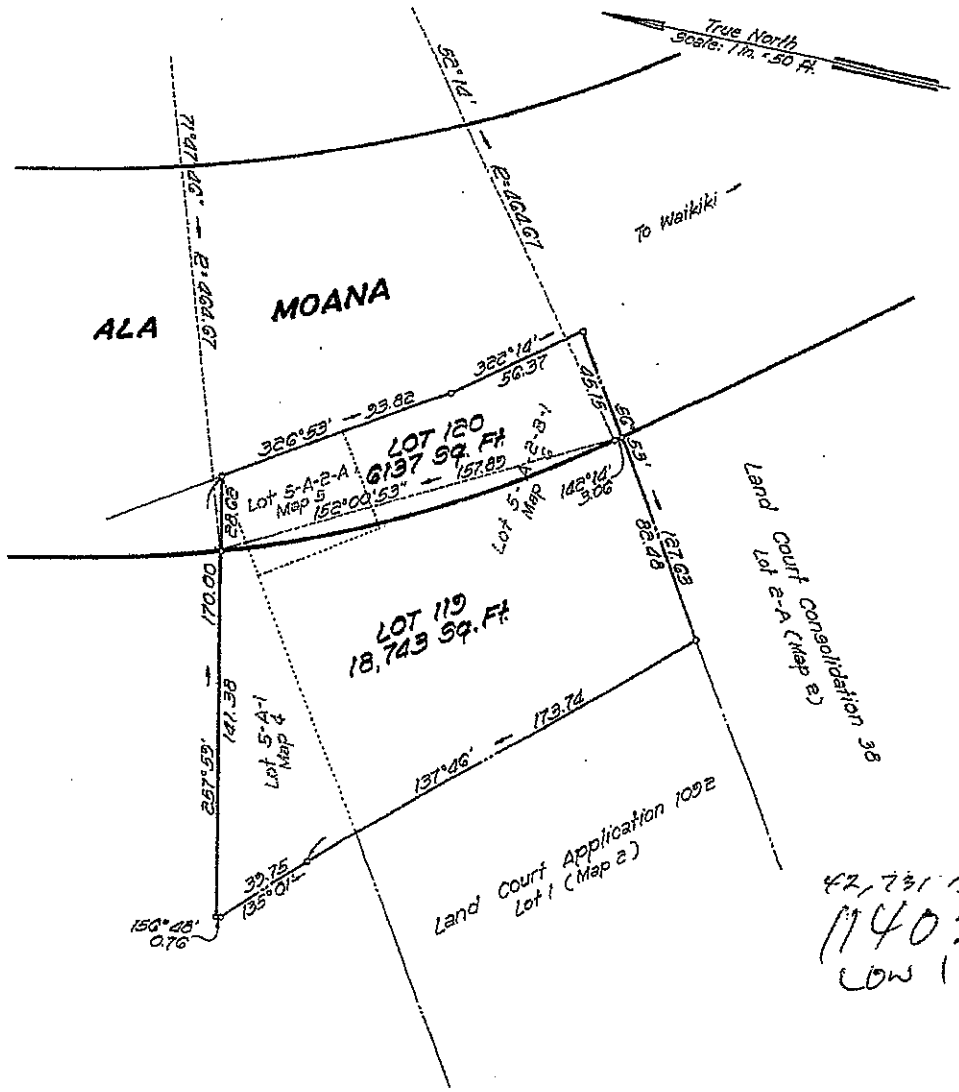
Tax Map Key: 2-6-10

30"x36" - 7.8 Sq. Ft.

EXHIBIT "K"

852 (Amended)

MAP 50



LAND COURT

STATE OF HAWAII

LAND COURT APPLICATION 852 (Amended)

CONSOLIDATION OF LOT 5-A-1 AS SHOWN ON MAP 4,
LOT 5-A-2-A AS SHOWN ON MAP 5 AND
LOT 5-A-2-B-1 AS SHOWN ON MAP 6
AND SUBDIVISION OF SAID CONSOLIDATION
INTO LOTS 119 AND 120
AT KALIA, WAIKIKI, HONOLULU, OAHU, HAWAII

JAMES F. FOSTER
REGISTERED LAND SURVEYOR
No. 625
HAWAII, U.S.A.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BY: James F. Foster
Registered Professional Surveyor 625
Land Court Surveyor 93

APPROVED
BY: [signature]
for Chief Engineer

Honolulu, Hawaii
January 11, 1967

Owner: State of Hawaii
Owner's Certificates of Title: 12,829 and 42,731

42,731 BECAME
114029
LOW 119 + 120

AUTHORIZED AND APPROVED BY ORDER OF THE JUDGE
OF THE LAND COURT DATED MARCH 10, 1967
BY ORDER OF THE COURT.

James A. Smith
Acting REGISTRAR OF THE LAND COURT

Filed March 7, 1967 Paul Cozloff

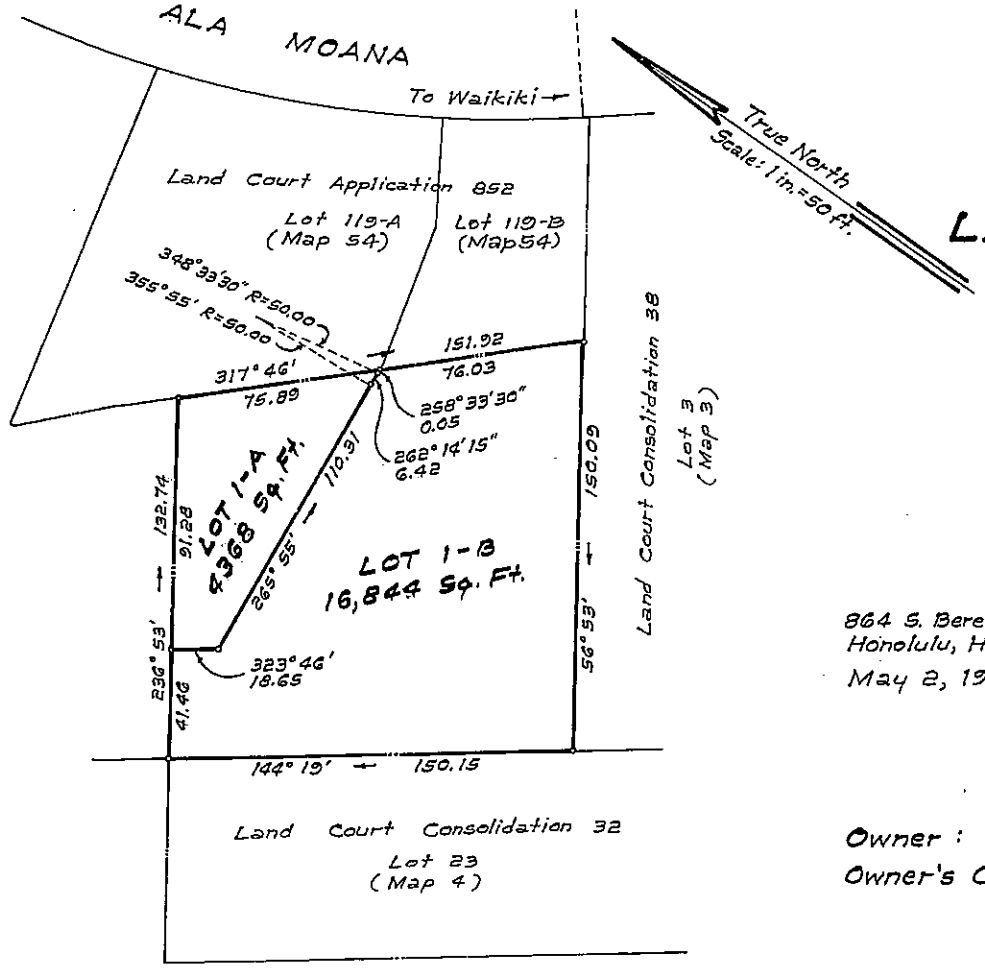
Tax Map Key: 2-6-10

10" = 15" = 1 Sq. Ft.

EXHIBIT "L"

1092

MAP 4



LAND COURT

STATE OF HAWAII

LAND COURT APPLICATION 1092

SUBDIVISION OF LOT 1

AS SHOWN ON MAP 2

INTO LOTS 1-A AND 1-B

KALIA, WAIKIKI, HONOLULU, OAHU, HAWAII

864 S. Beretania St.
Honolulu, Hawaii
May 2, 1988

RICHARD K. KAWASAKI
REGISTERED PROFESSIONAL LAND SURVEYOR
No. 3844-S
HAWAII, U.S.A.

SAM O. HIROTA, INC.

BY: Richard K. Kawasaki
Registered Professional Surveyor 3844
Land Court Surveyor 201

Owner: State of Hawaii
Owner's Certificate of Title: 42,731

AUTHORIZED AND APPROVED BY ORDER OF THE JUDGE OF THE LAND COURT DATED JUNE 2, 1988 BY ORDER OF THE COURT.

Barbara E. Wright, Deputy
REGISTRAR OF THE LAND COURT

filed May 18, 1988 Barbara E. Wright, Deputy Registrar

Tax Map Key: 2-6-10 : Por. 3

10" x 15" = 1.0 Sq. Ft.

2692 PAGE 406

LICENSE NO. 74

(3)

BOARD OF HARBOR COMMISSIONERS

Territory of Hawaii

CH-35-1043401

#347

THIS LICENSE AND AGREEMENT, made this 27th day of April, 1953 by and between the BOARD OF HARBOR COMMISSIONERS of the Territory of Hawaii, hereinafter referred to as the Licensor, and ALA WAI BOAT WORKS, LTD., of Honolulu, T. H., hereinafter referred to as the Licensee, WITNESSETH AS FOLLOWS:

1. In consideration of the covenants and agreements hereinafter set forth to be observed and performed by the Licensee, the Licensor, by virtue of the power and authority in it vested, does hereby grant to the Licensee a license for the term stated below in paragraph two (2) hereof, to use for the purposes and with the powers and subject to the covenants and conditions herein set forth, the following described premises, viz:

28,727 sq. ft. of land at the Ala Wai Boat Harbor Honolulu, T. H. being a portion of the public land set aside by Executive Order No. 1330 to be under the control and management of the Board of Harbor Commissioners and outlined in red on the print entitled "License to Ala Wai Boat Works, Limited by Board of Harbor Commissioners May, 1953" attached hereto and made a part hereof, said land being more particularly described as follows:

Beginning at the South corner of this parcel of land, the coordinates of said point of beginning referred to Government Survey Triangulation Station "Punchbowl" being 9,191.73 feet South and 2,912.18 feet East and running by azimuths measured clockwise from True South:

1. 143° - 46' 177.00 feet across Parcel 3 of Governor's Executive Order 1330;

2. 62° - 43' 10.49 feet across same;

3. 152° - 43' 7.49 feet across same;

4. 62° - 43' 25.00 feet across same;

EXHIBIT "N"

5. 152° - [illegible] 6.00 feet across same to the face of concrete landing;

6. 242° - 55' 97.60 feet along portion of Kalia Fishery along Ala Wai Yacht Basin;

7. Thence along same on a curve to the right having a radius of 174.07 feet, the chord azimuth and distance being 251° 02' 49.15 feet;

8. 259° - 09' 2.75 66.30 feet along Ala Wai (Canal) to the southwest side of Ala Moana;

9. 347° - 59' 24.93 feet along the southwest side of Ala Moana; thence along same on curves to the left having radii of 464.67 feet, the chord azimuths and distance for the next four courses being

10. 344° - 53' 23" 50.15 feet;
11. 341° - 08' 27" 10.63 feet; 2.57
12. 337° - 20' 57" 50.85 feet; 2.11
13. 331° - 23' 14" 45.81 feet; 1.90

225.6395

14. 56° - 43' 30" 45.38 feet across Parcel 3 of Governor's Executive Order 1330; 1.99

15. 78° - 33' 30" 83.08 feet across same to the point of beginning. 7.46

Area 28,727 square feet.

2. To have and to hold the said premises with their appurtenances for the erection of a two-story concrete block construction building as provided in paragraph four (4) and the operation of a marine railway and repair basin for the maintenance and repair of small boats for the term beginning May 1, 1953 and ending with April 30, 2004, provided, however, that if the Licensee shall default in the observance and performance of any of the covenants or agreements on the part of the Licensee to be observed and performed hereunder and if such default shall continue for thirty (30) days after written notice specifying such default and requiring such default to be remedied shall have been served upon the Licensee by the Licensor, then in any

BK 2692 PG 409

such case it shall be lawful for the Licensor, without warrant or other legal process, to enter into and upon the licensed premises or any part thereof in the name of the whole and terminate the rights of the Licensee under this license and agreement whereupon the improvements made pursuant to paragraphs four and five (4 and 5) shall become the property of the Licensor; provided that the Licensc may require the Licensee to remove said improvements and restore the premises to the same condition as that existing at the time of enter ing upon same under this license, reasonable and ordinary wear and tear and damages by the elements or by circumstances over which the Licensee has no control, excepted.

3. The use and occupancy of the licensed area as provided herein constitute all that the Licensor is required to furnish the Licensee under the terms of this license and agreement for the rental consideration. The Licensee agrees that the Licensor shall maintain and have right of entry to the transformer vault located within the licensed premises and right-of-way for the installation, maintenance and repair of underground utilities traversing the licensed premises. The Licensor agrees that the Licensee shall have the use of the remainder of the building housing the transformer vault, the upkeep of which shall be at the Licensee's expense.

4. The Licensee shall within one year after the beginning of the term of this license and agreement, erect at its own expense a two-story building of not less than 4,000 square feet total floor area, of concrete block construction, of design similar to the present toilet, shower and transformer buildings. All plans and specifications for said building shall be submitted by the Licensee to the Licensor for approval and no construction shall commence befor such approval is secured. The Licensee shall provide space suitable for Tom's Canvas Shop on the second floor and space suitable for

K. Sumida, Patterso . s Ship Chandlery and E. R. Simmerer and shall also contact Tada(s Lure and Tackle Shop and the Hawaii Yacht Club as to whether they will want space in said building. The Licensee shall consult with above prospective tenants as to space requirements and rental rates. Upon completion of said building the Licensee will forthwith tear down and completely remove and clear the site of the building presently occupied by Tom's Canvas Shop, K. Sumida and storage space for Harbor House Cafe. Rentals on the present buildings will accrue to the Board of Harbor Commissioners until the buildings are destroyed. Except as to tenants of the building to be constructed, the premises shall be used only for the purposes of the operation of a marine railway and repair basin for the maintenance and repair of small boats and such other purposes connected with the operation of Ala Wai Boat Harbor as shall have the prior approval in writing of the Licensor. Space in the building to be constructed may be let to others for any lawful purpose other than living quarters, a restaurant, launderette, food store, liquor dispenser, or fueling of motor vehicles or vessels.

5. The Licensee shall have the right, during the term of this license and agreement to construct the necessary facilities for the operation of a marine railway and repair basin for small boats, provided, however, that all plans and specifications for improvements to the licensed premises, including the erection of signs and fences, and any alterations or additions to said improvements, shall first be submitted by the Licensee to the Licensor for approval and no construction shall commence before such approval is secured.

6. At the expiration of this license and agreement the improvements constructed by the Licensee as provided in paragraphs four and five (4 and 5) shall become the property of the Licensor.

7. The Licensee shall pay to the Licensor as compensation for the privileges granted hereby the following:

(a) During the entire term of the lease, 6% of the gross receipts of the Licensee for the hauling out, lay-up and launching of boats in connection with the operation of the marine railway and repair business, together with the gross receipts of the Licensee on account of pumping services and services of the boat referred to in paragraph seventeen (17). Such gross receipts shall not include receipts of Licensee for repairs, parts, marine supplies, berthing space, power, and water. The 6% of gross receipts shall be paid monthly on the 15th day of the month following that in which the income is received. For the purposes of this provision, the Licensee shall keep such records and make such reports as shall be requested in writing by the Licensor.

(b) A fixed rental, payable monthly in advance on the first day of the month, the following amounts:

(1) For the first eleven (11) years of the term, $285.00 per month.

(2) For each succeeding ten-year period, such amount as shall be determined to be the reasonable monthly rental value of premises demised, but exclusive of the improvements placed thereon by the Licensee. Said determination shall be made during the half year immediately preceding the period for which the rental is to be effective and, if possible, shall be made by mutual agreement between the parties hereto, but if no agreement is reached three months prior to the period for which the rental is to be effective, the rental shall be determined by three appraisers of whom one shall be selected by the Licensor, one shall be selected by the Licensee and the third shall be selected by the two so selected. The rental fixed by a majority of the three appraisers shall be binding upon both parties. Each party shall pay the fees of the appraiser selected by it. All other expenses shall be borne equally by the Licensor and Licensee.

8. The Licensee shall from time to time during the term of this license and agreement pay and discharge all taxes imposed or assessed on the licensed premises or on any improvements thereto. The Licensee shall not be required to pay assessments for public improvements.

9. The Licensee shall pay for all water, electricity or other utilities and any costs incurred for the installation and metering thereof.

10. The Licensee shall during the term of this license and agreement maintain in good repair all improvements constructed within the licensed premises, will keep the area free from rubbish and fire hazards and will practice good housekeeping to keep the premises presentable.

11. The Licensee shall, at its own expense, conform to and fully comply with all laws, ordinances, rules and regulations, of whatever government or government agency, which relate to or affect the licensed premises or the business conducted thereon.

12. The Licensee agrees to hold the Licensor, its officers and agents, free and harmless from all suits or actions of every nature and kind which may be brought for or on account of any injury to persons or property caused directly or indirectly at any time during the term of this license and agreement by virtue of the exercise of the rights granted herein to the Licensee.

13. The Licensee, within ten (10) days after the effective date of this license and agreement, will furnish to the Licensor a bond in the sum of $5,000.00 to guarantee the full and faithful payment, observance and performance by the Licensee of all of the terms, covenants and conditions of this license and agreement, said bond to be supported by the obligation of a corporate surety licensed to do business in the Territory of Hawaii, or in lieu of such bond the Licensee to deposit with the Licensor cash or negotiable securities, of a character satisfactory to the Licensor, in like amount. The Licensee will keep said bond or deposit in full force and effect until the completion and approval by the Licensor of the building which the Licensee is required to erect as per paragraph four (4) hereof.

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14. The Licensee shall secure and during the term of this license and agreement shall at all times keep in force public liability insurance of not less than $10,000.00 to cover damages to property and not less than $100,000.00 to cover injury or death to persons caused directly or indirectly by the Licensee or its permitted sub-lessees, servants or agents at any time during the term of this license and agreement or renewal thereof by virtue of the exercise of the rights granted herein to the Licensee or its permitted sub-lessees, servants or agents.

15. Within ninety (90) days after the Licensee has completed the removal and clearing of the site of the building as provided in paragraph four (4) the Licensor shall fill and grade the marine railway land area with coral to provide adequate drainage.

16. The equipment for the operation of the marine railway itemized on the list attached hereto and made a part hereof, which equipment is the property of the Licensor, is hereby turned over to the Licensee, receipt of which is hereby acknowledged. At the expiration or prior termination of this license and agreement all of said equipment will be returned to the Licensor in as good condition as when received, ordinary wear and tear excepted, provided, however, that any of said equipment which becomes unserviceable due to normal use may be returned to the Licensor and the Licensee shall thereby be relieved of responsibility for such equipment. Equipment (but not tools) purchased by the Licensee as replacement of said equipment will become the property of the Licensor upon expiration or prior termination of this license and agreement or renewal thereof.

17. The Licensee shall, in addition to the equipment mentioned in paragraph sixteen (16) be given the use of the Ala Wai Harbor Patrol Boat, receipt of which is hereby acknowledged, said boat to be operated and maintained by the Licensee as a service, for which the Licensee shall charge reasonable fees to the boats moored in the Ala Wai Boat Harbor. The Licensee shall make said boat available to the Licensor on the same terms and conditions as provided to others. If said boat becomes unuseable due to normal use the Licensee shall purchase a replacement, which shall remain the property of the Licensee at the termination of this license and agreement or renewal thereof.

18. The Licensee shall be responsible for the repair or replacement of the equipment mentioned in paragraph sixteen (16) and the boat mentioned in paragraph seventeen (17) in the event that said equipment or boat is made unserviceable due to use, misuse or damages.

19. The Licensee shall be given exclusive use of the berthing space along the portion of the concrete work dock included in the licensed area for the berthing of vessels for servicing and repair but not for sub-lease for the mooring of boats. The Licensor shall maintain and keep in good repair the seawall along said concrete work dock.

20. The facilities of the work dock and marine railway and repair area shall be made available by the Licensee to all small boat owners on equal terms but preference shall be given to boats mooring in the Ala Wai Boat Harbor in scheduling operations. The Licensee shall permit owners or operators of

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boats to work on their boats or to hire others to work on them at the work dock or within the marine railway area, subject to a reasonable fee for berthing or the hauling out, lay-up and launching.

21. The Licensee shall not assign this license and agreement nor sublet the licensed premises or any part thereof, excepting rental of the building to be erected by the Licensee as provided in paragraph four (4) without the written consent of the Licensor, nor permit the use of said premises by anyone other than the Licensee, its permitted sub-lessees and the agents and servants of the Licensee or of said permitted sub-lessees.

22. The Licensee agrees that should the licensed premises be needed for public use other than that covered by this license and agreement, the Licensor shall have the right to terminate this license and agreement on six (6) months written notice given to the Licensee and if this license and agreement is so terminated, the Licensor shall compensate the Licensee for his equity, the value of which shall be based upon the depreciated replacement cost, at the time of termination, of all improvements constructed by the Licensee within the licensed premises and all equipment purchased by the Licensee for marine railway operation, as mutually agreed upon or by appraisal. Appraisal shall be by three appraisers the same as provided for the rental appraisal in paragraph seven (7). In the event that the Licensor shall exercise the right to terminate this license and agreement as herein provided, the Licensee shall give its tenants and sub-lessees, if any, at least four (4) months notice of the termination of their tenancy prior to the date of termination of this license and agreement. No damages whatsoever shall be incurred by the Licensor for any suit or action of any nature or kind which may be brought against the Licensee due to the termination of this

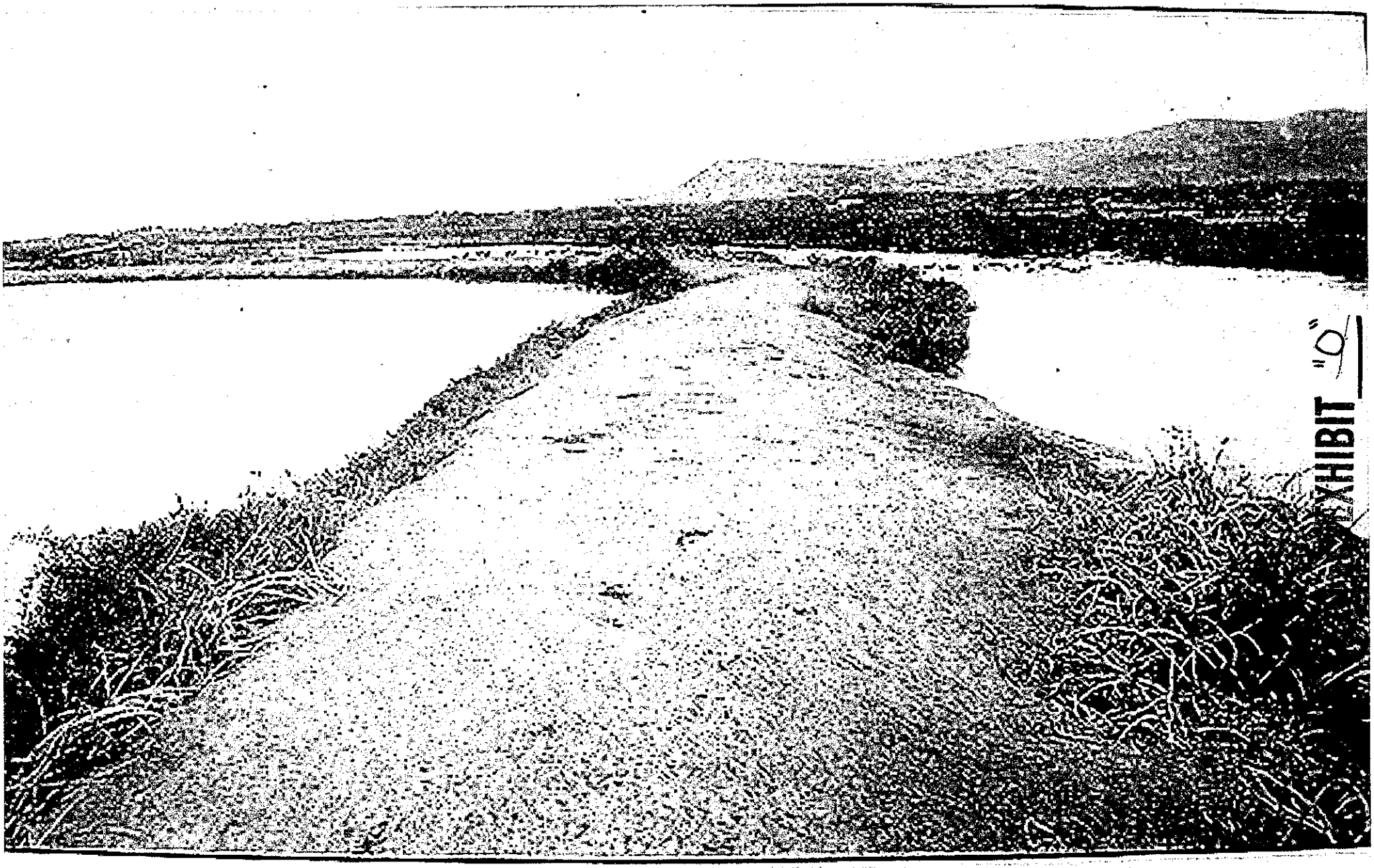


EXHIBIT "D"

ILLUSTRATION OF DUCK AND FISH PONDS NEAR ALA MOANA BRIDGE. PROPOSED TO RECLAIM.

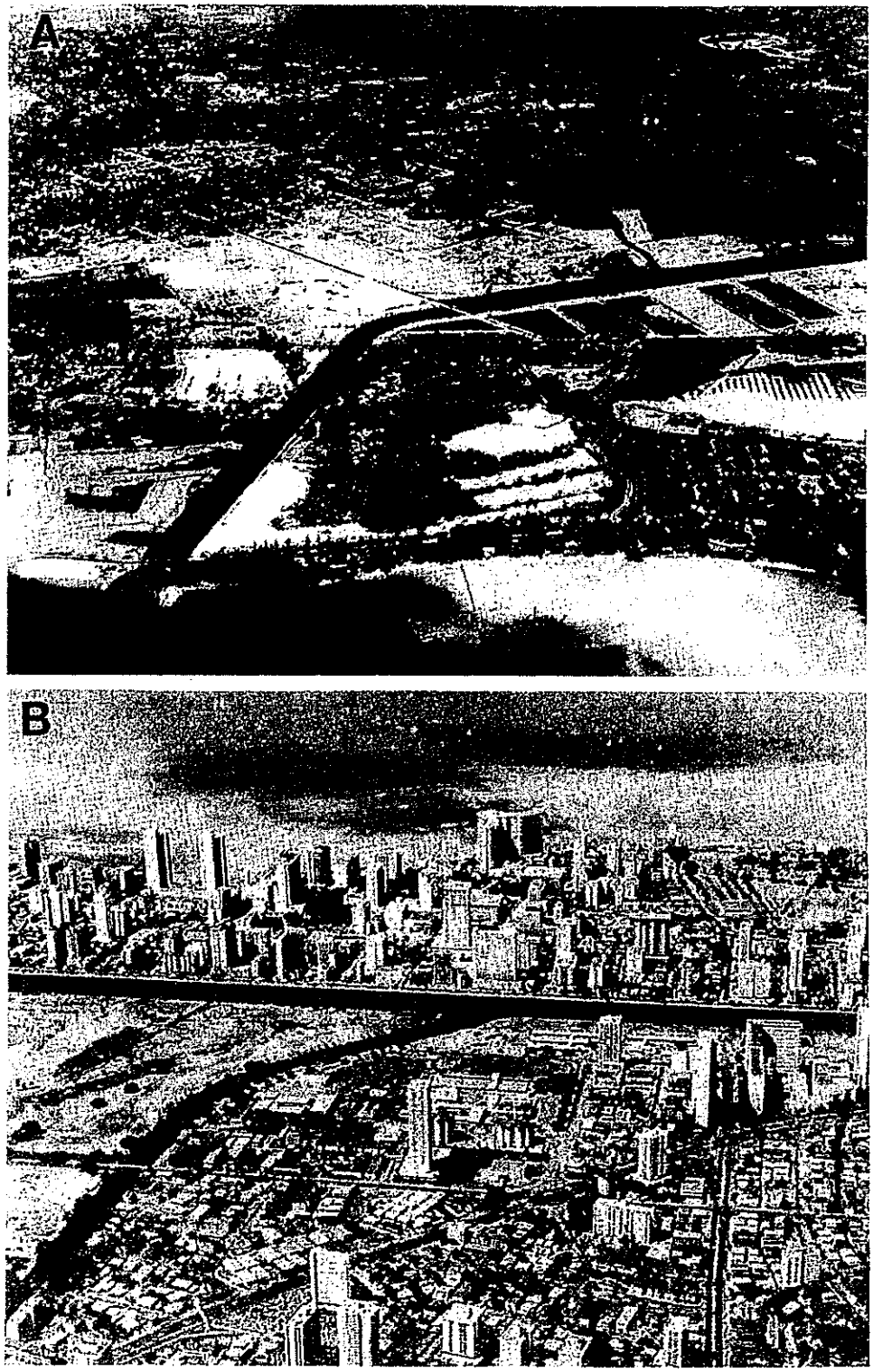


FIGURE 5. (*A*) Aerial view in 1927 near the time of the Ala Wai Canal's completion. The Ala Wai Yacht Harbor has not yet been constructed (compare with Figure 2) and dredging of coral continues in the reef tract offshore. Photograph courtesy of Bishop Museum Archives. (*B*) Waikīkī and the Ala Wai Canal, 1978. The Mānoa-Pālolo Stream drainage canal (lined with scrubs) feeds freshwater and high volumes of sediment to the midsection of the canal where a sedimentary sill develops. The Ala Wai Golf Course is to the left of the Mānoa-Pālolo Stream. Photograph courtesy of Bishop Museum Archives.

EXHIBIT "P"

EXHIBIT "Q"

Exhibit "R" – Pg. 1

Exhibit "R" – Pg. 2

November 4, 1952, Kamchatka earthquake

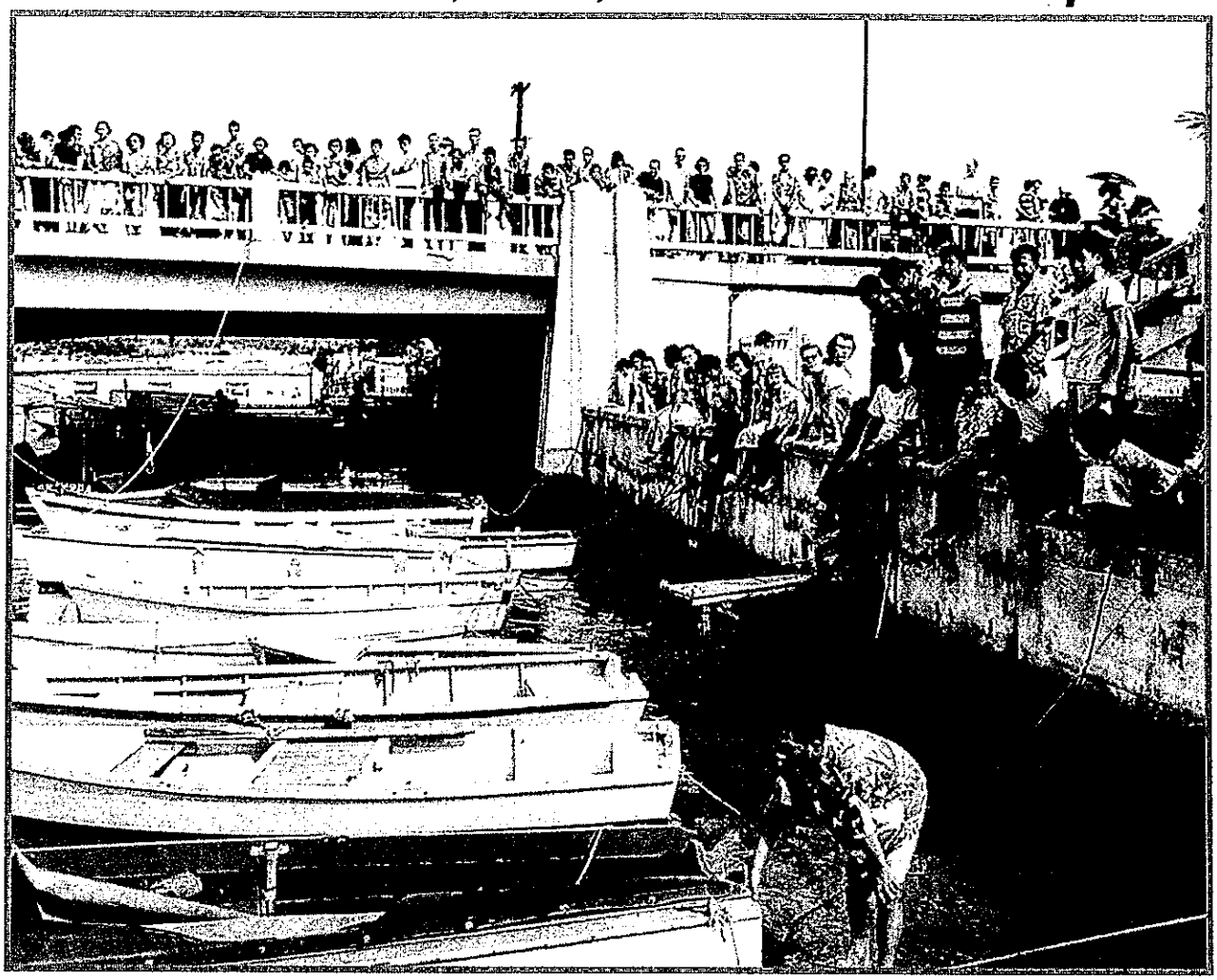


Photo credit: Camera Hawai'i

Ala Wai Yacht Harbor, Honolulu, Hawai'i.
Waters of the Ala Wai Canal receded to the bottom before surging back. Boats rested on the bottom near the Ala Moana bridge.
Runup 12.5 ft avg, Max Ka'ena Pt 28 ft.

International Tsunami Information Center
Honolulu, HI 96822 USA
E-mail: itic.tsunami@noaa.gov
URL: http://www.prh.noaa.gov/itic/

EXHIBIT "5"

Marker 17 (Location: Patio of Ilikai Hotel)

The Pi'inaio was Waikiki 's third stream which entered the sea here where the Ilikai Hotel stands. Unlike the Kuekaunahi and 'Apuakehau streams, the mouth of the Pi'inaio was a large muddy delta intersected by several small tributary channels.

The sea teemed with fish, eels, shrimp, lobster, octopus, crab and limu (seaweed). The fishermen of Kalia caught so much fish that they became known as "human fishnets." As recently as the 1930s, residents of Kalia described the area as "one of the most productive seafood producing bays ever known." In season, they would see thousands of white crabs on the beach and catch them by the bucket full. Alas, today Waikiki has been almost totally fished out.

EXHIBIT "T"

MARKER 18 (Location: Diamond Head Corner of Entrance to Ala Moana Park)

In the late 1800s, Chinese farmers converted many of Waikiki's taro and fishponds into duck ponds. This area, including the Ala Moana Shopping Center, was covered with duck farms.

Early in the 20th century, Ala Moana Beach was a barren swampland with an old dirt road that saw little traffic. Smoke rose constantly from a smoldering refuse dump near the water's edge. In 1912, Walter Dillingham purchased the land adjacent to this uninviting waterfront, much to the amusement of his peers.

Most of the acreage was three feet underwater, but Dillingham was no fool. He was in the dredging business, and the swamp was the perfect place to dump all the earth he was removing elsewhere.

In 1931, the City and County of Honolulu decided to clean up the waterfront. A boulevard between this new park and the adjacent property was also built. The new Moana Park was dedicated by President Franklin Delano Roosevelt in 1934. In 1947, its name was officially changed to Ala Moana. The swimming area was once a boat channel leading from the Ala Wai Canal to Kewalo Basin. In 1955, the 'Ewa (west) end was closed off and a mile of sand brought in from the Waiana'e coast. Later, the construction of Magic Island closed off the other end of the channel.

As for the land across the street, Lowell Dillingham came up with an idea in 1949: A shopping center unequalled in the world. Planning, financing and construction took ten years, but the new Ala Moana Shopping Center, a two-story structure on fifty acres, was ready for opening the same year Hawaii became the 50th State.

MARKER 19 (Location: Ala Wai Canal Side of Hawai'i Convention Center)

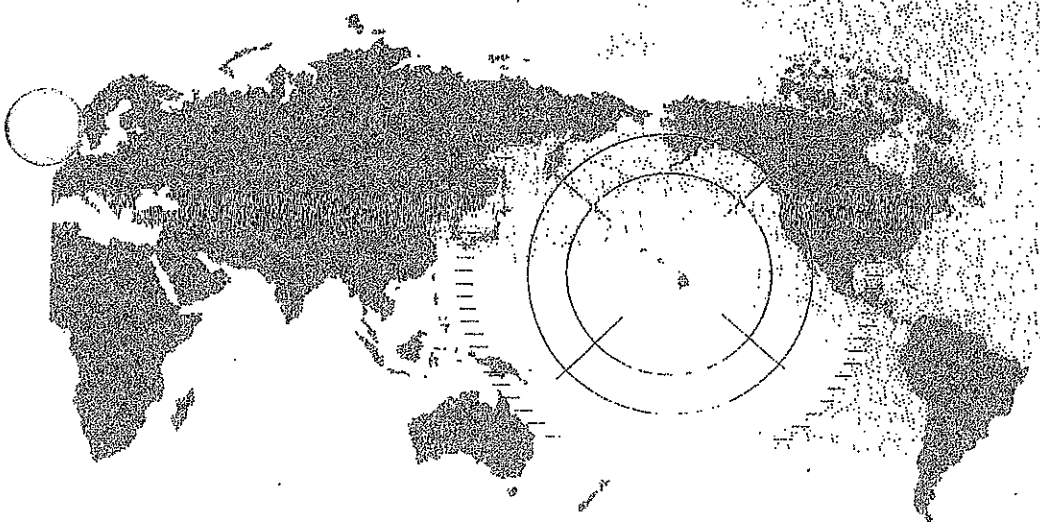
Ala Wai (freshwater way) Canal was at the heart of Waikiki Reclamation Project launched in the early 1900s to "reclaim a most unsanitary and unsightly portion of the city." The smelly duck farms and the millions of mosquitoes that stagnant ponds bred were the culprits. Residents complained, the Territorial Government responded, and work began in 1922. With the canal's completion in 1928, the taro and rice fields, the fish and duck ponds, vanished. The reclaimed acres turned into house lots which eventually turned into apartments, stored, restaurants, hotels -- and one of the world's greatest destination areas.

Begun in 1996, the Hawai'i Convention Center is the largest public building of its kind in Hawai'i. It is situated on 11 acres of land, contains more than one million square feet of floor space, three acres of gardens, and a 36,000 square feet ballroom! Funded by the State of Hawai'i, this world-class facility truly captures Waikiki's "Hawaiian sense of place" in its design, materials, gardens, and artforms.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Ala Wai Yacht Harbor Fuel Dock
1661 Ala Moana Boulevard
Honolulu, Hawaii 96815
TMK (1) 2-3-37: Parcel 20

BES Project No.: 03-1371



BES BEI ENVIRONMENTAL SERVICES

EXHIBIT "U"

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Ala Wai Yacht Harbor Fuel Dock
1661 Ala Moana Boulevard
Honolulu, Hawaii 96815
TMK (1) 2-3-37: Parcel 20

BES Project No.: 03-1371

Prepared For:

Magic Island Petroleum
P. O. Box 1594
Kailua, Hawaii 96734

Prepared By:

BEI Environmental Services
311 Pacific Street
Honolulu, Hawaii 96817

January 12, 2004

Prepared for:

Magic Island Petroleum
P. O. Box 1594
Kailua, Hawaii 96734

PHASE I ENVIRONMENTAL SITE ASSESSMENT
ALA WAI YACHT HARBOR FUEL DOCK
1661 ALAMOANA BOULEVARD
HONOLULU, HAWAII 96815
TMK (1) 2-3-37: PARCEL 20

BES Project No.: 03-1371

Prepared By:

Patrick H. Lineberger
Senior Geologist

James T. Hayes
Operations Manager

BEI Environmental Services
311 Pacific Street
Honolulu, Hawaii 96817

January 12, 2004

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EXECUTIVE SUMMARY

BEI Environmental Services (BES) was retained by Magic Island Petroleum to conduct a Phase I Environmental Site Assessment (ESA) for the area occupied by the Ala Wai Yacht Harbor Fuel Dock facility. The facility has an address of 1661 Ala Moana Boulevard, Honolulu, Hawaii 96815 and a Tax Map Key (TMK) designation of (1) 2-3-37: Parcel 20.

BES has performed the Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-00. Based on our research into the Site's history, BES' site reconnaissance, records review, and personnel interview, this assessment has revealed the following recognized environmental conditions that the property owner and lessee should be aware of:

Recognized Environmental Conditions

- **Aboveground Storage Tanks (ASTs)** - The Site has two, 2,000-gallon aboveground fuel tanks with associated underground lines and two dock-side dispensers that are used to dispense gasoline and diesel fuel to boats (Sections 4.1 and 4.2.3).

  There are two above ground propane tanks located on the Site (Section 4.2.3).

- **Fuel Spills** – The interview performed during the December 23, 2003 site inspection and the telephone interview with a Ala Wai Yacht harbor supervisor indicated there have been several incidences of spills resulting from overflow of gasoline and diesel fuel during fueling activities over the years (Section 4.1). While the spills were reportedly either cleaned up or they dissipated naturally, the potential for future spills during refueling activities by boat owner customers remains.

- **Petroleum Stains** - Dark to light gray stains were observed on the surfaces of the dispenser islands and concrete pads surrounding the two fuel dispensers, indicative of past spills and/or leaks of fuel during fueling operations (Section 4.2.10).

  The concrete pad beneath the two, 2,000-gallon ASTs was heavily stained (Section 4.2.10).

Historical Recognized Environmental Conditions (on-site)

- Examination of building plans dated 1962 and other records at the Hawaii Department of Health (HDOH) Underground Storage Tank (UST) section indicated there were seven USTs located on the Site from 1965 until 1987 when they were removed (Section 3.9; site plan diagram in Appendix E). A UST closure report was not generated. Thus, the condition of the soil and groundwater in the vicinity of the former USTs, the dispensers, and the underground lines is unknown. Documents in HDOH files for the former UST site indicated the HDOH does not intend to perform any site assessment on the former UST site to determine if there were any releases associated with the seven removed USTs. However, it remains possible that one or

more of the USTs and associated dispensers and lines leaked over their 22-year lifespan, and that petroleum hydrocarbon contamination is present on the Site.

The former USTs were not associated with the current lessee of the Site, Magic Island Petroleum, since they took over the Site lease in 1995, eight years after the removal of the seven USTs. Magic Island Petroleum also did not have any knowledge (Section 4.1) of the former USTs until informed by the findings of this ESA.

- Building plans dated 1962 and examined at the HDOH UST section indicated the presence of a cesspool in front of the building (Section 3.9). There was no surficial evidence observed during the December 23, 2003 site inspection for a cesspool in this area (Section 4.2). The manager of the Site indicated in the interview that the facility has a City & County sewage hookup (Section 4.1). Magic Island Petroleum also did not have any knowledge of the former cesspool until informed of the findings of this ESA.

- Prior to the installation of the two, 2,000-gallon ASTs currently located on the Site, fuel was reportedly dispensed to boats by tanker trucks (Section 4.1). There were only very small releases that occurred during fueling operation at that time.

Historical Recognized Environmental Conditions (off-site)

- **Releases/Spills to Water** - Forty-six of 254 HDOH-recorded release sites located within a one-mile radius of the Site were associated with petroleum hydrocarbon sheens and spills of unknown substances into the waters of the Ala Wai Canal and the Ala Wai Yacht Harbor (Section 3.4).

  Releases of petroleum hydrocarbons and other substances into the Ala Wai Harbor area are a chronic problem. Evidence for spills, such as observable sheens, discoloration of the water, and petroleum or chemical-like odors, should be reported to the U.S. Coast Guard and to the HDOH HEER Department.

Other On-Site Environmental Concerns

- **Refrigeration Units** - Chlorofluorocarbons (CFCs) may be associated with the refrigeration units found in building of the Site (Section 4.2.7). All CFCs are EPA-regulated materials with specific guidelines for their disposal. If the units are to be serviced, taken out of service, or demolished, then the CFCs must be handled in accordance with the regulations that govern their removal, transport, and disposal.

- **Fluorescent Light Ballasts** - Ballasts are associated with the fluorescent light fixtures found in the Site building (Section 4.2.5). Florescent light ballasts manufactured before 1979 can be PCB-containing. Therefore PCB-containing ballasts may be present at the Site since the building was reportedly constructed in 1962 (Section 2.4.2).

- **Mercury-Containing Light Bulbs** - The interior of the Site building utilized fluorescent lights (Section 4.2.6). The bulbs can contain small amounts of mercury and cannot be disposed of in local landfills in large quantities. Large quantities

(greater than five bulbs at one time) of fluorescent bulbs must be disposed of at a mainland USA EPA-approved disposal facility or recycler.

- **Lead-Based Paint** - The Site building was reportedly constructed in 1962 (Sections 2.4.2 and 4.2.8). Thus, the painted surfaces of the building have a potential to contain lead-based paint (LBP).
- **Asbestos-Containing Building Materials** - The Site building was reportedly constructed in 1962 (Sections 2.4.2 and 4.2.9). Thus, there is a potential for asbestos in some building materials.

1.0 INTRODUCTION

This report was prepared by BEI Environmental Services (BES) for Magic Island Petroleum. It presents the results of our Phase I Environmental Site Assessment (ESA) of the Ala Wai Yacht Harbor Fuel Dock facility. The facility provides fueling services, a convenience store, a coin-operated laundry, and a restroom/shower for boat slip lessees and yacht visitors to the State of Hawaii-owned Ala Wai Yacht Harbor. The facility, hereinafter referred to as the "Site", has an address of 1661 Ala Moana Boulevard, Honolulu, Hawaii 96815, and is located at the end of a former breakwater pier (Figures 1 - 3; Photos 1 and 2, Appendix A). The property has a Tax Map Key (TMK) designation (1) 2-3-37: Parcel 20.

The purpose of this assessment was to evaluate, on the basis of readily available information, the potential presence of hazardous and petroleum substances at and surrounding the Site. During this assessment, the potential for Site soil and groundwater contamination was assessed, however, no soil or groundwater samples were collected. The neighboring properties were also assessed in order to evaluate if areas within a specific distance of the Site could adversely impact the Site through the presence and/or release of hazardous and petroleum substances.

BES' assessment of the Site has been performed in general accordance with the American Society for Testing and Materials (ASTM), "Standard Practices for Environmental Site Assessments: Phase I Environmental Site Assessment Process," (ASTM Designation E 1527-00; ASTM 2000). Our ESA includes the following six elements:

1. REVIEW OF SITE GEOLOGY AND HYDROGEOLOGY. Review of pertinent, available documents and maps regarding local geologic and hydrogeologic conditions.
2. REVIEW OF REGULATORY RECORDS. Review of available Hawaii State Department of Health (HDOH) and United States Environmental Protection Agency (EPA) lists of known or potential hazardous waste sites or landfills, and sites currently under investigation for environmental violations.
3. REVIEW OF SITE HISTORY. Review and interpretation of archival topographic maps, Sanborn maps, and/or aerial photographs. The area of the Site was examined to obtain information regarding historical land use that could have involved the manufacture, generation, use, storage, and/or disposal of hazardous substances. Gather information regarding past and current Site development and/or land use provided by the City and County of Honolulu Building Permits and Zoning Department.
4. SITE RECONNAISSANCE. A reconnaissance of the Site and the adjoining areas to make visual observations of existing Site conditions, improvements, and/or operations, types of land use and nature of businesses within the search area.

5. PERSONNEL INTERVIEW. Interviews with property representatives familiar with the Site to obtain existing Site knowledge and evaluate Site land use, Site history, operations and maintenance procedures.
6. DATA EVALUATION AND REPORT PREPARATION. Preparation of this report, which describes the research performed, BES' findings, professional opinions, and conclusions.

2.0 SITE DESCRIPTION

2.1 Site and Vicinity Characteristics

The subject of this Phase I ESA is the property occupied by the Ala Wai Yacht Harbor Fuel Dock. The Site has an address of 1661 Ala Moana Boulevard, Honolulu, Hawaii 96815 and a TMK designation of (1) 2-3-37: Parcel 20. The Ala Wai Yacht Harbor Fuel Site is a facility that dispenses fuel to boats and operates a convenience store for yacht owners and visitors to the Ala Wai Yacht Harbor.

Topographic map coverage of the Site vicinity is provided by the United States Geological Survey (USGS), Honolulu, Hawaii 7.5 Minute quadrangle (USGS, 1998; Figure 1). Photographs 1 through 10 in Appendix A and Figure 3 show the condition of the Site and surrounding areas at the time of the site inspection performed on December 23, 2003.

2.2 Physical Setting

BES reviewed published geologic and hydrogeologic references and maps to obtain available information regarding subsurface conditions in the general area of the Site.

2.2.1 Topography

The Site lies in Honolulu, along the south coast of the Island of Oahu, at the confluence of the Ala Wai Canal and the Pacific Ocean. The 1998 USGS topographic map of the area shows the Site to be located at the end of a pier, on flat ground at an elevation of less than 10 feet above mean sea level (msl) (Figure 1). A map examined at the University of Hawaii library showed the site to have an actual surveyed elevation of 5.5 feet above sea level (Section 2.4.1). The Site drainage is into the surrounding Ala Wai Yacht Harbor waters.

2.2.2 Soils

The US Department of Agriculture (USDA) classifies the soil at the Site as "Mixed fill land" (mixed FL), which occurs primarily around the Pearl Harbor and Honolulu areas adjacent to the ocean. It consists of materials dredged from the ocean and general materials from other sources (Foote, et al., 1972).

2.2.3 Geology

The Island of Oahu is comprised of two volcanoes: the Koolau Volcano and the Waianae Volcano. The Waianae Range is the older of the two volcanoes and lies to the west of the younger Koolau Volcano. The Waianae Volcano is a shield volcano built up by a series of eruptions, which produced the Waianae Volcanic Series. The eroded remains of the Waianae Volcanic Shield comprise western Oahu.

The Koolau Volcano is an unusually elongated shield volcano built principally by eruptions along a northwest-trending rift zone. The lavas produced during the shield-building phase of the volcano are known as the Koolau Volcanic Series and consist of tholeitic and olivine basalts with small amounts of oceanite. The eroded remains of the Koolau Volcanic Shield are approximately 37 miles long, trending northwest-southeast, and comprise approximately two-thirds of Oahu.

A long period of volcanic quiescence followed the Koolau shield-building stage, during which erosion occurred and alluvium and marine sediments accumulated along coastal regions. Deep valleys were incised into the bedrock by major streams and subsequently filled with sediments. Following a long period of volcanic quiescence, volcanic activity resumed. These subsequent eruptions constituted the Honolulu Volcanic Series. Lavas of the Honolulu Volcanic Series include nephelinites, melilite nephelinites, basanites, and alkalic olivine basalts (Macdonald et al, 1983).

2.2.4 Hydrology

The primary drinking water on the island of Oahu is obtained by pumping basal groundwater aquifers. Basal groundwater is formed by rainwater percolating down through the residual soils and permeable volcanic rock. The entire portion of the volcanic materials that form the island located below sea level is saturated with seawater. Fresh water, moving downward through the hundreds of lava flows encounters the saltwater in the rocks, and because it is less dense than saltwater, floats on and displaces the underlying salt water. The fresh basal water floating on the saltwater presses downward on the saltwater forming a basal lens or a "Ghyben-Herzberg" lens. A zone of transition between the fresh groundwater and the ocean salt water occurs due to the constant movement of the interface as a result of tidal fluctuations, seasonal fluctuations in recharge and discharge, and discharge due to aquifer development (pumping).

Because rainfall tends to be greater in the interior mountainous areas of the island, recharge to the basal groundwater bodies is also greatest in these areas. As a result, groundwater levels are high in these areas that cause groundwater to flow, generally, from the interior to the shoreline. Frictional resistance to groundwater flow causes it to build up within the island until it attains sufficient hydraulic head to overcome friction. For this reason, basal groundwater acquires a slope toward the shoreline.

Basal groundwater in Hawaii occurs within the islands' unweathered basalt as a lens of fresh water floating on seawater. Along the southern coast of Oahu, a coastal plain of less

permeable caprock hinders seaward flow of the groundwater, thereby increasing hydraulic pressure. Static water head levels of +15 to +20 feet above mean sea level within the basalts are the result. Permeability of the basalt aquifer is generally high, on the average of 1,000 feet per day.

Mink and Lau (1990) assigned aquifer codes of 30102116(13321)/30102121(11113) for the aquifers underlying the Site (Figure 4). The code indicates that the groundwater in the area is part of the Nuuanu Aquifer System, in the Honolulu Sector. The aquifer system is composed of an upper and a lower aquifer. The upper aquifer is unconfined and occurs in sedimentary sequences commonly referred to as the caprock aquifer. The lower aquifer is a confined aquifer and occurs in flank lavas.

The upper sedimentary aquifer is classified as having unconfined basal water. The aquifer is currently used as a non-potable water source; however, it is considered ecologically important. The groundwater is classified as moderately saline (1,000-5,000 milligrams per liter chloride [mg/L Cal-]), and a replaceable resource with a high vulnerability to contamination (Mink and Lau, 1990).

The lower aquifer is basal, confined, and occurs in flank lavas. The aquifer is considered as ecologically important with a current use for drinking water. The salinity is fresh (<250 mg/L Cl^-) with a low vulnerability to contamination. The lower basalt aquifer is composed of principally Koolau basalts, which are extremely permeable (Mink and Lau, 1990).

The nearest streams are Manoa Stream and Palolo Stream that drain into the Ala Wai Canal. The mouth of the Ala Wai Canal is approximately 1,100 feet to the northeast of the Site. The Ala Wai Canal drains into the Ala Wai Yacht Harbor facility and then into the Mamala Bay and the Pacific Ocean (Figure 1).

The average annual rainfall in the area is less than 30 inches, with the winter months being the wettest (Armstrong, 1983).

2.2.5 Wells and Drinking Water Sources

The Site is approximately 2,700 feet below (makai of) the nearest point on the Underground Injection Control (UIC) line (Figure 5). The UIC line was established by the State of Hawaii Department of Health (HDOH) to protect groundwater resources. Groundwater landward (mauka) of the UIC line is considered to be a drinking water source. Groundwater seaward (makai) of the UIC line is considered as non-potable and saline. Injection wells are prohibited above (mauka of) the UIC line. The location of a site relative to the UIC line also determines in part, the soil and water chemical concentration action levels for a site.

According to the HDOH UIC Program Map (HDOH, 1983), the nearest drinking water wells are located approximately 1.5 miles to the northeast of the Site (Figure 5; HDOH, 1983). Two irrigation wells are located on the Fort De Russy Military Reservation about 0.4 miles to the east and southeast. The nearest injection well is located 0.3 miles to the north, at the southeast corner of the Ala Moana Shopping Center along Ala Moana Boulevard (Figure 5).

Based on location and use, these wells do not present an environmental threat to the Site and vice versa.

2.3 Current Land Use

At the time of the site inspection on December 23, 2003, the Site was occupied by the Ala Wai Yacht Harbor Fuel Dock facility located at the end of a 1,300-foot long former seawall constructed of fill materials and rock (Figure 2). The Site consisted of a 15,199 square feet (sf) area covered with a building and a boat fueling facility (Figure 3; Photos 1 – 4). The area around the structures was paved with asphalt and concrete.

The area adjacent and southeast of the Site is an asphalt-paved area used to park vehicles. Boat slips were located along both sides of the former breakwater and along the southwest and northeast-facing sides of the Site (Figure 3; Photo 2). The waters of the Ala Wai Yacht Harbor surrounded all but the southeast side of the Site.

The City and County of Honolulu Planning Department electronic database indicated the Site and surrounding areas were zoned "Waikiki Special District". The State zones the Site as "Urban District."

2.4 Past Land Use

Past land use was evaluated by reviewing historical topographic maps, aerial photographs, Honolulu City and County building permits and tax records, and a personnel interview with a representative of the property lessee.

2.4.1 Maps and Aerial Photographs

BES examined topographic maps dated 1909/1913, 1927/1930, 1943, 1959, 1969, 1983, and 1998 and aerial photographs dated 1952, 1959, 1963, 1968, 1969, 1992, 1993, and 2000, of the Site and surrounding areas at the University of Hawaii Manoa Campus library.

The maps and photographs show the Site was constructed some time after 1959 and before 1963. The 1963 map showed a building located at the same place as the present-day building. A fine scale aerial photomap dated 1969 clearly showed the building on the Site and possibly the two fuel dispensers located at the end of the fuel dock facility. The same 1969 map indicated the Site elevation to be 5.5 feet above sea level.

Surrounding areas underwent several stages of development. The Ala Wai Canal, the Ala Wai Boat Harbor, and Magic Island were not present on the 1909 to 1930 maps. The Ala Wai Canal was present, but the Ala Wai Harbor and Magic Island were not present, on the 1943 map. The Harbor is first recorded on the 1959 map and Magic Island on the 1963 aerial photo. The later maps and photos show the Site and surrounding areas much as they were at the time of the site inspection on December 23, 2003.

2.4.2 Building Permits

Building permits for the Site and adjacent properties were examined on the City & County of Honolulu (C & C) Department of Permitting web site. The building permit records indicated the following:

TMK (1) 2-3-37 Parcel 20 (the Site): A single-story building was constructed on the Site in 1962. The Site has a Facility Code of "Limited Repair & Maintenance Facility" and an Activity Code of "Motor Vehicles & Accessories (Auto, Farming, or Marine Parts)".

TMK (1) 2-3-37 Parcel 12: The 119.9-acre Parcel 12 surrounds the Site on all sides. There were no building permits listed for Parcel 12.

2.4.3 City & County Tax Records

On December 29, 2003, BES reviewed C & C Tax Records tax records for the Site designated as TMK (1) 2-3-37: Parcel 20. The result of the review is listed below.

Date	Transaction/Event	Area	Fee Owner (s)	Lessee(s)
2-10-58	Parcel 20 did not exist. Was part of Parcel 12 which was established under Executive Order 1795	153.518 acres (ac)	Territory of Hawaii, Board of Harbor Commissioners, Ala Wai Boat Harbor	None listed
9-28-62	Parcel 12 subdivided to include a new Parcel 20	0.295 ac (12,869 sf)	State of Hawaii, Board of Harbor Commissioners, Ala Wai Boat Harbor	Proposed lease to Texaco, Inc.
8-23-62	Lease Purpose: Marine fueling facility and service station	0.295 ac	State of Hawaii	Texaco, Inc.
9-30-82	Lease to Texaco terminated	0.295 ac	State of Hawaii	None
10-1-82	Lease renewed to Texaco	0.295 ac	State of Hawaii	Texaco, Inc.
3-31-88	Lease renewed; Area revised	0.3489 ac	State of Hawaii	Not listed
7-11-88	Lease renewed	0.3489 ac	State of Hawaii	Not listed
8-31-90	Lease renewed	0.3489 ac	State of Hawaii	Not listed
9-25-91	Lease renewed	0.3489 ac	State of Hawaii	Not listed
10-31-91	Lease renewed	0.3489 ac	State of Hawaii	Not listed
10-20-95	Lease renewed	0.3489 ac	State of Hawaii	Not listed
1-4-04	Current listed owner	0.3489 ac	State of Hawaii	Magic Is. Petr.

In addition, the tax records indicated that a one-story 1,431 square foot building with masonry-walls was constructed on the Site in 1962.

2.4.4 Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps were not available for examination.

2.4.5 Previous Environmental Records

During the site inspection on December 23, 2003, Magic Island Petroleum provided BES with an Aboveground Tank Tightness invoice dated June 5, 1995. The results of the tank tightness testing was not recorded on the document. A copy of the document is located in Appendix D. However, as discussed in the interview (Section 4.1) the tanks reportedly passed the tightness testing.

3.0 AGENCY LIST REVIEW

BES reviewed state and federal regulatory agency records for information on known or potential sources of hazardous material and waste, petroleum products, or other environmental conditions at or near the Site. The following State and Federal records were reviewed and are listed below according to the ASTM-specified minimum search distance from the subject property:

Sites Within One Mile of the Site

- U.S. Environmental Protection Agency (EPA) National Priority List (NPL)
- EPA Resource Conservation and Recovery Act (RCRA) Corrective Action Site (CORRACTS) List
- HDOH Solid and Hazardous Waste Sites (SHWS)
- HDOH Hazardous Evaluation and Emergency Response (HEER) office Site and Release Lists

Sites Within 0.5 Mile of the Site

- Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List
- EPA RCRA non-CORRACTS, Treatment, Storage, and/or Disposal (TSD) Facilities List
- HDOH Landfill and/or Solid Waste Disposal Site Lists
- HDOH Leaking Underground Storage Tank (LUST) List

On the Site and Adjoining Properties

- HDOH Registered Underground Storage Tank (UST) List
- CERCLIS No Further Remedial Action Planned (NFRAP) list and
- RCRA Generators List

On the Site

- Federal ERNS (Emergency Response Notification System) List

Explanations of each federal record or list are provided in Environmental Data Resources, Inc.'s (EDR's) report included here as Appendix B. State of Hawaii HEER records are defined within this report because they are not included in the EDR report.

3.1 EPA National Priorities List

There are no National Priorities List (NPL) sites are listed within a one-mile radius of the Site (EDR, 2003).

3.2 EPA RCRA CORRACTS Facilities List

There are no RCRA CORRACTS facilities located within one mile of the Site (EDR, 2003).

3.3 HDOH SHWS List

The SHWS records are the states' equivalent to CERCLIS. CERCLIS contains information on sites identified by the USEPA as abandoned, inactive, or uncontrolled hazardous waste sites that may require cleanup. There are 12 SHWS sites listed within a one-mile radius of the Site (EDR, 2003). There were also 11 unmapped SHWS sites (see Orphan Summary page 5, EDR, 2003, Appendix B).

All of these SHWS sites are located on the opposite side of bodies of water that include the Ala Wai Yacht Harbor and the Ala Wai Canal (EDR, 2003). Thus, none of the SHWS sites would be a recognized environmental condition to the Site.

3.4 HDOH HEER Lists

BES researched the HDOH's HEER Hazardous Waste Release List and Site List for any sites not listed in the EDR (2003) report attached in Appendix B (HDOH, 2003a, b). The HEER Site List is a list of facilities, properties, or areas which the HEER Office has an interest, has investigated, or may investigate under Hawaii Revised Status Chapter 128D. The HEER Site List is often associated with a release of a chemical substance. The list was searched on the HDOH electronic database by zip code, which may cover more than or less than a mile radius from the Site.

There are 254 HEER release sites listed in the electronic database that are located within a one-mile radius of the Site (HDOH, 2003b). Forty-six of the 254 release sites were associated with petroleum hydrocarbon sheens and spills to the Ala Wai Canal and the Ala Wai Yacht Harbor. Five of the 254 releases were associated with bilge water and seven with releases of unknown substances to the water. The cause of most of the reported sheens was not determined by the HDOH. Several were the result of fuel overfill incidents and intentional dumping into the harbor waters. The remaining 196 reported releases were located in areas far from the Site and associated with releases to the soil, pavement, sewers, and storm drains, and are not of environmental concern to the Site.

Nearly all of the documented releases to the Ala Wai Canal and Harbor waters naturally dissipated and did not require cleanup action, or were cleaned up by waste disposal contractors. Seven of the 254 release incidents were listed as under investigation. The remaining incidents were listed as no further action (NFA) required by the HDOH (HDOH, 2003b). None of the active incidents are considered a recognized environmental condition to the Site because the releases dissipated shortly after their discovery by the reporting parties.

None of the releases were directly attributed to the fueling activities at the Site, although it was mentioned in the interview with the manager of the Site (Section 4.1) that there have been several overfill incidents at the fuel dock by boat owners.

3.5 EPA CERCLIS List

There were no EPA CERCLIS sites listed within a half-mile radius of the Site (EDR, 2003).

3.6 EPA RCRA non-CORRACTS TSD Facilities List

There were no RCRA non-CORRACTS TSD facilities located on or within a 0.5-mile radius of the Site (EDR, 2003).

3.7 HDOH Landfill and/or Solid Waste Disposal Site Lists (SWF/LF)

There were no permitted landfills located on or within a 0.5-mile radius of the Site (EDR, 2003).

3.8 HDOH Leaking UST (LUST) List

There were 13 leaking underground storage tank (LUST) sites within a 0.5-mile radius of the Site (EDR, 2003). Clean ups of 10 of the 13 LUST sites have been completed. The remaining three LUST sites are located on the opposite side of bodies of water that include the Ala Wai Yacht Harbor and the Ala Wai Canal and more than 0.2 miles away (EDR, 2003). Thus, none of the 13 LUST sites are considered be a recognized environmental condition to the Site.

3.9 HDOH UST Section Database Listing

There were five UST sites listed within a 0.25-mile radius of the Site and one unmapped UST site (EDR, 2003). The four listed and the unmapped UST sites were not on or adjacent to the Site. Thus, these UST sites do not present recognized environmental conditions to the Site.

There was some confusion with regard to the name and the location of the remaining UST site which was listed as Aloh Marine located at 1651 Ala Moana Boulevard (HDOH, 2003d; EDR, 2003). According to HDOH records, there were seven USTs installed at the site on July 7, 1965. The USTs were owned by Texaco Refining & Marketing, Inc. and consisted of one, 1,000-gallon used oil tank, three, 4,000-gallon diesel and three 4,000-gallon gasoline tanks

(HDOH, 2003d; EDR, 2003). When the tanks were removed in September 1987 the Site lessee was listed as Aloha Marine at the 1651 Ala Moana Boulevard address. The UST site was not listed in the HDOH LUST database (HDOH, 2003c).

The address 1651 Ala Moana Boulevard is also the same address as the Ala Wai Marine boat repair facility located on Parcel 12 along Ala Moana Boulevard next to the bridge and for the Ala Wai Yacht Harbor Harbormaster Building located on Parcel 34. These facility locations, as well at the Site location, are depicted on Figure 2.

On January 8, 2004, BES reviewed requested HDOH UST public records for the UST site. The following information was determined:

- The name of the UST site at 1651 Ala Moana Boulevard was actually Aloha Marine, not Aloh Marine.
- Based on examination of building plans (obtained from the HDOH UST section and the interviewee; see attached in Appendix E) and tax records and building permit records (Sections 2.4.2 and 2.4.3), the Aloha Marine (aka Aloh Marine) UST site was actually located at the subject Site (i.e., the Ala Wai Yacht Harbor Fuel Dock) which currently has a listed address of 1661 Ala Moana Boulevard. The former UST site was not located at either the Harbormaster building site nor at the Ala Wai Marine boat repair facility at 1651 Ala Moana Boulevard. This finding is supported by the following:
  - The Site building plans are dated June 13, 1962 when building permit records indicate a building was constructed on the Site.
  - C & C tax records indicated a short-term lease (10 years) for the Site to Texaco Inc. on August 23, 1962.
  - A HDOH document dated December 18, 1990 (Letter # U1224CW) associated with the files for the seven USTs located at 1651 Ala Moana Boulevard indicated they were located on TMK 2-3-37: Parcel 20, which is the TMK of the Site.
  - The site plan showing the locations of the seven USTs and ancillary underground pipelines and fuel dispensers (diagram located in Appendix E) has the same configuration as the present day Site configuration (i.e., the perimeter of the dock facility, the locations of the building and the ramp, etc., are the same).
- The seven USTs were removed in September 1987.
- The Site currently has two, 2,000-gallon above ground tanks (ASTs) used to store gasoline and diesel fuel for dispensing to boats (see Sections 4.1 and 4.2.3). The two dispensers now on the Site are located at the same place as dispensers shown on the 1962 site plan (compare Figure 3 and site plan in Appendix E).

Further examination of HDOH UST section public records for the UST site indicated the following:

- Notes dated April 29,1991 indicated:
  - There were no reported releases from the former tanks.
  - The U.S. Coast Guard did not have any records of releases from the USTs.
  - There was a proposal to install two, 6,000-gallon UST fuel tanks on the Site.
- Other public documents in the UST site files indicated that since the tanks were removed prior to implementation of UST closure requirements and guidelines, site characterization was not required.
- There were no UST closure reports available or any information on the condition of the soil and groundwater with regard to petroleum hydrocarbon releases when the USTs were removed. The HDOH suggested that if new USTs (i.e., the two, 6,000-gallon USTs) were to be installed at the Site, then soil and groundwater samples could be collected at that time.

Based on these findings it is concluded that:

- There were seven USTs located on the Site from 1965 until 1987.
- The HDOH does not intend to perform any site assessment on the former UST site to determine if there were any releases associated with the seven removed USTs
- It is possible that one or more of the USTs and associated dispensers and lines leaked over their 22-year lifespan, and that petroleum hydrocarbon contamination is present on the Site. Therefore the former USTs constitute a historical recognized environmental condition for the Site.

3.10 EPA CERCLIS NFRAP List

There are no CERCLIS-NFRAP sites located within a ¼-mile radius of the Site (EDR, 2003).

3.11 EPA RCRA (RCRIS) Generators List

There are three RCRA generators listed within a 0.25-mile radius of the Site (EDR, 2003) and three unmapped RCRA generator sites (see Orphan Summary page 5, EDR, 2003). None were located on the Site and two, Aloh Marine at 1651 Ala Moana Boulevard and the State of Hawaii DLNR Dobor at 1651 Ala Moana Boulevard, were located on properties within 0.2 miles of the Site.

On December 23, 2003, BES requested to review public records at the HDOH UST section for the Aloh Marine and State of Hawaii DLNR Dobor RCRIS facilities. The HDOH has not yet responded to the request. BES will forward the results of the record review to Magic Island Petroleum.

3.12 EPA ERNS List

There were two ERNS (Emergency Response Notification System) incidences reported for the Site (EDR, 2003). ERNS records and stores information on reported releases of oil and hazardous substances.

On December 23, 2003, BES requested to review public records at the HDOH HEER Branch for the ERNS incidents reported for the Site. The HDOH has not yet responded to the request. BES will forward the results of the record review to Magic Island Petroleum.

4.0 PERSONNEL INTERVIEW AND SITE RECONNAISSANCE

4.1 Personnel Interview

During the site inspection on December 23, 2003, BES interviewed the manager of the Ala Wai Yacht Harbor fueling facility. A copy of the BES environmental site assessment questionnaire is located in Appendix C of this report. BES also performed an interview with one of the Ala Wai Yacht harbormasters on January 8, 2004. A summary of the main points of the interviews are as follows:

- The Site has been leased and operated by Magic Island Petroleum since about 1995.
- Until the early 1980s the fuel dock was operated by Mr. Mike Dixon for Texaco. Thereafter it was operated under Tesoro whereby Diamond Head Petroleum provided the fuel to the facility.
- Prior to the installation of the two, 2,000-gallon ASTs currently located on the Site, fuel was dispensed to boats by tanker trucks.
- The two ASTs currently located on the Site were installed when Magic Island Petroleum took over the lease in 1995.
- The building currently located on the Site was constructed in the 1960s.
- There is no NPDES permit for the Site.
- There are no floor drains on the inside of the building. Exterior drainage across the Site pavement is directly into the Ala Wai Yacht Harbor waters.
- There are no electrical transformers on the Site.
- At the time of the interview on December 23, 2004, the manager of the Site had no knowledge of underground storage tanks (USTs) ever being on the Site.
- There are two 2,000-gallon aboveground fuel storage tanks on the Site. The tanks are used to store diesel and gasoline fuel for distribution to boats. The tanks were installed in 1992. There are no reported leaks from the tanks and associated dispenser system. The tanks and associated dispensers and lines passed a tank-tightness test performed in 1995. M. Nakai Services periodically changes and disposes of fuel filters at the facility.

- Over the years, several incidents of spills of fuel to the dock and the water occurred during boat fueling operations by boat operators.
- There are two above ground propane tanks located on the Site.
- There are no maintenance shop or maintenance activities performed on the Site.
- There are no hydraulic lifts on the Site.
- There are no known waste or chemical pipelines on the Site.
- Small quantities of petroleum hydrocarbon products for boats are stored and sold on the Site.

4.2 Site Reconnaissance

At the time of the site inspection on December 23, 2003, the Site was occupied by the Ala Wai Yacht Harbor Fuel Dock facility located at the end of a 1,300-foot long 80-foot wide former seawall constructed of fill materials and rock and paved over with asphalt and concrete (Figures 2, 3, and site plans attached in Appendix E). The Site consisted of a 15,199 square feet (sf) area covered with a building and a boat fueling facility (Figure 3; Photos 1 – 4). A 5-foot high chain-link fence with a gate secured the northeast and southeast sides of the Site. The area around the structures was paved with asphalt and concrete.

Magic Island Petroleum uses the Site to dispense Chevron gasoline and diesel fuel to boats. The fuel is stored in two, 2,000-gallon aboveground storage tanks (ASTs) that are connected by underground pipelines to two dispensers, all of which are located along the front of the fuel dock facility (Figure 3; Photos 1 and 3).

The single story masonry-wall building, located in the center of the Site and approximately 50 feet from the front of the fueling dock, is used to house a convenience store, a coin-operated laundry, storage rooms, and restrooms with showers (Figure 3; Photo 1 and 2).

An office module is located at the rear of the building and a storage container at the west corner next to the AST containment area (Figure 3; Photos 1 and 4).

The following sections describe environmentally sensitive items identified during BESs' site inspection.

4.2.1 Hazardous-Chemical-Containing Materials and Waste

A small quantity of hazardous chemical-containing marine products (engine oil, lubricants, cleaners, coolant) was on display in the sales area and in the small storeroom located at the rear of the building (Figure 3; Photo 10). These materials were properly stored and there were no leaks or spills observed in the storage and sales area.

A small quantity of household cleaners, several butane canisters, and several fire extinguishers were stored on the floor next to the kitchen sink located in the building (Figure 3; Photo 9).

Several plastic 5–10-gallon-sized fuel containers were located inside of the AST containment (Figure 3; Photo 5).

4.2.2 Waste Oil/Solvents

There were no waste oil or solvents generated or stored at the Site.

4.2.3 USTs, ASTs, Oil/Water Separators, Pipelines

Magic Island Petroleum uses the Site to dispense gasoline and diesel fuel to boats from two dispensers connected by underground pipeline to two, 2,000-gallon ASTs located at the end of the dock facility (Figure 3; Photos 1, 3, and 4). The two ASTs are located inside a containment structure that consists of a concrete pad, a 2-foot high masonry block wall surmounted by a 4-foot high wooden fence (Photos 4 and 5). The area beneath the pier where the dispensers and ASTs were located was not accessible for inspection. Therefore it is not know if the connecting pipelines were embedded in the material of the pier or if they were suspended beneath the pier structure. According to the facility manager, the fuel is dispensed to boats moored along the front of the pier through a roll-up rubber hose attached to each dispenser (Photo 7). Boat owners perform the fueling operations.

According to the Site manager of the facility there have been reported spills during fueling operations (see Sections 3.4, 3.12, and 4.1). The surfaces of the concrete pad and dispenser islands around the dispensers were lightly stained, indicative of small-sized past leaks or spills (see Section 4.2.10).

During the site inspection on December 23, 2003, Magic Island Petroleum provided BES with an Aboveground Tank Tightness invoice dated June 5, 1995 (Appendix D) The results of the tank tightness testing was not listed on the document. However, as discussed in the interview (Section 4.1) the tanks reportedly passed the tightness testing. BES did observe dark stains beneath the two ASTs (see Section 4.2.10) indicative of probable past spills during tank-filling operations or leaks.

Two old fuel dispensers were stored on the pavement between the office module and the fence located along the southeast side of the Site (Figure 3; Photos 2 and 8). The dispensers were not in use nor attached to any pipes or tanks. No stains were observed around the dispensers.

There were two propane ASTs located on the Site (Figure 3). One tank was located by the east corner of the office module (Photos 2 and 8) and the other on the pier near the north corner of the Site (Photo 1). They appeared to be in good condition.

There was no evidence for USTs or oil/water separators being located on the Site. However, as discussed in Section 3.9, seven USTs were formerly located on the Site. The area where the USTs were located was covered by asphalt pavement.

4.2.4 Drains

There were no drains located inside of the building or on the exterior areas of the Site.

4.2.5 Indication of Polychlorinated Biphenyl (PCB)-Containing Materials

There were no transformers observed on the Site.

The Site utilized fluorescent lights and associated light ballasts. Florescent light ballasts manufactured before 1979 can be PCB-containing. Since the building on the Site was reportedly constructed in 1962 (Section 2.4.2), the ballasts may be PCB-containing.

4.2.6 Mercury

The interior of the building located on the Site utilized fluorescent light bulbs. Such bulbs can contain small amounts of mercury.

4.2.7 Chlorofluorocarbons

Chlorofluorocarbons (CFCs) may be associated with the refrigeration units found in the building on the Site.

4.2.8 Suspect Lead-Based Paint

The building on the Site was constructed in 1962 (Section 2.4.2). Thus, the painted surfaces of the building have a potential for lead-based paint (LBP).

4.2.9 Suspect Asbestos-Containing Building Materials (ACM)

The building on the Site was constructed in 1962 (Section 2.4.2). Thus, some of the building materials, such as floor tiles and mastic, have a potential to contain asbestos.

4.2.10 Stains and Chemical Odors

Dark to light gray stains were observed on the surface of the diesel and gasoline fuel dispenser islands and concrete pavement (Photo 7). The concrete pad beneath the two, 2,000-gallon ASTs was heavily stained (Photos 5 and 6). The stains indicate fuel has been spilled in these locations in the recent past. The releases may have been due to leaks in the equipment but are more likely due to handling after being dispensed based on Site use.

There were no chemical-like odors noticed in areas around the exterior of the Site during the site inspection.

4.2.11 Cesspool

Although there was no surficial evidence for the presence of a cesspool on the Site and the manager of the facility indicated the Site has a C & C sewer hook-up (Section 4,1), building

plans dated 1962 examined at the HDOH UST section showed a cesspool located in front of the building (Section 3.9).

4.2.12 Stressed Vegetation

BES did not observe any stressed vegetation during the Site inspection.

4.3 Adjacent Property Inspection

During the Site inspection on December 23, 2003, BES observed the surrounding properties from the Site perimeter.

The adjacent land to the southeast of the building is an asphalt-paved area used to park vehicles (Photo 2). Boat slips are located along both sides of the former breakwater and along the southwest and northeast-facing sides of the Site (Figures 3 and 3; Photo 2). The waters of the Ala Wai Yacht Harbor surround all but the southeast side of the Site (Figure 2).

There were no environmental concerns observed on the adjacent areas.

5.0 DISCUSSION AND CONCLUSIONS

BES has performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E 1527-00 for the property designated by TMK (1) 2-3-37: Parcel 20. The parcel is presently occupied by the Ala Wai Yacht Harbor Fuel Facility and is operated by Magic Island Petroleum located in Honolulu, Hawaii. Based on our research into the Site's history, BES' site reconnaissance, records review, and the personnel interview, this assessment has revealed the following recognized environmental conditions for the Site.

Recognized Environmental Conditions (on-site)

- **Aboveground Storage Tanks (ASTs)** - The Site has two, 2,000-gallon aboveground fuel tanks with associated underground lines and two dock-side dispensers that are used to dispense gasoline and diesel fuel to boats (Sections 4.1 and 4.2.3; Figure 3; Photos 1, 3, 4, 5, and 7).

  There are two aboveground propane tanks located on the Site (Section 4.2.3; Figure 3; Photos 2 and 8).

- **Fuel Spills** – The interview performed during the December 23, 2003 site inspection and the telephone interview with a Ala Wai Yacht harbor supervisor indicated there have been several incidences of spills resulting from overflow of gasoline and diesel fuel during fueling activities over the years (Section 4.1). While the spills were reportedly either cleaned up or they dissipated naturally, the potential for future spills during refueling activities by boat owner customers remains.

- **Petroleum Stains** - Dark to light gray stains were observed on the surfaces of the dispenser islands and concrete pads surrounding the two fuel dispensers, indicative of past spills and/or leaks of fuel during fueling operations (Section 4.2.10; Photo 7).

The concrete pad beneath the two, 2,000-gallon ASTs was heavily stained (Section 4.2.10; Photos 5 and 6).

Historical Recognized Environmental Conditions (on-site)

- There were seven USTs located on the Site from 1965 until 1987 when they were removed (Section 3.9; site plan diagram in Appendix E). There was no UST closure report generated or any information available on the condition of the soil and groundwater in the vicinity of the USTs, the dispensers, and the underground lines when they were removed. The HDOH does not intend to perform any site assessment on the former UST site to determine if there were any releases associated with the seven removed USTs. It is possible that one or more of the USTs and associated dispensers and lines leaked over their 22-year lifespan, and that petroleum hydrocarbon contamination remains on the Site.

  The former USTs were not associated with the current lessee of the Site, Magic Island Petroleum since they took over the Site lease in 1995, eight years after the removal of the seven USTs. Magic Island Petroleum also did not have any knowledge of the former USTs until informed of the findings of this ESA (Section 4.1).

- Building plans dated 1962 and examined at the HDOH UST section indicated the presence of a cesspool in front of the building (Section 3.9). There was no surficial evidence observed during the December 23, 2003 site inspection for a cesspool in this area (Section 4.2). The manager of the Site indicated in the interview that the facility has a City & County sewage hookup (Section 4.1). Magic Island Petroleum also did not have any knowledge of the former cesspool until informed of the findings of this ESA (Section 4.1).

- Prior to the installation of the two, 2,000-gallon ASTs currently located on the Site, fuel was dispensed to boats by tanker trucks (Section 4.1). There were only very small releases that occurred during fueling operation at that time.

Historical Recognized Environmental Conditions (off site)

- **Releases/Spills to Water** - Forty-six of 254 HDOH-recorded release sites located within a one-mile radius of the Site were associated with petroleum hydrocarbon sheens and spills of unknown substances into the waters of the Ala Wai Canal and the Ala Wai Yacht Harbor (Section 3.4).

  Releases of petroleum hydrocarbons and other substances into the Ala Wai Harbor area are a chronic problem. Evidence for spills, such as observable sheens, discoloration of the water, and petroleum or chemical-like odors, should be reported to the U.S. Coast Guard and to the HDOH HEER Department.

Other Environmental Concerns (on-site)

- **Refrigeration Units** - Chlorofluorocarbons (CFCs) may be associated with the refrigeration units found in Site building (Section 4.2.7). All CFCs are EPA-

regulated materials with specific guidelines for their disposal. If the units are to be serviced, taken out of service, or demolished, then the CFCs must be handled in accordance with the regulations that govern their removal, transport, and disposal.

- **Fluorescent Light Ballasts** - Ballasts are associated with the fluorescent light fixtures found in the Site building (Section 4.2.5). Florescent light ballasts manufactured before 1979 can be PCB-containing. Therefore PCB-containing ballasts may be present at the Site since the building was reportedly constructed in 1962 (Section 2.4.2).
- **Possible Mercury-Containing Light Bulbs** - The interior of the Site building utilized fluorescent lamps (Section 4.2.6). The bulbs can contain small amounts of mercury and lead and cannot be disposed of in local landfills in large quantities. Large quantities (greater than five bulbs at one time) of fluorescent bulbs must be disposed of at a mainland USA EPA-approved disposal facility or recycler.
- **Possible Lead-Based Paint** - The Site building was reportedly constructed in 1962 (Sections 2.4.2 and 4.2.8). Thus, the painted surfaces of the building have a potential to contain lead-based paint (LBP).
- **Possible Asbestos-Containing Building Materials** - The Site building was reportedly constructed in 1962 (Sections 2.4.2 and 4.2.9). Thus, there is a potential for asbestos in some building materials.

6.0 LIMITATIONS

We have based our conclusions and recommendations on our interpretation of the available historical and regulatory information and documents reviewed and a visual site inspection performed on December 23, 2003. We cannot guarantee or warrant that the site is free of contamination. We do warrant that our services are performed with the usual competence and thoroughness of the consulting profession, in accordance with the standard operating procedures of this time. BES does not provide any other guarantee or warranty.

This ESA is not a comprehensive site characterization and should not be construed as such. The opinions presented in this report are based on findings derived from a site reconnaissance and a review of specified regulatory records and historical sources. This Phase I ESA did not include any investigation with respect to lead paint, asbestos, radon, methane, or site geotechnical concerns. All information on UST and LUST sites is based on information reported to the HDOH Solid and Hazardous Waste Branch.

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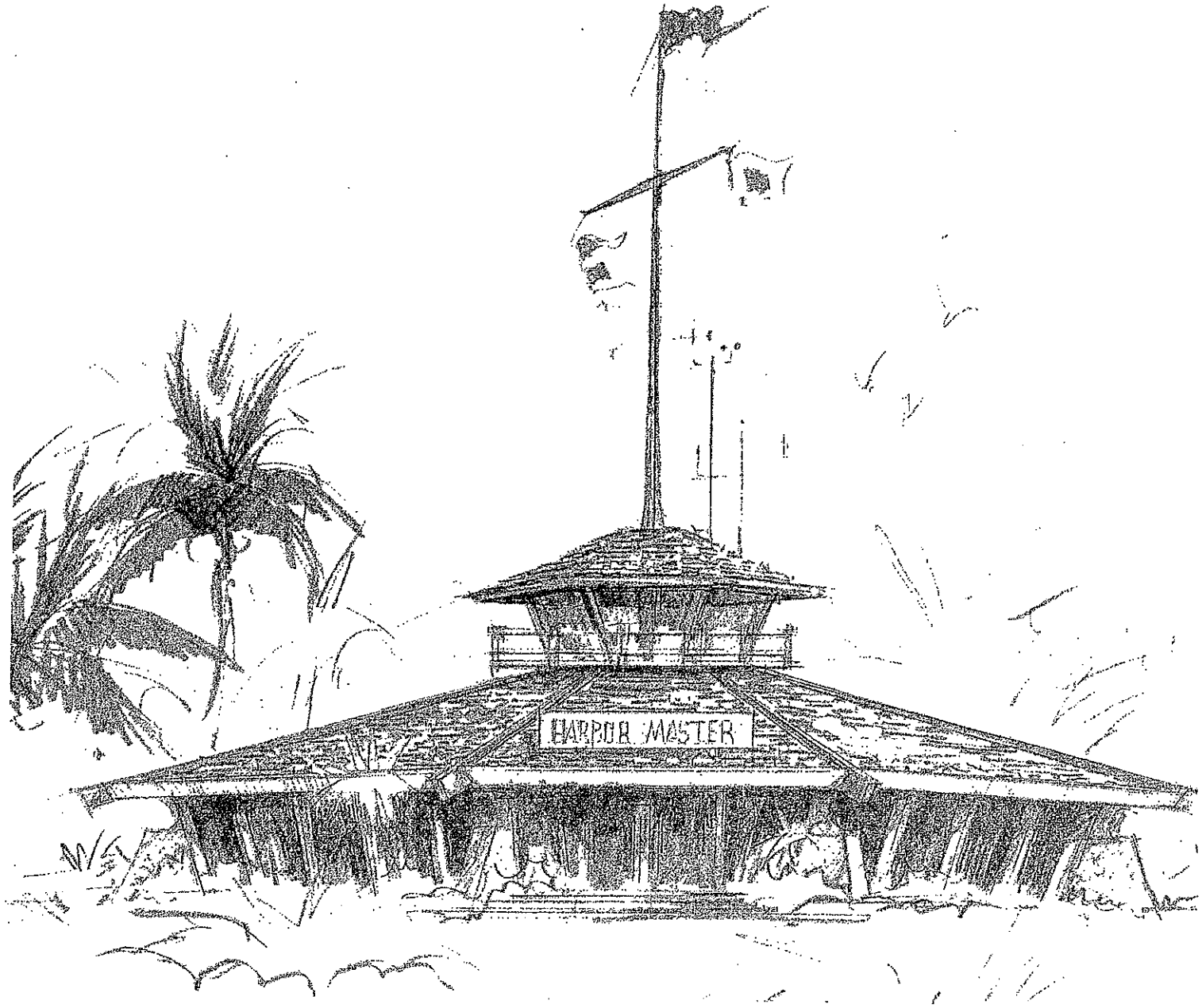
ALA WAI BOAT HARBOR

HONOLULU
HAWAII



DONALD WOLBRINK AND ASSOCIATES, INC.
WITH HERBERT MATSUMURA AIA

EXHIBIT "V"

DONALD WOLBRINK & ASSOCIATES, INC. PLANNERS ENGINEERS LANDSCAPE ARCHITECTS

June 19, 1969

Dr. Fujio Matsuda, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Dr. Matsuda:

Our office is pleased to present herewith the Master Plan for the Ala Wai Boat Harbor. The work has been performed in accordance with contract number 10170, dated 10 April 1968.

We have included in the report those elements which we feel are essential to the development of an outstanding boat harbor. The Master Plan was developed in consonance with members of the Ala Wai Boat Harbor Task Force Committee, and members of your staff.

The Master Plan represents significant changes from the current harbor development. Careful consideration was given to the adjacent uses and areas including recreational activities and the private development north of the harbor. The relationship of these adjoining uses have been considered in all aspects as they relate to the development of the harbor and its many varied facilities.

While the major emphasis was the preparation of a Master Plan for the harbor, the final result has been a development plan which will complement the entire area.

Pioneer Tower Penthouse
1136 Union Mall
Honolulu, Hawaii 96813
Telephone 531-7541
Cable DONPLAN

We want to thank the members of your staff who have worked closely with us throughout the project. Their comments and reviews at various stages were very helpful and instrumental in achieving the results presented herein.

Yours sincerely,

Donald H. Wolbrink
President

DHW:cja

COMPENDIUM

This is a plan for the expansion and upgrading of the Ala Wai Boat Harbor, as shown on Plate 1. It proposes a maximum berthing capacity of 868 craft, a net increase of 359 slips, to be achieved through the construction of one new mole and the expansion or extension of two other moles. The maximum berthing capacity includes a total of 145 slips at the Waikiki Yacht Club which represents an increase of 70 additional slips at the yacht club. The expansion itself is to be accomplished within the framework of the present harbor configuration, without infringing on the prime surfing areas makai of the existing breakwater.

The support facilities and services recommended as part of the plan are designed to achieve a "mix" of quality recreation experiences through the optimum use of land and water resources within the harbor complex. These new or improved facilities and environmental services include: (See Plate 2 for the Proposed Master Plan)

- The creation of 450 linear feet of sandy beach Diamond Head of Basin No. 3.

- The selection of alternative locations for a marina heliport.

- The consolidation and renovation of marine commercial facilities and services makai of the existing haul-out area and repair yard.

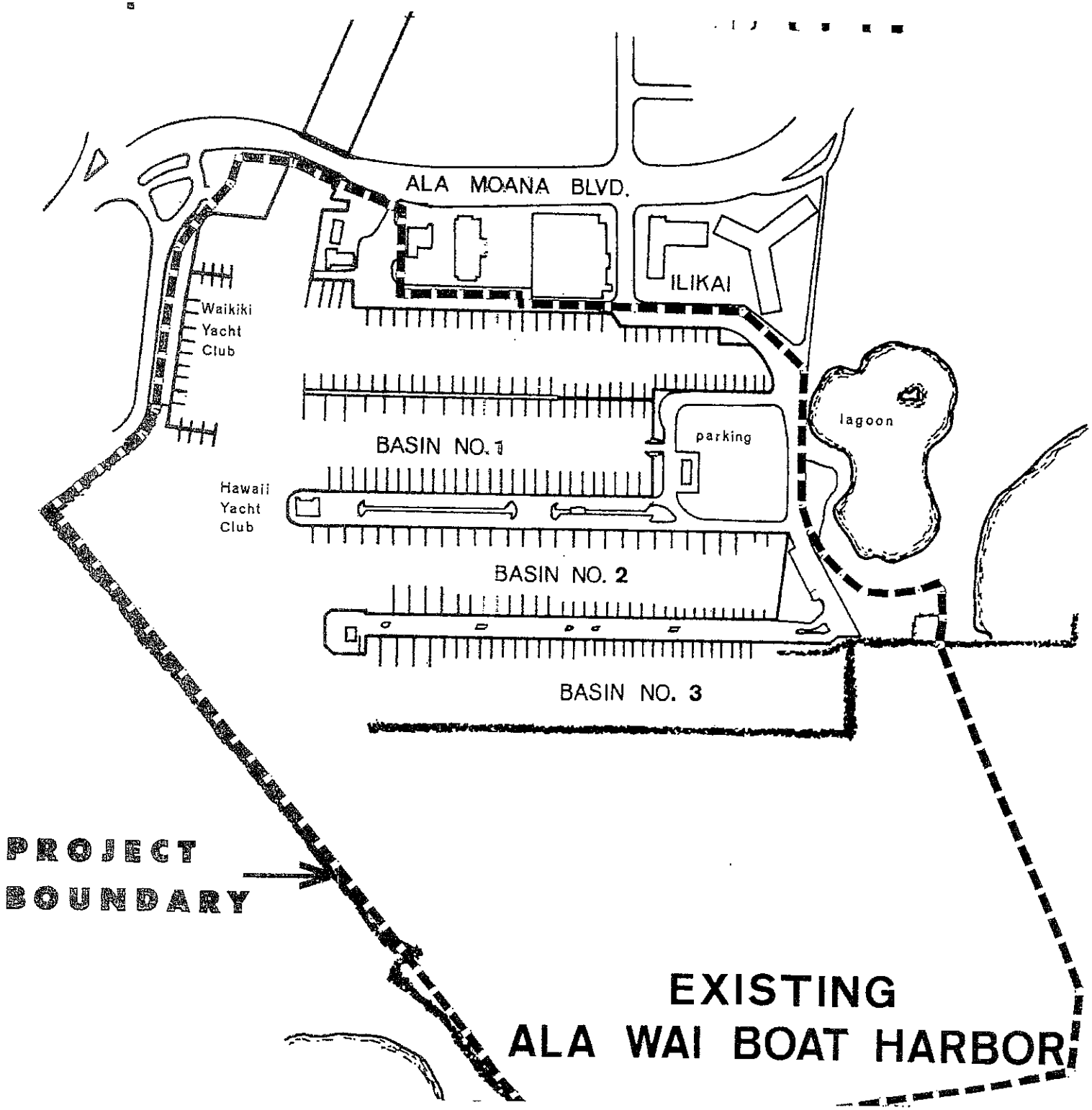
- The provision of berthing near the Hawaii and Waikiki Yacht Club as an opportunity for club expansion.

- The inclusion of the Harbor Master's office building at the Ewa end of Mole C and 12 guest slips on the mauka side of Mole C.

- The provision of special boating-oriented facilities to include boat lockers at every slip and eight rest rooms within easy walking distance from any point in the harbor.

- The provision of special surfing-oriented facilities on the makai side of Mole C to include a rest room, the construction of two observation pavilions, a wave dissipation and surfboard retrieval area, and a surf-board and emergency rescue launching ramp.

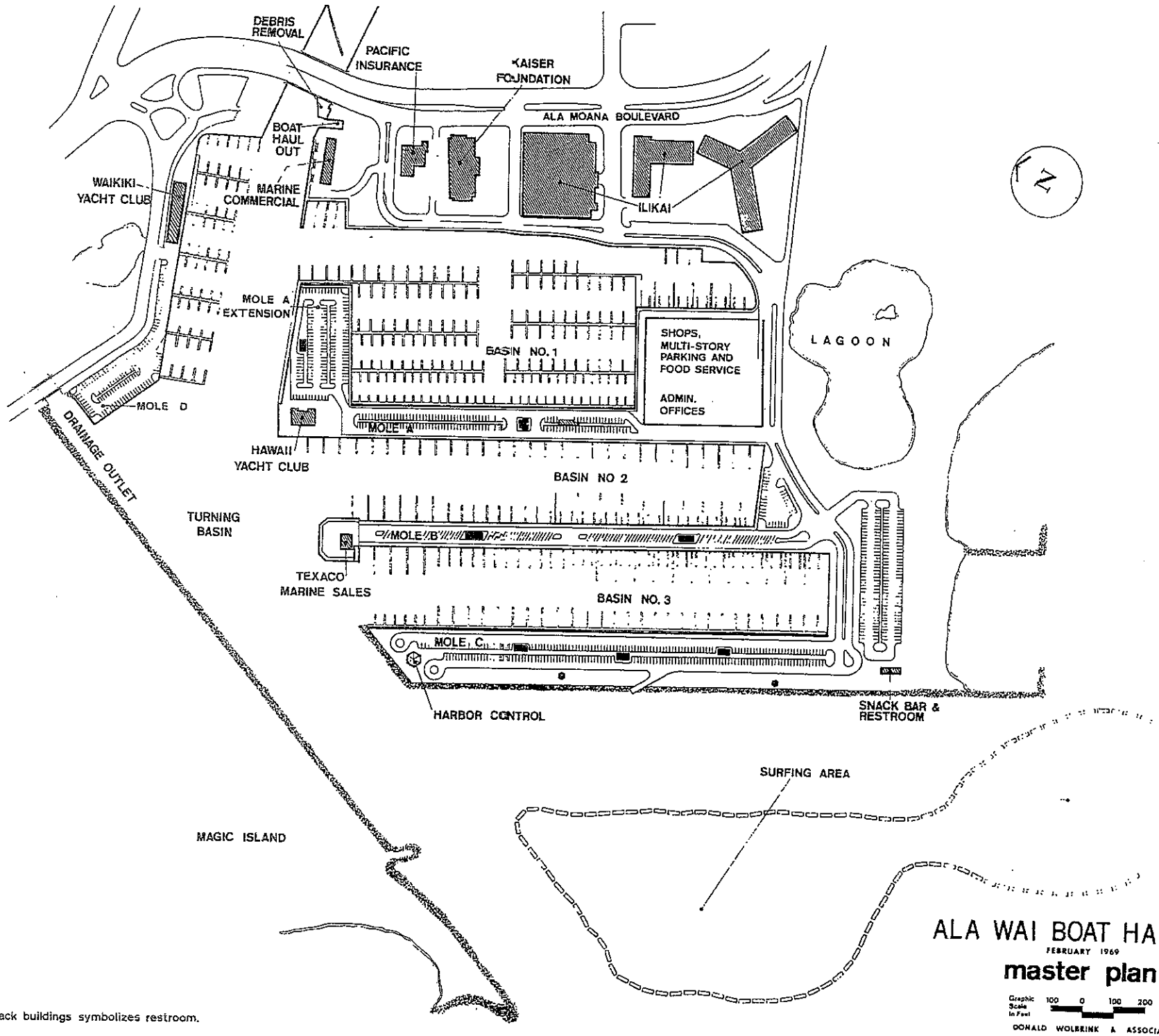
- The provision of two food service facilities: a snack bar Diamond Head of Basin No. 3, a marina-oriented snack bar/restaurant which would be an integral part of the multi-story parking structure. Specialty shops would be also located within the parking structure.



EXISTING ALA WAI BOAT HARBOR

P/1

February 1969



P/2

Note: black buildings symbolizes restroom.

- The recommendation of guidelines regarding the nature, scope, and formulation of those design controls and criteria deemed necessary to maintain and enhance a quality marina environment.

- The minimization of congestion and improved intra-harbor vehicular circulation by creating an additional signalized egress point, by widening existing roadways, by controlling on-street parking, and by re-directing existing traffic patterns.

The plan also considers the impact of the proposed development scheme on the surrounding land and water uses. Additionally, special harbor problems and opportunities are discussed such as the impact of proposed development on the Trans-Pacific Yacht Race, the need to insure that those craft within the harbor are used principally for recreation rather than habitation, the control of harbor debris by the construction of a log boom facility connected to the haul-out ramp, the type of hydraulogical studies and oceanographic data needed to effectively implement the plan, and the relationship of tsunami conditions to boat evacuation.

The plan sets out a program for implementation in terms of phasing and dollar cost estimates. The summary tabulation is shown in Table 2.

A review of the summary costs reveals that the amount $1,097,000 which has been appropriated for the harbor development is not adequate to provide the minimum facilities necessary to up-grade the Ala Wai Boat Harbor to a level commensurate with an appropriate harbor operation. There are two alternatives for additional resources.

One avenue is for the State Legislature to appropriate additional funds in the amount of approximately $650,000 to develop the harbor in accordance with improvements for recommended Phase One.

The second alternative, and the one recommended for investigation, is the feasibility of private interests constructing certain facilities, as well as the management of the harbor. It is doubtful private interest could finance the construction of moles and breakwaters. However, there should be adequate incentives for the operation of parking facilities, restaurants, shops, floating docks, and other ancillary services. Where private interests can take over the development and management of harbor activities, the State obligation for capital and annual maintenance outlays can be appropriately reduced.

Finally, the Corps of Engineers should formally adopt the new master plan in place of the plan authorized in June 1967, and the State should immediately involve the City and County of Honolulu in order to gain their cooperation and financial support for the development of the park areas and recreation facilities as described in the master plan.

PLAN HISTORY AND OBJECTIVES

Ala Wai Boat Harbor is the largest and best light-draft vessel harbor in the Hawaiian Islands. Its prime location at the western boundary of world-famous Waikiki Beach in central Honolulu, along with the recent increase in the number of small craft enthusiasts, has resulted in a long waiting list for berthing spaces. Harbor locations for Oahu are shown on Plate 3.

In an effort to realize the maximum development potential of existing State harbors, to reduce boat damages, and to provide urgently needed berthing and refuge space on a statewide basis, the U. S. Corps of Engineers in mid-1967 recommended that the Ala Wai Boat Harbor, along with two other existing State harbors, be improved and expanded to meet anticipated recreational boating needs.

The Corps' proposed development plan for Ala Wai Boat Harbor, published as part of its Report on Survey of the Coasts of the Hawaiian Islands, Harbors for Light-Draft Vessels (30 June 67), provided for an increase in water area of about 20 acres protected by a revetted mole 1,400 feet long constructed at the seaward edge of the existing coral reef. This plan would have accommodated about 425 additional boats, resulting in a maximum berthing capacity of 940 craft. (See Plate 4.)

In recognition of the fact that the development of the harbor as described above would necessarily infringe upon the primary surfing areas makai of the existing breakwater, the State Division of Harbors proposed an alternative design scheme which would have limited the expansion of the harbor. This plan of improvement, which would not encroach upon the surfing areas, would have accommodated 260 additional boats instead of 425.

In 1967, the Legislature authorized that a master plan be prepared to assure the orderly expansion and improvement of the Ala Wai Boat Harbor. Act 217, Session Law of Hawaii 1967, also provided for the inclusion of certain incremental improvements such as the installation of utilities, paving, and the construction of a new mole. The Act further specified that none of these improvements was to interfere with the sport of surfing.

The object of this report, therefore, is to present a master plan for the Ala Wai Boat Harbor which provides for a maximum number of moorings and related service facilities without infringing on the surfing areas. The surfing areas exist on the makai side of the reef extending from the Hilton Hawaiian Village channel entrance to the Diamond Head side of Magic Island.

More specifically, the major objectives of this report are as follows:

- Prepare alternative expansion development schemes as a basis for recommending a master plan outlining the appropriate and optimum usage of land and water areas within the harbor to include vehicular and pedestrian circulation.

- Determine the needs and requirements for appropriate ancillary facilities and services such as lockers, offices, restaurants, comfort stations, utilities, club and social activity areas, marine sales and services, parking areas, and for special events such as the Trans-Pacific Yacht Race.

- Examine the effects of the recommended master plan on the adjoining surfing areas.

- Prepare a proposal for the alleviation of the problem of debris from the Ala Wai Canal to include possible diversion, interception, disposal and the costs of facilities or methods of preventing the accumulation of debris within the harbor area.

- Undertake budget cost estimates for proposed improvements outlined in the master plan and prepare recommendations as to the incremental phasing and programming of these improvements.

- Solicit the active participation of industry, boating and fishing clubs, community groups, individuals interested in boating, and governmental officials in the development of the harbor master plan.

- Study traffic circulation within the Ala Wai Boat Harbor area and the need for mass evacuation of the harbor in case of emergencies.

RELOCATION, IMPROVEMENT, ADDITION, AND DELETION OF SERVICE FACILITIES

Haul-Out Facility and Repair Yard

The existing haul-out facility and repair yard, located adjacent to Ala Moana Boulevard near the mouth of the Ala Wai Canal, should be visually screened from public view to the extent possible until the existing conglomeration of activities can be consolidated into a single, more attractive and efficient facility. Screening will tend to de-emphasize the somewhat unattractive visual qualities of the existing facility relative to the proposed main vehicular and pedestrian entrance to the Harbor.

While the expanded harbor capacity will increase the demand for the services of the haul-out facility, the increasing popularity of re-inforced plastic hulls will reduce the duration of each boat's stay in the repair yard. However, it is conceivable that the future demand for minor repair and regular maintenance work on the local fleet will be such that it would become impractical for the facility to handle major boat repair and boat building activities. Since this situation is inevitable, a major repair and boat building yard should be developed in the Keehi Lagoon area, which is the nearest convenient, logical, and practical location, as the situation requires.

The plan proposes that the existing four long slips located makai of the haul-out facility, adjacent to the Ala Wai Canal, be made available to the lessee of the haul-out facility. A great deal of work can be done on a boat without hauling it if the necessary tools, equipment, and supplies are close at hand. This would relieve some of the pressure from the boat yard by effectively increasing the facility's overall boat handling capacity. It would also be less expensive for boat owners to work on their boats in this location as compared with incurring the additional expense of having their boats hauled out of the water.

The traffic plan, as illustrated on Plate 14, suggests a re-alignment and widening of Harbor Drive adjacent to the existing haul-out facility. The proposal would result in a relocation of both the rest room and yacht brokerage buildings that are now located Diamond Head of Harbor Drive. It is recommended that a more efficient and economic use of the entire area can be realized by the removal of all existing structures in the area, redesigning the existing haul-out rail system, and constructing one multi-story building which would incorporate such activities as boat sales and brokerage, a small informal restaurant, shops with equipment to aid in boat repair, a ship's chandlery, a sheltered working area over some part of the revised haul-out rail system, internal parking, a sail loft, and overnight accommodations for visiting yachtsmen. It is of prime importance that the architectural

design and landscaping be sensitively done and appropriate in keeping with the Harbor theme. Regulations should be established in the lease agreements and enforced rigidly in order to insure that the area will be maintained in a neat and orderly manner at all times in the future.

Clubs

The physical design of the master plan provides both the Hawaii and Waikiki Yacht Clubs the potential to greatly expand their present parking and mooring capacities. Since the development of these moorings will result in an increased number of new boat-owning members, it becomes evident that in the future certain physical changes must take place at both yacht clubs if they expect to cope with the related problems of increased membership.

Both yacht clubs will have certain mutual problems that they must eventually resolve. These include satisfying the future demand for: larger entertainment areas and dining areas; additional dry storage and work space; additional rest rooms, showers, and lockers; and additional parking space. While these may be considered to be internal problems of each yacht club, unless these problems are resolved concurrently with the increase in demand, a situation may very well occur which would inhibit the function of the harbor itself.

It is recommended that the existing parking area, located mauka of the Waikiki Yacht Club, be re-designed and expanded in an Ewa direction in order to increase its parking capacity and make more efficient use of the land. (See Plate 19 for the recommended design change.) The parking area should be metered as soon as possible, whether it is modified or not, to insure its availability for yacht club and park use. It is becoming increasingly apparent that a significant number of harbor and park oriented parking spaces are being used by employees and patrons of nearby commercial facilities. These spaces are also being used by people who are members of car pools who leave their cars there all day.

Attractively designed and maintained landscaping should visually screen the parking area from both the park road and Ala Moana Boulevard.

Dining Conveniences

The only food and drink services presently available within the harbor complex are the yacht clubs, a few vending machines, and one or two mobile food distribution wagons which operate near the dirt parking lot in the lagoon area. It is, therefore, recommended that two permanent snack bars be constructed in the interest of aesthetics and boater-public convenience.

One of the snack bars should be located at the makai/Diamond Head end of the proposed Mole "C" beach parking area to service Basins No. 2 and 3 in addition to the general public who will be using the lagoon, beach, and adjacent surfing areas. The other facility should be located as an integral part of the proposed multi-story parking facility adjacent to the Diamond Head side of Basin Number 1. This should not only serve as a snack bar but should also have accommodations for in-door booth and counter dining. In addition, it would be highly desirable to design the facility in such a way that would enable patrons to be served out-of-doors where they might dine in leisure and observe the activity within the marina. Care should be taken to assure that the exterior eating area would not inhibit the view of the marina (more specifically, Basin Number 1), from the interior dining area. This might well be a modern version of the old mama-san's restaurant which used to be located in the Ala Wai Marine, Ltd. It would be oriented toward boat owner cliental.

Harbor Master Facilities

Although the main office of the Harbor Master will remain in the same general location, it should be designed as an integral part of the proposed multi-story parking structure which would be constructed between Basin Number 1 and the lagoon. A general meeting room, with a capacity of 15 to 20 people, should be built as a part of the Harbor Master's office. The room would be highly useful as an educational facility for classes in water safety and navigation, a conference room, and, as a general meeting place where local boating and fishing clubs who do not as of yet have their own facilities, can meet.

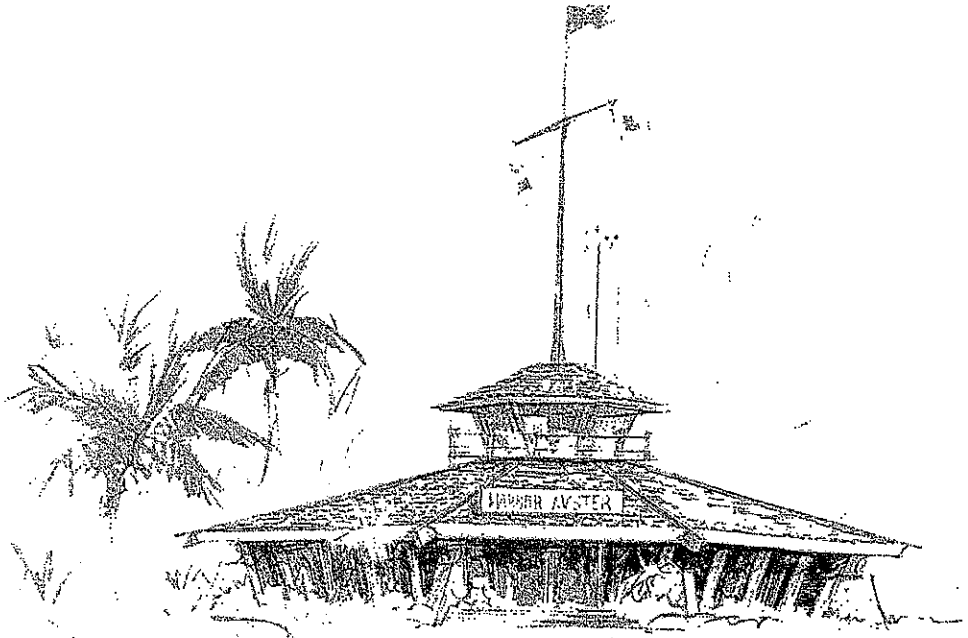
A harbor boat traffic control office for use by the harbor master should be constructed at the Ewa end of Mole "C". The control facility should have an enclosed or roofed "crow's nest" type of observation platform, making it possible for the harbor to conduct all-weather visual surveys of both the harbor and the sea.

The control facility will serve as a means of controlling all incoming and outgoing traffic, as a display point for weather information warning flags clearly visible to all craft leaving the harbor, and as a means of directing visiting yachts to their proper moorings. With respect to the latter, at least 12 slips in the vicinity of either the control facility or the harbor master's office should be reserved as visiting boat moorings. (The demand for visitor moorings exceeds this amount during the summer months.) The master plan, Plate 2 , indicates 12 slips adjacent to and mauka of the control office for this purpose.

It is not recommended that the conference room and main office be incorporated in the control office for the following reasons: the Ewa end of Mole "C" is not a centrally located convenient location; the area required for back-up parking would be more readily available in the multi-story parking structure; and the location on Mole "C" would cause additional traffic congestion to and from the office.

Equipment within the control facility should consist of: all necessary radio equipment that would be required to communicate with boats at sea, along with standard and emergency facilities on land; weather information gauges such as barometers and annimometers; a public address system for communicating with incoming and outgoing boats; a harbor patrol boat which would be used for normal work within the harbor (such as moving boats and security patrols), and rescuing boats in distress in the immediate makai area.

It is also recommended that at least one mooring be made available to the lifeguards of the City and County Parks Department. It is felt that a much more effective means of saving lives could be realized in the future by stationing a cruising lifeguard patrol boat off of the Ala Moana - Waikiki area during the daylight hours.



CONTROL BUILDING

RESTROOM

REQUEST FOR QUALIFICATIONS / REQUEST FOR PROPOSALS ("RFQ / RFP")

FOR THE

ALA WAI BOAT HARBOR
FUEL DOCK AND HAUL-OUT/REPAIR SITES

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION

November 25, 2008

EXHIBIT "W"

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I. INTRODUCTION

BACKGROUND.

The State of Hawaii Department of Land and Natural Resources ("DLNR") is the owner of two non-contiguous parcels consisting of approximately 53,568 square feet of filled land, both of which are located within the Ala Wai Boat Harbor, situated at Kalia, Honolulu, Oahu, Hawaii (see **Attachment 1**). The two parcels are the current sites of the harbor's fuel dock facility and haul-out/repair facility.

DLNR's Division of Boating and Ocean Recreation ("DOBOR") manages the Ala Wai Boat Harbor and has been implementing a comprehensive improvement plan for the harbor, including but not limited to replacing and rebuilding the fixed and floating docks and upgrading the water and sewer systems.

DOBOR has also determined that the fuel dock and haul-out/repair facilities are in need of upgrading and desires to redevelop the fuel dock and haul-out sites to improve these marina support facilities and services. DOBOR, however, does not possess the funding, expertise, or staffing to redevelop these parcels on its own and operate the facilities. In addition, DOBOR is seeking to improve its return on these lands and is seeking increased lease rent revenues from the redevelopment of these two sites. Accordingly, DOBOR is seeking a private entity with the necessary development expertise and financial capacity to redevelop and manage the two parcels under a ground lease arrangement.

PURPOSE.

The purpose of this Request for Qualifications / Request for Proposals ("RFQ/RFP") is to solicit and select a qualified private entity to lease and redevelop the Subject Properties (described below) to their highest and best uses to increase the lease rent revenues to the State and improve/upgrade the harbor's fuel dock and haul-out/repair facilities. The lease revenues generated from the redevelopment will be used to support DOBOR's operations and ocean recreation programs statewide.

Qualified applicants will be invited to submit development proposals that may provide for any improvements and uses that are permitted under applicable laws, ordinances, rules and regulations; provided that all development proposals **must** include improved/upgraded fuel dock and haul-out/repair facilities that will be open to the public.[1] The selected applicant shall be responsible for obtaining all required land use entitlements and government approvals/permits

DOBOR will select the applicant whose proposal best meets DOBOR's development objectives and RFP selection criteria (see RFQ/RFP Sections II and IV).

[1] Applicable laws include, but are not limited to Chapter 200, Hawaii Revised Statutes, DOBOR's administrative rules, and the City and County of Honolulu Land Use Ordinance (including regulations for the Waikiki Special District, Public Precinct zoning district). In the event any applicable law, ordinance, rule or regulation is amended in the future to permit additional uses on or within the Subject Properties, DOBOR may, but shall not be required to, negotiate amendments to any development agreement or lease to allow such additional permitted uses (including amendments to the lease rent to reflect the additional permitted uses).

SUBJECT PROPERTIES.

The subject properties consist of two non-contiguous parcels, both located within the Ala Wai Boat Harbor, Kalia, Honolulu, Island of Oahu, Hawaii. The two parcels shall hereinafter collectively be referred to as the "Subject Properties".[2]

The first parcel consists of approximately 15,199 square feet and is identified by Tax Map Key ("TMK") Number (1) 2-3-37:20. This parcel is the site of the existing fuel dock facility (hereinafter referred to as the "Fuel Dock Parcel").[3] See **Attachment 2.**

The second parcel consists of approximately 38,369 square feet and is identified by TMK Numbers (1) 2-6-10:05 and 16. This parcel is the site of the existing haul-out/repair facility (hereinafter referred to as the "Haul-Out Facility Parcel").[4] See **Attachment 3.**

SUBMERGED LANDS.

Pursuant to Section 171-53(c), Hawaii Revised Statutes, a lease of submerged lands is subject to the prior approval of the Board of Land and Natural Resources ("Board") and the Governor, and the prior authorization of the State Legislature. Any improvements, structures, or equipment that extend into or over submerged lands (including but not limited to any crane or lift used to haul-out vessels from the water) require such approvals/authorization, and prior to issuance of any lease, the selected applicant shall, at its sole expense, be responsible for obtaining the required approvals/authorization to lease the submerged lands necessary for any such improvements/equipment that extends into or over submerged lands.

Applicants may also submit proposals that request the leasing of all or portions of the submerged lands identified in **Attachment 4** for lease. Prior to issuance of any lease that includes submerged lands for moorings, the selected applicant shall, at its sole expense, be responsible for obtaining the required approval from the Board to lease such submerged lands. Approval from the Governor and authorization from the Legislature are not required for leases of submerged lands to be used as moorings.

REQUIRED IMPROVEMENTS AND FACILITIES.

The redevelopment of the Subject Properties **must** include improved/upgraded fuel dock and haul-out/repair facilities that will be open to the public.

PERMITTED USES.

In addition to the required fuel dock and haul-out/repair facilities, the redevelopment of the Subject Properties may include any other improvements, uses, and facilities that are permitted under applicable laws, ordinances, rules and regulations, including but not limited to the restrictions set forth in Chapter 200, Hawaii Revised Statutes regarding the Ala Wai Harbor, DOBOR's administrative rules, and the City and County of Honolulu zoning ordinance for the Waikiki Special District, Public Precinct. Any such improvements and facilities shall be made available to the public.

---

[2] If the required approvals are obtained to lease adjacent submerged lands, the term "Subject Properties" shall be deemed to include those submerged lands.

[3] The parcel was set aside by Executive Order No. 1795 dated August 13, 1957 for "Ala Wai Boat Harbor".

[4] The parcel was set aside by Executive Order No. 2575 dated August 12, 1971 for "Addition to Ala Wai Boat Harbor".

THE COSTAR RETAIL REPORT

YEAR-END 2008

Hawaii Retail Market

EXHIBIT "X"

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- Windward Market

HAWAII RETAIL MARKET

FIGURES AT A GLANCE

GENERAL RETAIL MARKET STATISTICS

Year-End 2008

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const SF	Quoted Rates
	# Blds	Total GLA	Direct SF	Total SF	Vac %				
CBD	134	1,283,927	44,804	44,804	3.5%	197,358	180,000	0	$22.06
Central Oahu	23	574,842	41,403	41,403	7.2%	(25,649)	0	32,602	$41.26
East Oahu	24	443,901	1,040	4,032	0.9%	1,358	0	0	$37.82
Honolulu	105	546,675	17,682	18,182	3.3%	11,923	0	0	$22.62
Kalihi	142	1,941,477	26,806	26,806	1.4%	9,557	0	0	$33.59
Kapiolani	431	3,861,835	148,982	155,771	4.0%	(13,607)	0	0	$24.78
Leeward	114	1,315,966	36,874	37,324	2.8%	87,848	34,000	27,229	$43.30
North Shore	6	34,713	4,448	4,448	12.8%	(3,848)	0	0	$21.06
Waianae	12	95,772	5,181	5,181	5.4%	0	0	40,000	$28.91
Waikiki	51	2,204,004	72,511	72,511	3.3%	31,153	1,792	0	$52.32
West Oahu	23	319,219	2,206	2,206	0.7%	1,500	0	0	$21.00
Windward	55	455,420	14,649	14,649	3.2%	(11,975)	0	0	$42.90
Totals	**1,120**	**13,077,751**	**416,586**	**427,317**	**3.3%**	**285,618**	**215,792**	**99,831**	**$34.18**

Source: CoStar Property®

MALL MARKET STATISTICS

Year-End 2008

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const SF	Quoted Rates
	# Ctrs	Total GLA	Direct SF	Total SF	Vac %				
CBD	0	0	0	0	0.0%	0	0	0	$0.00
Central Oahu	1	568,000	3,000	3,000	0.5%	15,160	0	0	$0.00
East Oahu	1	464,000	0	0	0.0%	0	0	0	$0.00
Honolulu	0	0	0	0	0.0%	0	0	0	$0.00
Kalihi	0	0	0	0	0.0%	0	0	0	$0.00
Kapiolani	3	2,952,103	3,586	4,888	0.2%	268,222	270,000	0	$101.72
Leeward	1	1,250,000	16,488	16,488	1.3%	13,802	0	0	$55.16
North Shore	0	0	0	0	0.0%	0	0	0	$0.00
Waianae	0	0	0	0	0.0%	0	0	0	$0.00
Waikiki	1	293,000	0	0	0.0%	0	0	0	$0.00
West Oahu	0	0	0	0	0.0%	0	0	0	$0.00
Windward	1	508,167	0	0	0.0%	0	0	0	$0.00
Totals	**8**	**6,035,270**	**23,074**	**24,376**	**0.4%**	**297,184**	**270,000**	**0**	**$77.65**

Source: CoStar Property®

POWER CENTER MARKET STATISTICS

Year-End 2008

Market	Existing Inventory		Vacancy			YTD Net Absorption	YTD Deliveries	Under Const SF	Quoted Rates
	# Ctrs	Total GLA	Direct SF	Total SF	Vac %				
CBD	0	0	0	0	0.0%	0	0	0	$0.00
Central Oahu	1	497,634	50,000	50,000	10.0%	(50,000)	0	0	$0.00
East Oahu	0	0	0	0	0.0%	0	0	0	$0.00
Honolulu	0	0	0	0	0.0%	0	0	0	$0.00
Kalihi	0	0	0	0	0.0%	0	0	0	$0.00
Kapiolani	0	0	0	0	0.0%	0	0	0	$0.00
Leeward	1	426,986	17,735	19,250	4.5%	(4,515)	0	0	$0.00
North Shore	0	0	0	0	0.0%	0	0	0	$0.00
Waianae	0	0	0	0	0.0%	0	0	0	$0.00
Waikiki	0	0	0	0	0.0%	0	0	0	$0.00
West Oahu	0	0	0	0	0.0%	0	0	0	$0.00
Windward	0	0	0	0	0.0%	0	0	0	$0.00
Totals	**2**	**924,620**	**67,735**	**69,250**	**7.5%**	**(54,515)**	**0**	**0**	**$0.00**

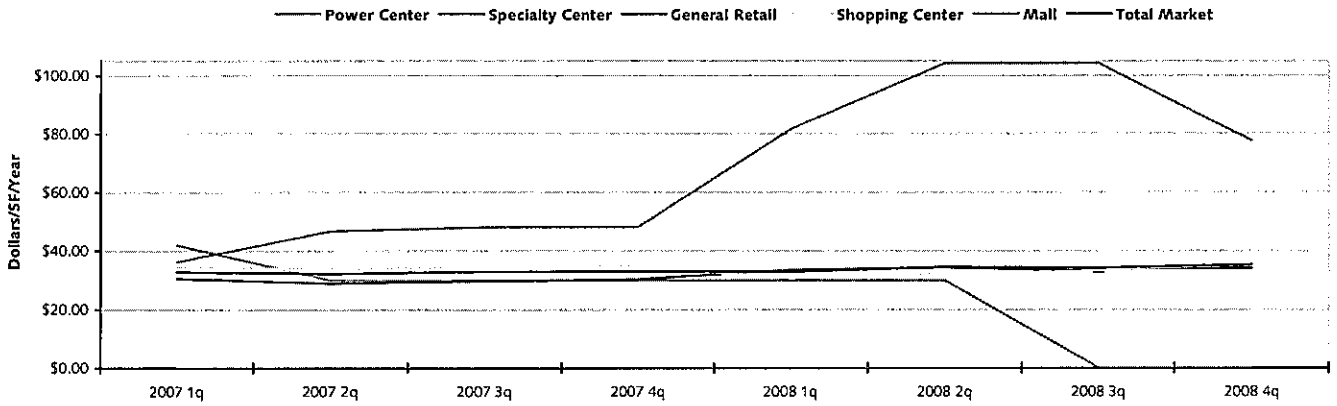
Source: CoStar Property®

Hawaii Retail Market

LEASING ACTIVITY

Historical Rental Rates

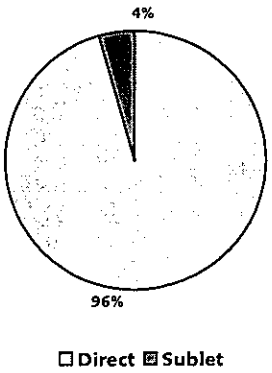
Based on NNN Rental Rates



Source: CoStar Property®

Vacancy by Available Space Type

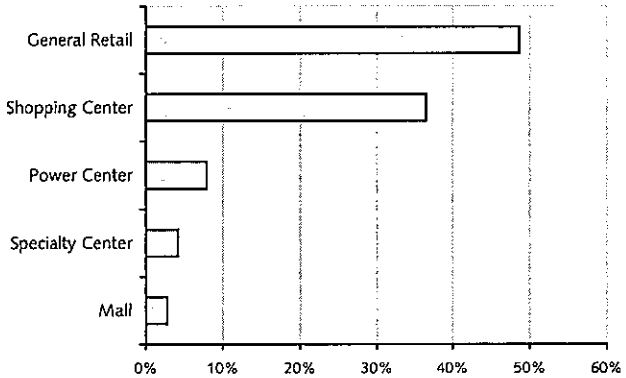
Percent of All Vacant Space in Direct vs. Sublet



Source: CoStar Property®

Vacancy by Building Type

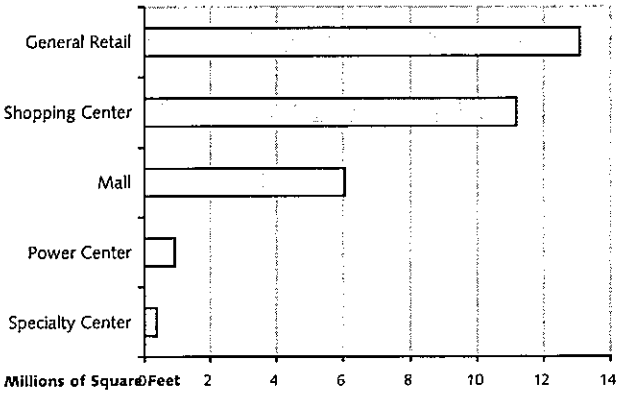
Percent of All Vacant Space by Building Type



Source: CoStar Property®

GLA By Building Type

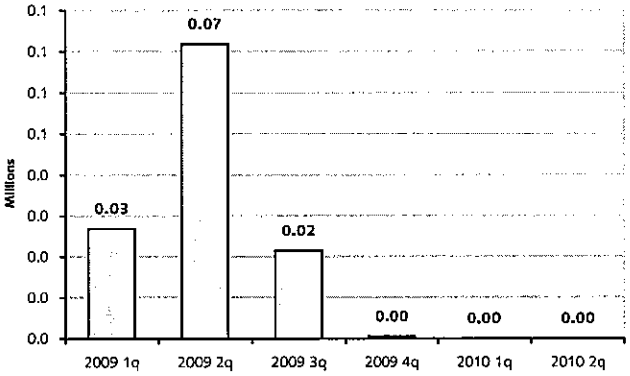
Ratio of Total GLA by Building Type



Source: CoStar Property®

Future Space Available

Space Scheduled to be Available for Occupancy*



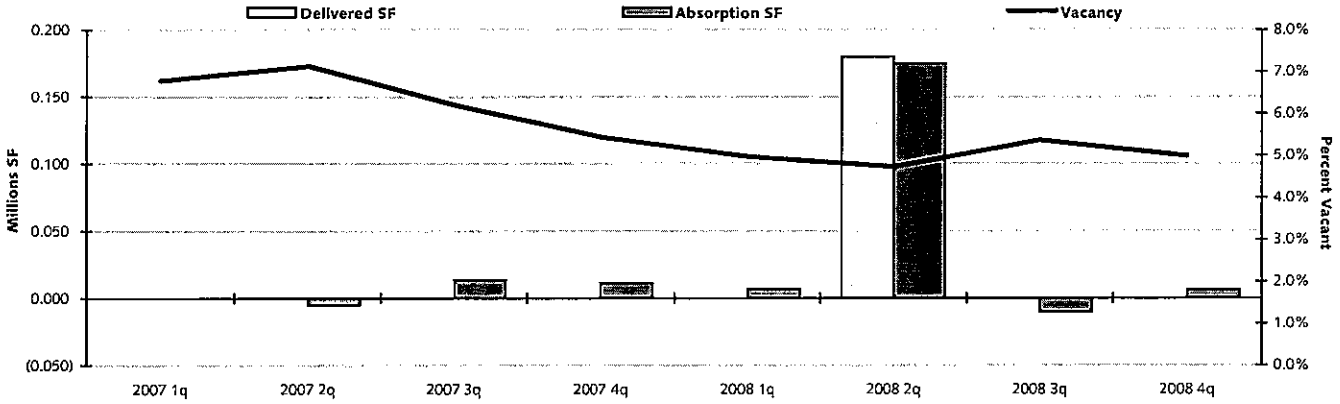
** Includes Under Construction Spaces* *Source: CoStar Property®*

Hawaii Retail Market

CBD Market

MARKET HIGHLIGHTS – CLASS "A, B & C"

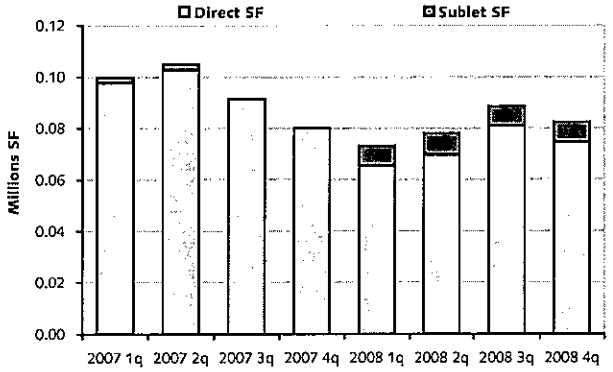
Deliveries, Absorption & Vacancy Historical Analysis, All Classes



Source: CoStar Property®

Vacant Space

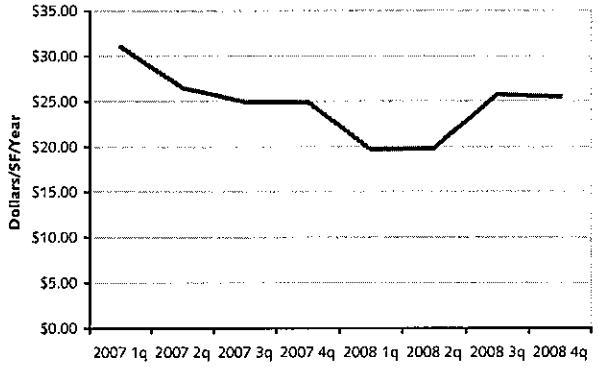
Historical Analysis, All Classes



Source: CoStar Property®

Quoted Rental Rates

Historical Analysis, All Classes



Source: CoStar Property®

Period	Existing Inventory		Vacancy		Net	Delivered Inventory		UC Inventory		Quoted
	# Bldgs	Total RBA	Vacant SF	Vacancy %	Absorption	# Bldgs	Total RBA	# Bldgs	Total RBA	Rates
2008 4q	137	1,652,314	82,461	5.0%	6,166	0	0	0	0	$25.52
2008 3q	137	1,652,314	88,627	5.4%	(10,455)	0	0	0	0	$25.78
2008 2q	137	1,652,314	78,172	4.7%	175,069	1	180,000	0	0	$19.83
2008 1q	136	1,472,314	73,241	5.0%	6,893	0	0	1	180,000	$19.73
2007 4q	136	1,472,314	80,134	5.4%	11,219	0	0	0	0	$24.97
2007 3q	136	1,472,314	91,353	6.2%	13,597	0	0	0	0	$24.97
2007 2q	136	1,472,314	104,950	7.1%	(5,061)	0	0	0	0	$26.47
2007 1q	136	1,472,314	99,889	6.8%	0	0	0	0	0	$31.02

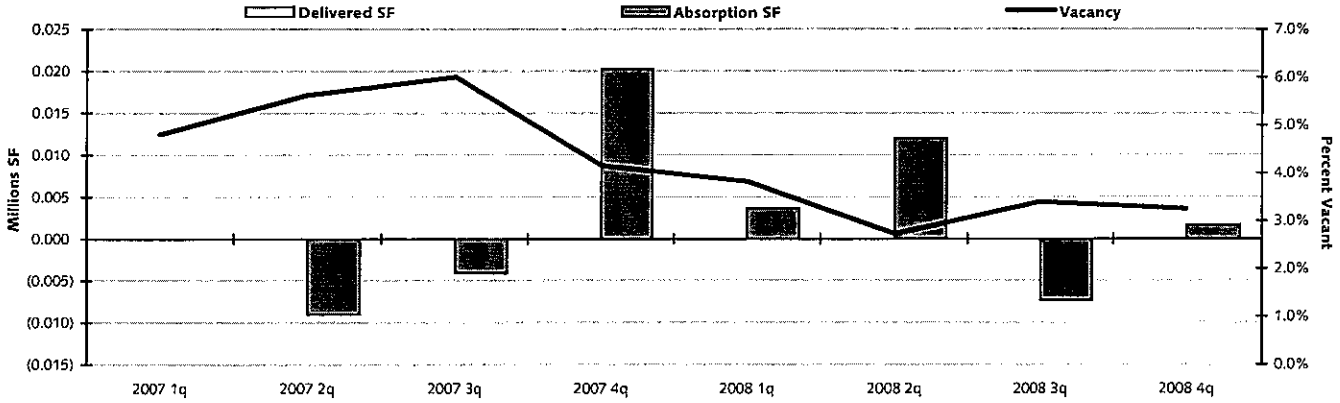
Source: CoStar Property®

HAWAII RETAIL MARKET

HONOLULU MARKET

MARKET HIGHLIGHTS – CLASS "A, B & C"

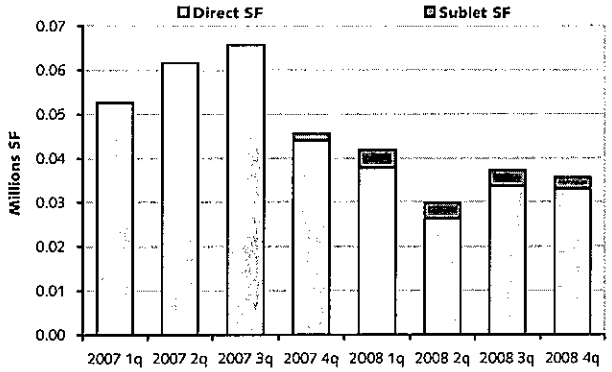
DELIVERIES, ABSORPTION & VACANCY Historical Analysis, All Classes



Source: CoStar Property®

VACANT SPACE

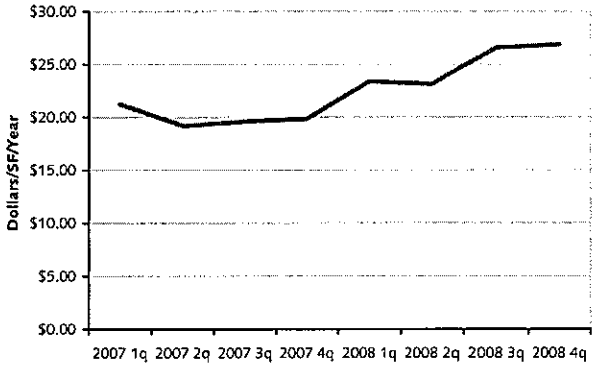
Historical Analysis, All Classes



Source: CoStar Property®

QUOTED RENTAL RATES

Historical Analysis, All Classes



Source: CoStar Property®

Period	Existing Inventory		Vacancy		Net	Delivered Inventory		UC Inventory		Quoted
	# Bldgs	Total RBA	Vacant SF	Vacancy %	Absorption	# Bldgs	Total RBA	# Bldgs	Total RBA	Rates
2008 4q	116	1,094,910	35,596	3.3%	1,653	0	0	0	0	$26.89
2008 3q	116	1,094,910	37,249	3.4%	(7,384)	0	0	0	0	$26.60
2008 2q	116	1,094,910	29,865	2.7%	12,032	0	0	0	0	$23.15
2008 1q	116	1,094,910	41,897	3.8%	3,649	0	0	0	0	$23.40
2007 4q	116	1,094,910	45,546	4.2%	20,244	0	0	0	0	$19.85
2007 3q	116	1,094,910	65,790	6.0%	(4,128)	0	0	0	0	$19.60
2007 2q	116	1,094,910	61,662	5.6%	(9,051)	0	0	0	0	$19.22
2007 1q	116	1,094,910	52,611	4.8%	0	0	0	0	0	$21.26

Source: CoStar Property®

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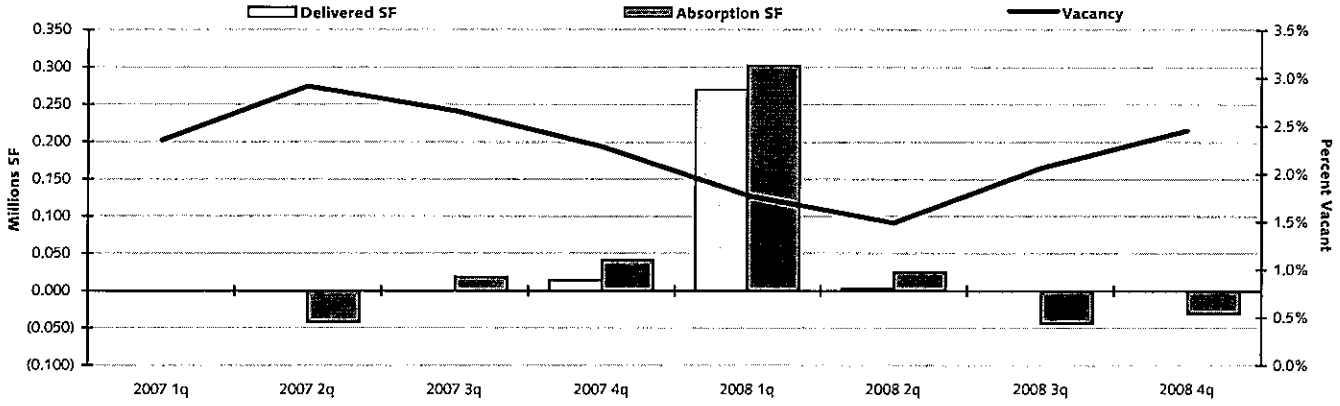
HAWAII RETAIL MARKET

KAPIOLANI MARKET

MARKET HIGHLIGHTS – CLASS "A, B & C"

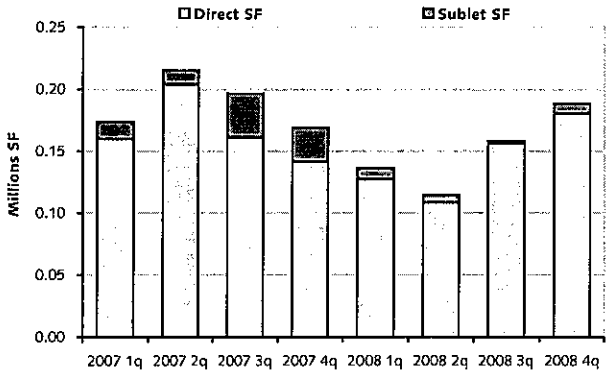
DELIVERIES, ABSORPTION & VACANCY Historical Analysis, All Classes



Source: CoStar Property®

VACANT SPACE

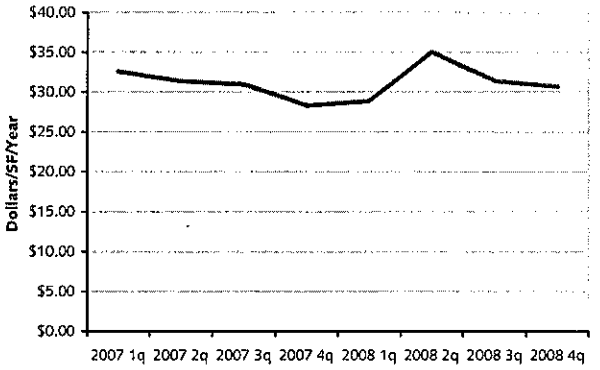
Historical Analysis, All Classes



Source: CoStar Property®

QUOTED RENTAL RATES

Historical Analysis, All Classes



Source: CoStar Property®

Period	Existing Inventory		Vacancy		Net	Delivered Inventory		UC Inventory		Quoted
	# Bldgs	Total RBA	Vacant SF	Vacancy %	Absorption	# Bldgs	Total RBA	# Bldgs	Total RBA	Rates
2008 4q	477	7,683,596	188,518	2.5%	(30,068)	0	0	0	0	$30.74
2008 3q	477	7,683,596	158,450	2.1%	(43,970)	0	0	0	0	$31.39
2008 2q	477	7,683,596	114,480	1.5%	25,651	1	3,637	0	0	$35.03
2008 1q	476	7,679,959	136,494	1.8%	302,742	1	270,000	1	3,637	$28.86
2007 4q	475	7,409,959	169,236	2.3%	41,649	5	14,343	2	273,637	$28.34
2007 3q	470	7,395,616	196,542	2.7%	18,793	0	0	6	284,343	$30.93
2007 2q	470	7,395,616	215,335	2.9%	(41,618)	0	0	6	284,343	$31.36
2007 1q	470	7,395,616	173,717	2.3%	0	0	0	1	270,000	$32.59

Source: CoStar Property®

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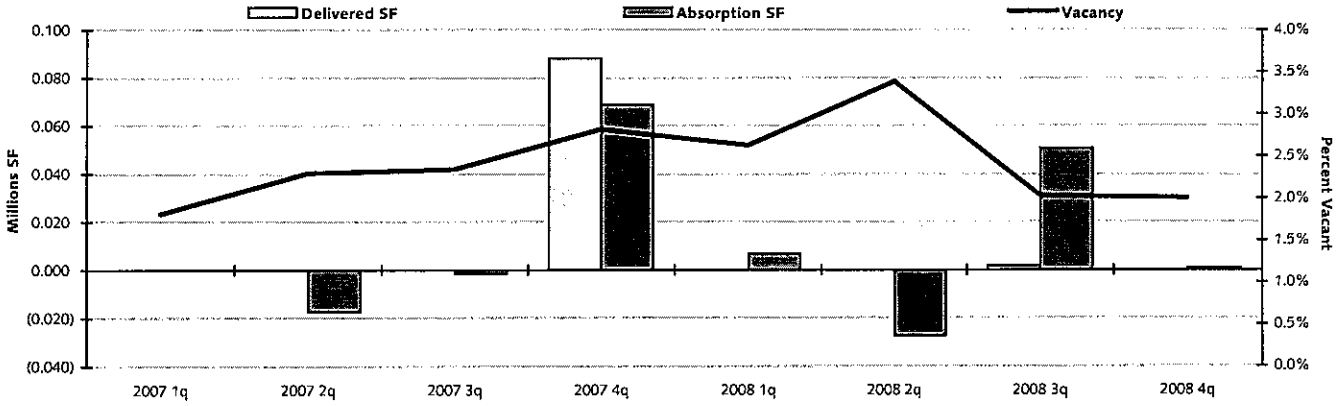
HAWAII RETAIL MARKET

WAIKIKI MARKET

MARKET HIGHLIGHTS – CLASS "A, B & C"

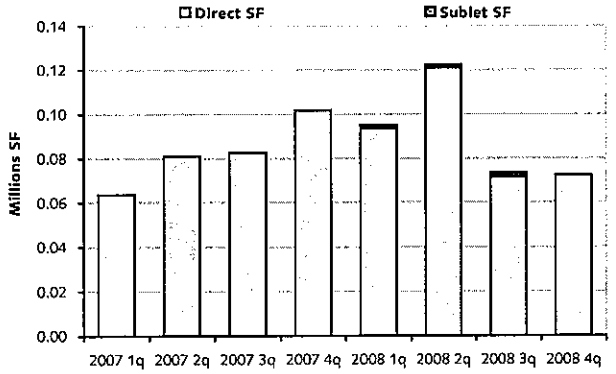
DELIVERIES, ABSORPTION & VACANCY Historical Analysis, All Classes



Source: CoStar Property®

VACANT SPACE

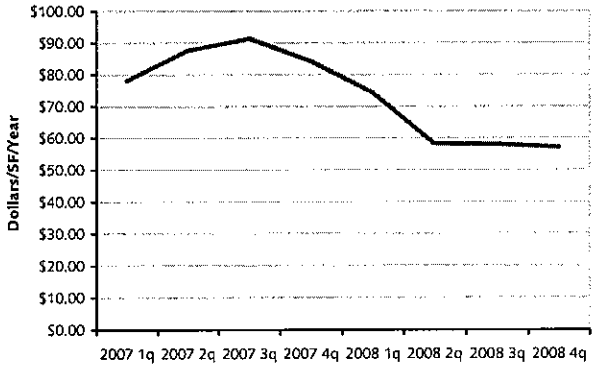
Historical Analysis, All Classes



Source: CoStar Property®

QUOTED RENTAL RATES

Historical Analysis, All Classes



Source: CoStar Property®

Period	Existing Inventory		Vacancy		Net	Delivered Inventory		UC Inventory		Quoted
	# Bldgs	Total RBA	Vacant SF	Vacancy %	Absorption	# Bldgs	Total RBA	# Bldgs	Total RBA	Rates
2008 4q	67	3,618,057	72,511	2.0%	944	0	0	0	0	$57.09
2008 3q	67	3,618,057	73,455	2.0%	50,790	1	1,792	0	0	$58.01
2008 2q	66	3,616,265	122,453	3.4%	(27,421)	0	0	1	1,792	$58.20
2008 1q	66	3,616,265	95,032	2.6%	6,840	0	0	1	1,792	$74.27
2007 4q	66	3,616,265	101,872	2.8%	68,986	1	88,160	0	0	$84.31
2007 3q	65	3,528,105	82,698	2.3%	(1,627)	0	0	1	88,160	$91.39
2007 2q	65	3,528,105	81,071	2.3%	(17,352)	0	0	1	88,160	$87.72
2007 1q	65	3,528,105	63,719	1.8%	0	0	0	1	88,160	$78.16

Source: CoStar Property®

 ©2008 COSTAR GROUP, INC.

Section II

Other Supporting Information

Photos of Site

PHOTOS

Boatyard Repair Site.
General Site Map. Keyed to photographs.

1A View of state work docks makai of Boatyard Repair Site.

1B View of state bathroom on parcel 3, just makai of Boatyard Repair Site.

1C View of makai side of Boatyard Repair Site. Property line is where cement becomes asphalt on left side of photograph. Parking stalls on state property are on the extreme left side of photograph.

1D View looking Diamond Head side of Boatyard Repair Site. Photograph looks mauka. Holomoana St. is the road shown in photograph. Hawaii Prince Hotel is on the right side of the photograph.

1E Diamond Head side of Boatyard Repair Site. View looks makai from sidewalk. Parking lot access is in red box in photograph.

1F View from Ewa corner of Ala Moana Blvd. and Holomoana St. looking Diamond Head. Hawaii Prince Hotel is in the background.

1G Ala Moana Blvd. (mauka) side of Boatyard Repair Site. View from Diamond Head corner of Ala Moana Blvd. and Holomoana St. looking Ewa.

1H Mauka side of Boatyard Repair Site. View from Ewa-mauka corner of Boatyard Repair Site looking Diamond Head.

1I Boatyard Repair Site. View of existing structure from Ewa-mauka corner of property looking makai.

1J Ewa-mauka corner of Boatyard Repair Site. View of Ala Wai Channel. Debris trap is within the orange booms in water. Boats will be hauled out at dock on left side of photo.

1K Ewa side of Boatyard Repair Site. Looking makai.

1L View from Ewa side of Boatyard Repair Site. Looking across Ala Wai channel in Ewa direction.

1M View of property makai side of Boatyard Repair Site. View of site from ocean.

1N View of existing building on Boatyard Repair Site looking in Ewa direction.

Fuel Dock Site.
General Site Map. Keyed to photographs.

2A Fuel Dock Site. View from Diamond Head-makai corner of property looking Diamond Head.

2B Fuel Dock Site. Diamond Head site of property. View from Diamond Head-mauka corner of property looking makai.

2C Fuel Dock Site. View of existing structure on property.

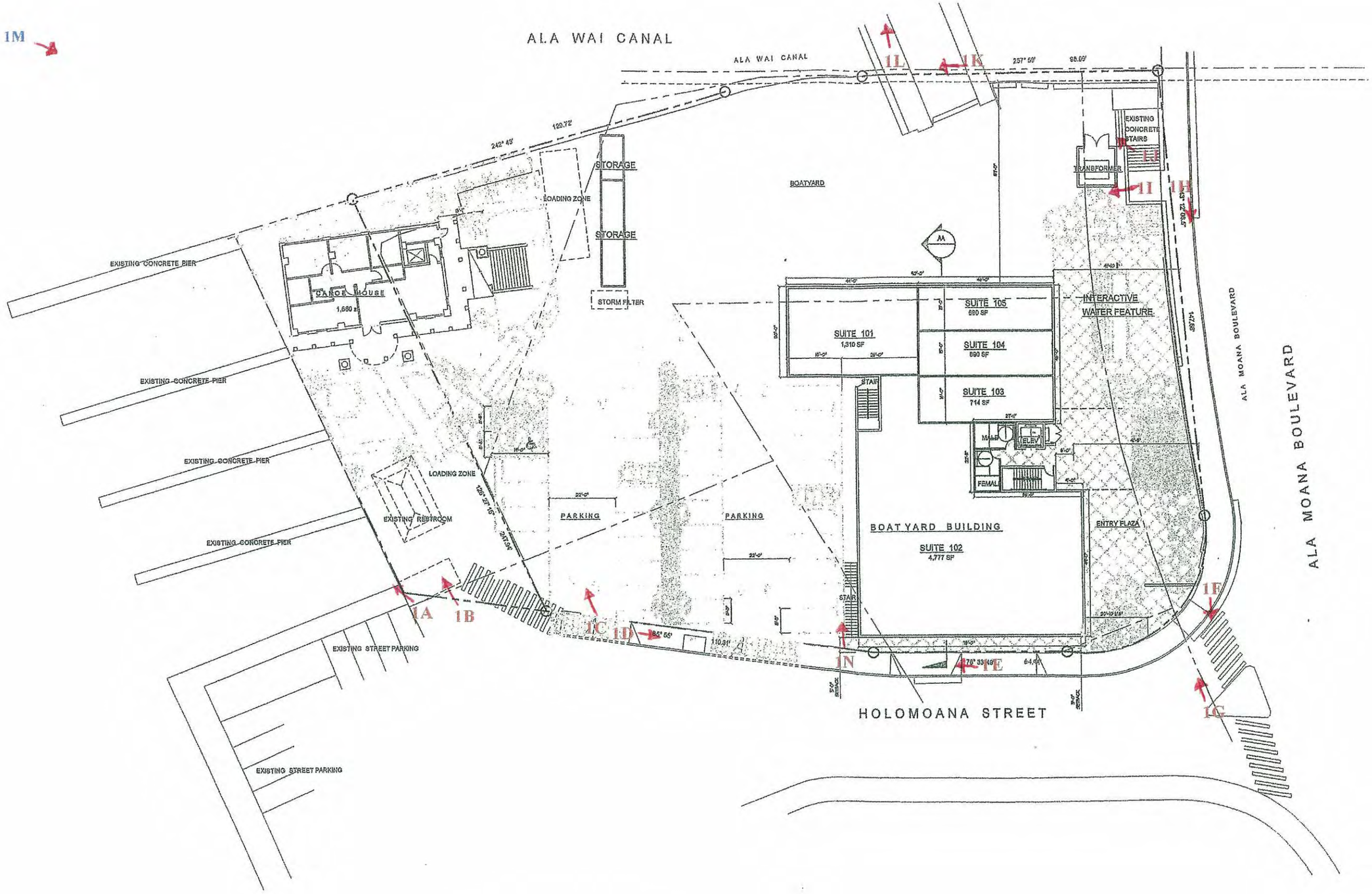
2D Fuel Dock Site. Mauka side of property. Viewed looking Ewa from Diamond Head-mauka corner of property.

2E Fuel Dock Site. Mauka side of property. View looking Diamond Head.

2F Fuel Dock Site. View from Ewa side of property looking Ewa.

2G Fuel Dock Site. Ewa side of property viewed from Magic Island.

2H Fuel Dock Site. Makai-Ewa side of property viewed from Magic Island.



a. FLOOR AREA - 9,021 sq. ft.

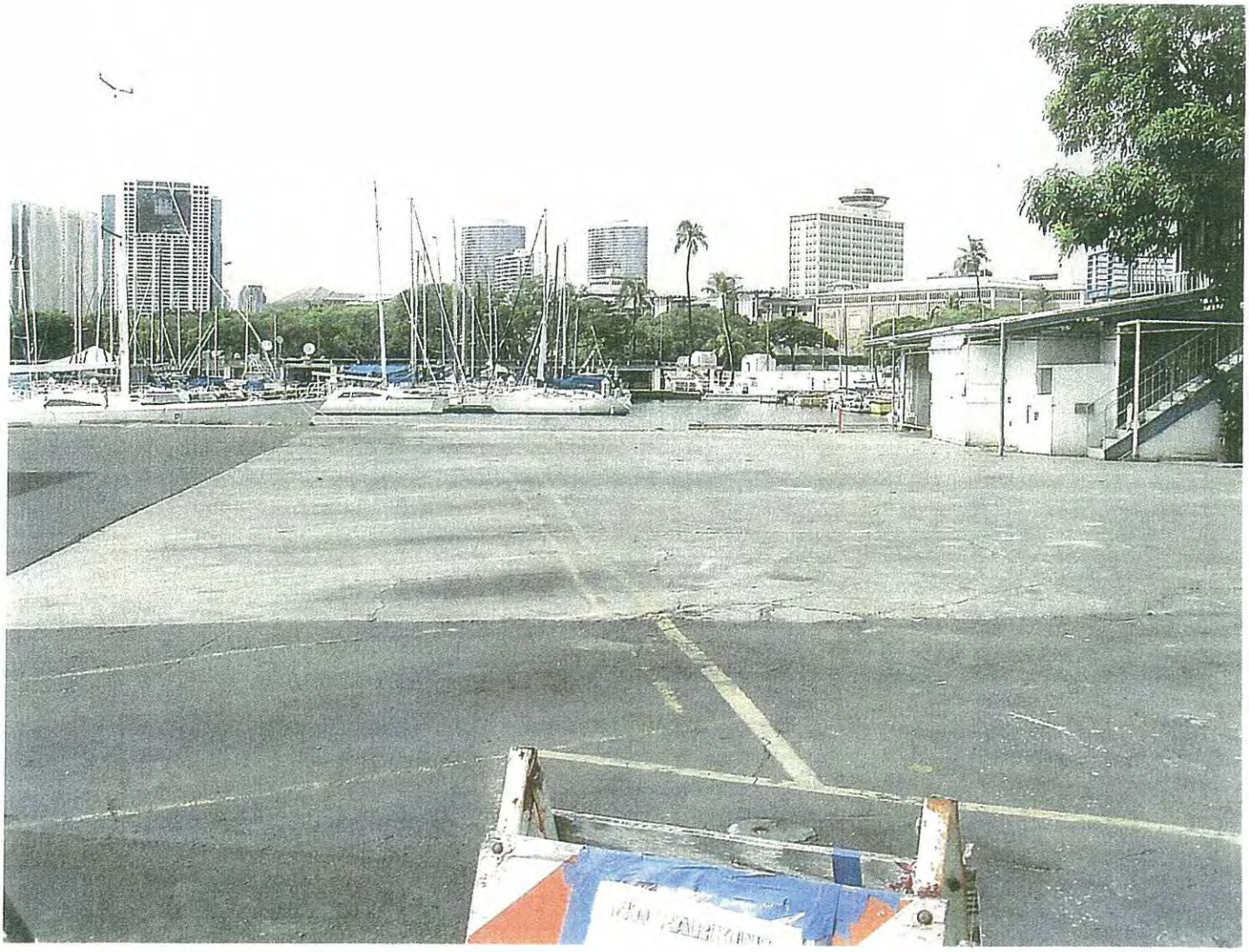
SITE / FIRST FLOOR PLAN

SCALE: 1" = 40'-0"

BOATYARD BUILDING

1A - View of state work docks makai of Boatyard Repair site

1B - View of state bathroom on Parcel 3, just makai of Boatyard Repair Site



1C - View of Makai side of Boatyard Repair Site. Property line is where cement becomes asphalt on left side of photograph. Parking stalls on state property are on the extreme left side of photograph.

1D - View of Diamond Head side of Boatyard Repair Site. Photograph looks Mauka. Holomoana St. is the road shown in photograph. Hawaii Prince Hotel is on the right side of the photograph.

1E - Diamond Head side of Boatyard Repair Site. View looks Makai from sidewalk. Parking lot access is the red box in photograph.

1F - View from Ewa corner of Ala Moana Blvd. and Holomoana St. looking Diamond Head. Hawaii Prince Hotel is in the background.

1G - Ala Moana Blvd. (Mauka) side of Boatyard Repair Site. View from Diamond Head corner of Ala Moana Blvd. and Holomoana St. looking Ewa (state right-of-way is Mauka of structure parallel with Ala Moana Blvd.)

Photo 1H - Mauka side of Boatyard Repair Site. View from Ewa-Mauka corner of the Boatyard Repair Site looking Diamond Head.

Photo 1I - Boatyard Repair Site. View of existing structure from Ewa-Mauka corner of property looking Makai.

Photo 1J - Ewa-Mauka corner of Boatyard Repair Site. View of Ala Wai Channel. Debris trap is in within the orange booms in water. Boat s will be hauled out at dock on left side of photo.

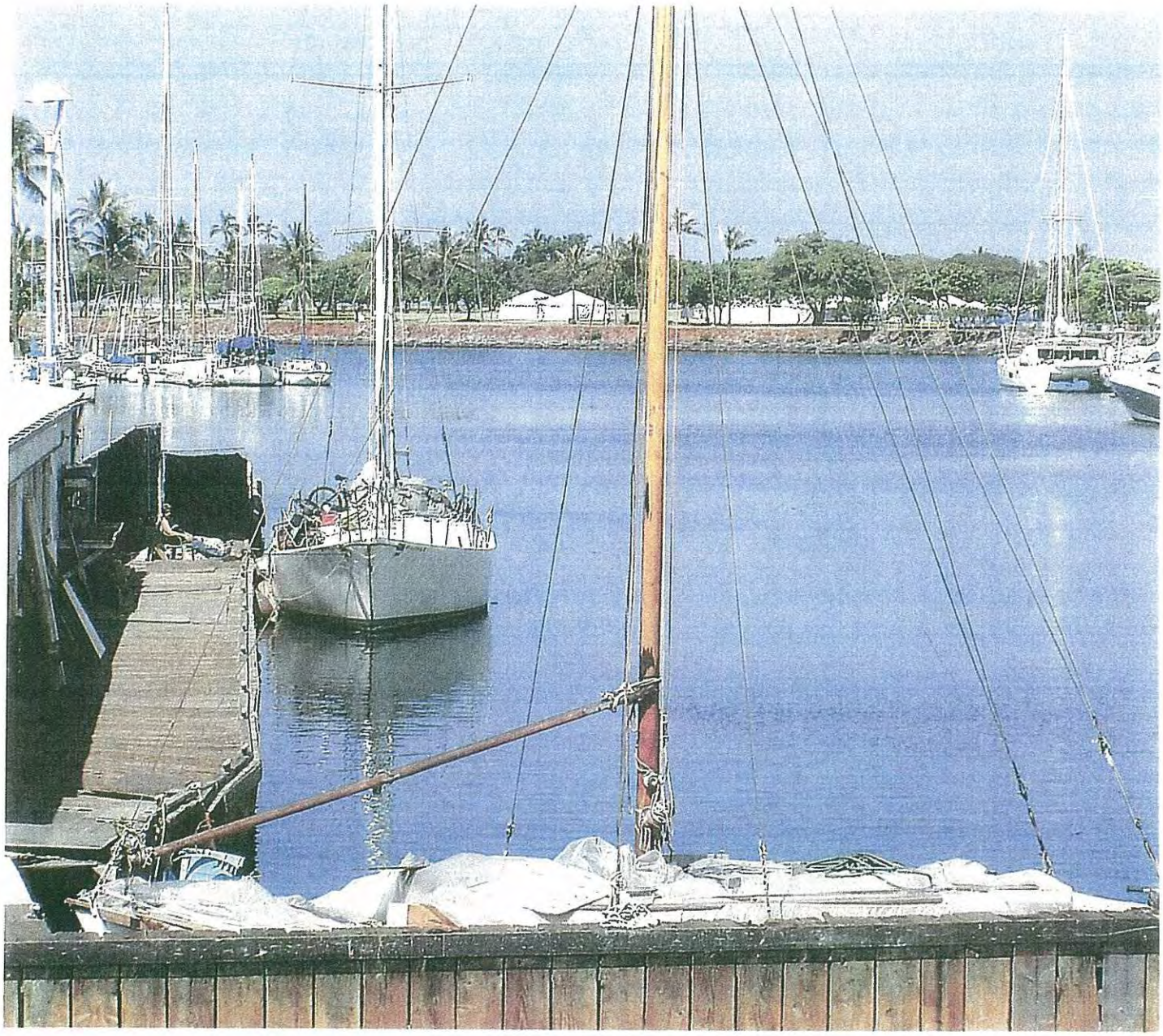


Photo 1K - Ewa side of Boatyard Repair Site. Looking Makai.

Photo 1L - View from Ewa side of Boatyard Repair Site. Looking across Ala Wai Channel in Ewa direction.

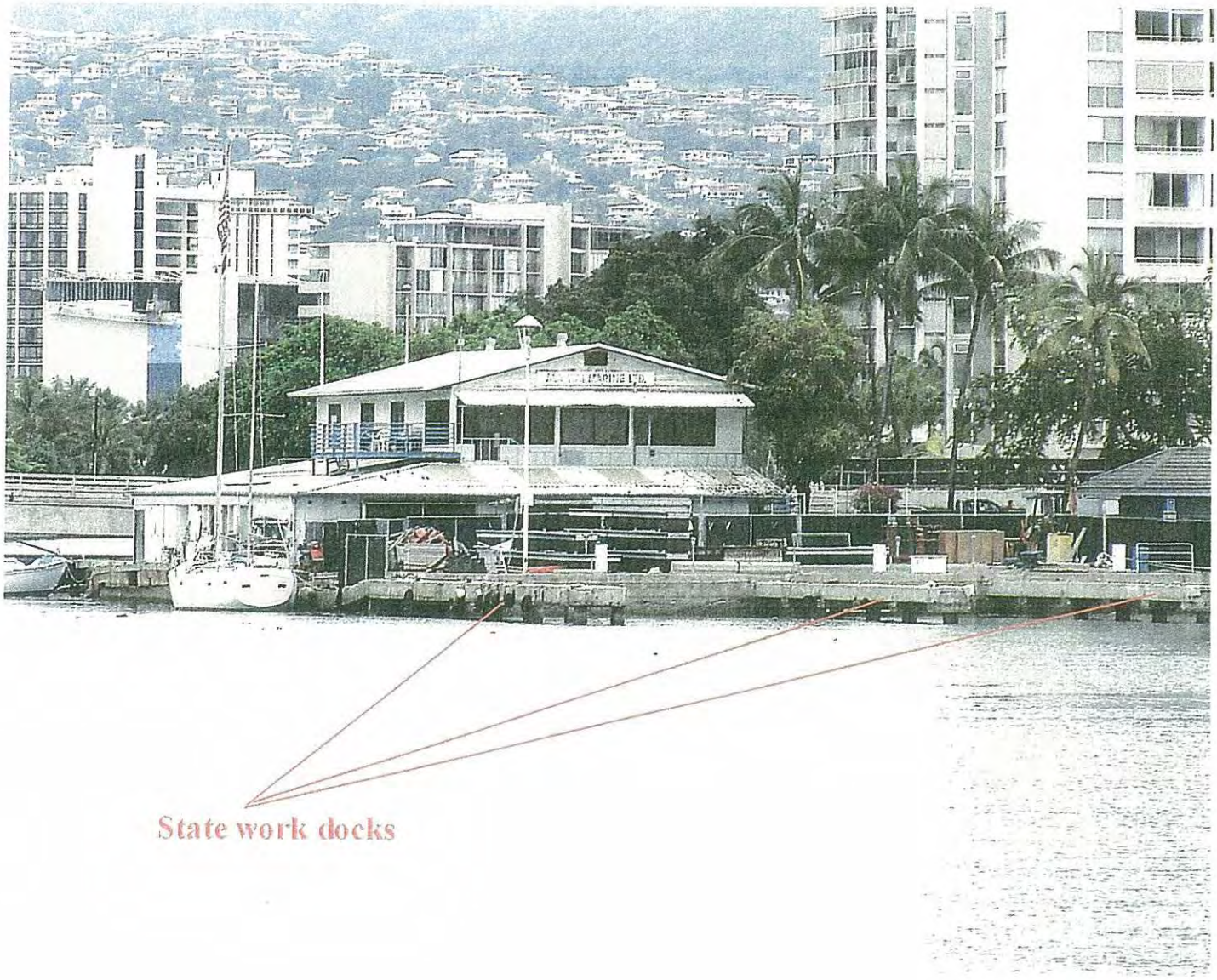
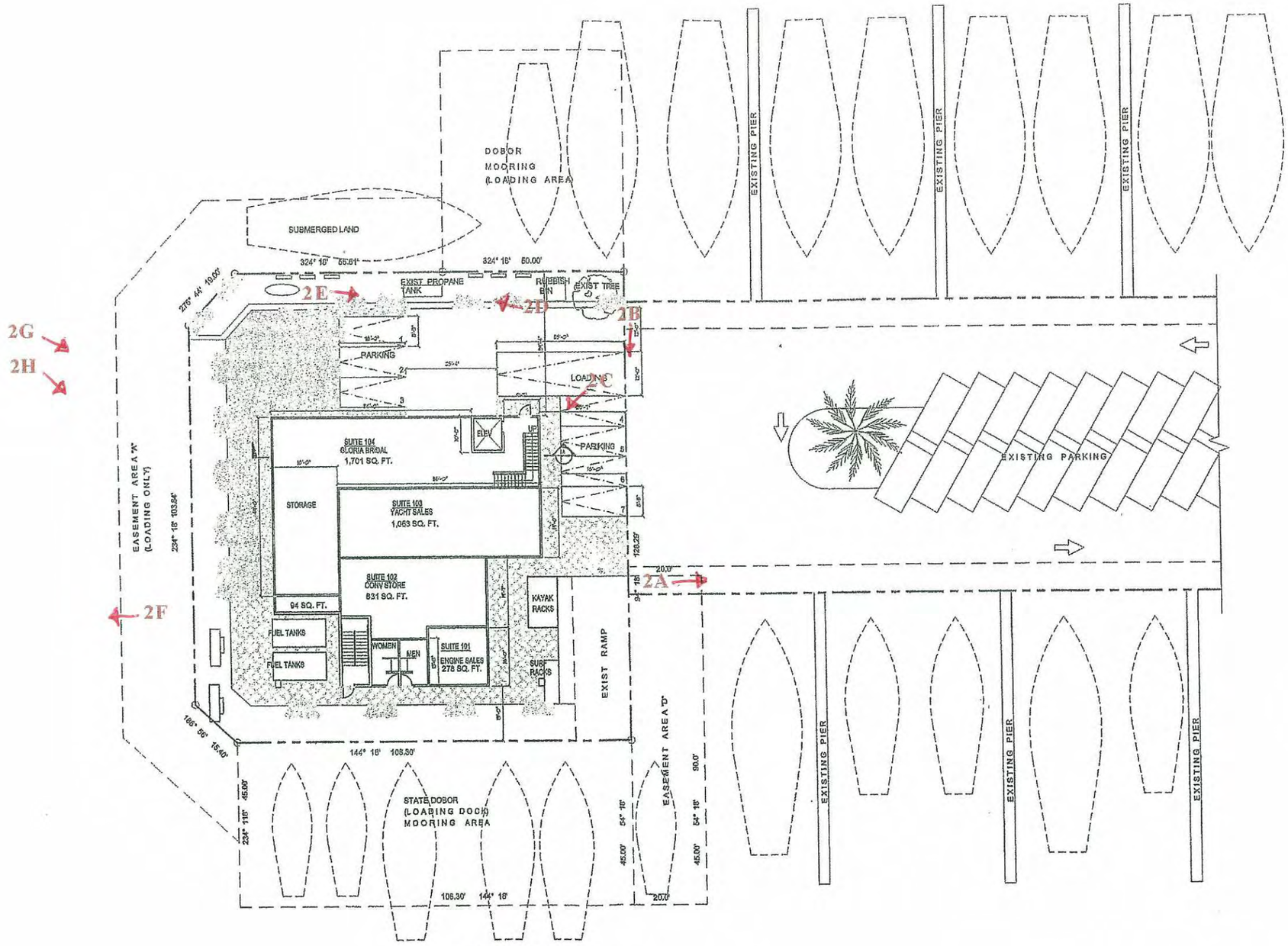


Photo 1M - View of Makai side of Boatyard Repair Site. View of site from ocean.

Photo 1N - View of existing building on Boatyard Repair Site looking in Ewa direction.



a. FLOOR AREA - 4,576 sq. ft.

N

SITE / FIRST FLOOR PLAN

SCALE: 1/16" = 1'-0"

Diamond Vista Building

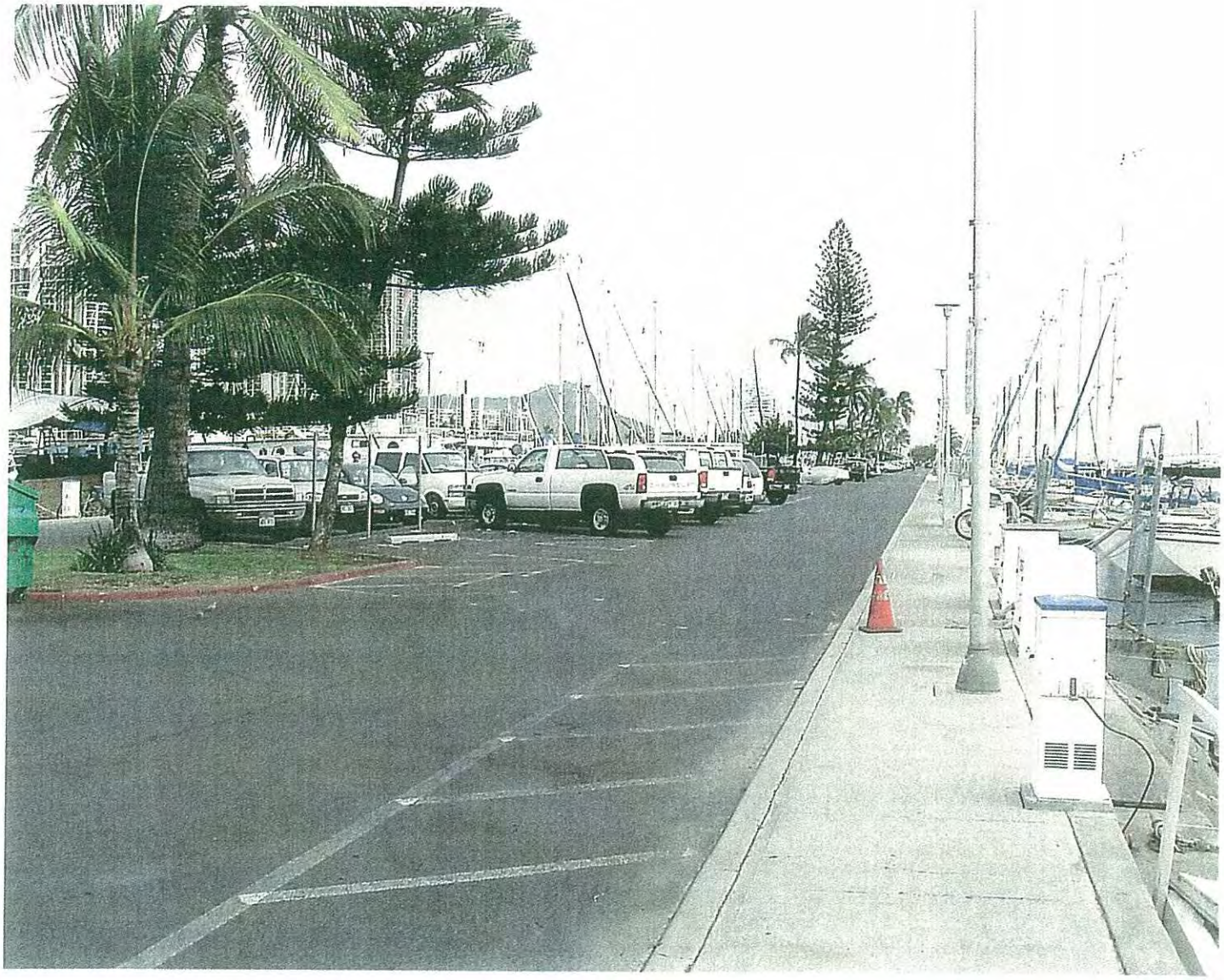


Photo 2A - Fuel Dock Site. View from Diamond Head-Makai corner of property looking Diamond Head.

Photo 2B - Fuel Dock Site. Diamond Head side of property. View from Diamond Head-Mauka corner of property looking makai. (Property line is where fence is.)

Photo 2C - Fuel Dock Site. View of existing structure on property.

Photo 2D - Fuel Dock Site. Mauka side of property. Viewed looking Ewa from Diamond Head-Mauka corner of property.

Photo 2E - Fuel Dock Site. Mauka side of proeprty. View looking Diamond Head.

Photo 2F - Fuel Dock Site. View from Ewa side of property looking Ewa.

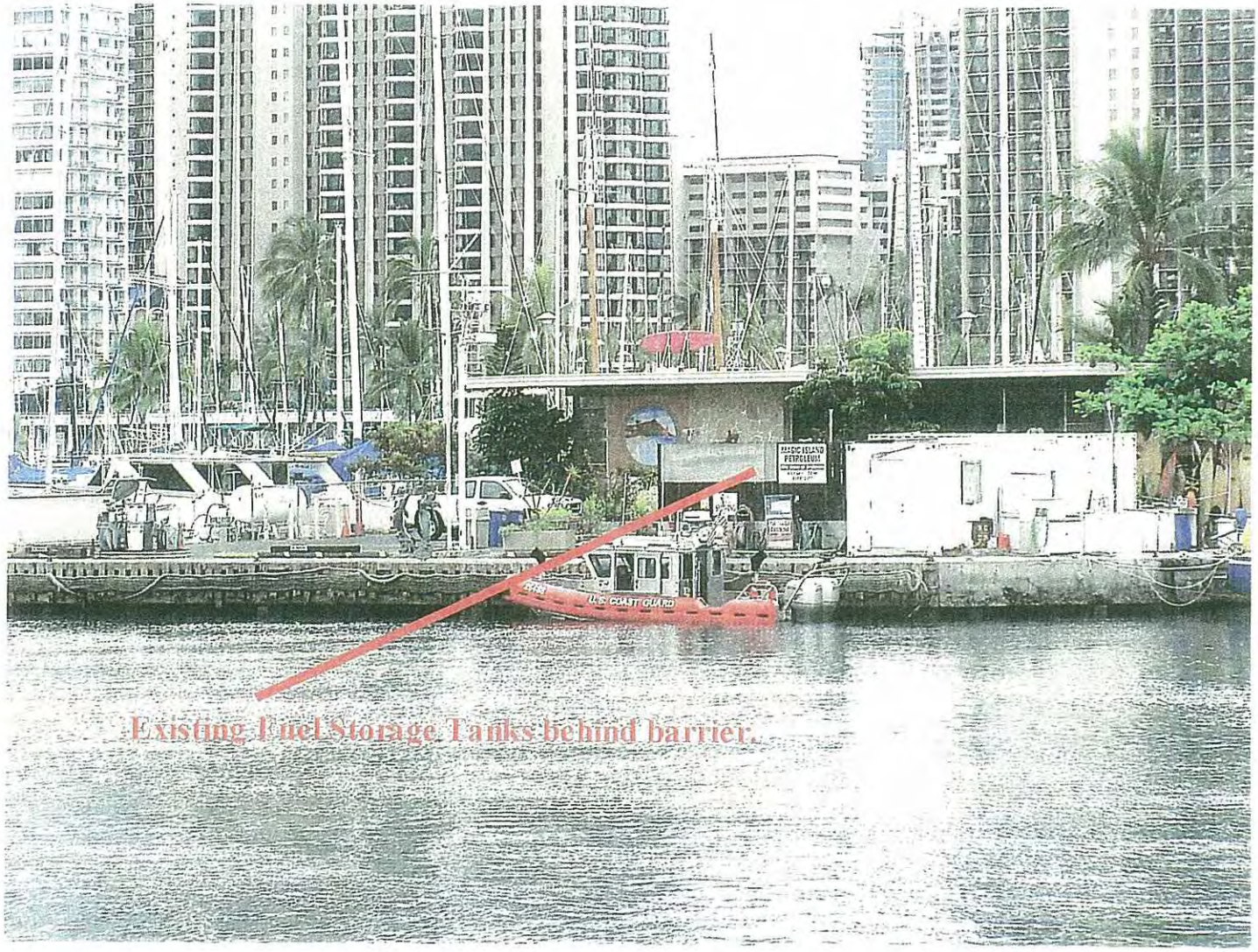


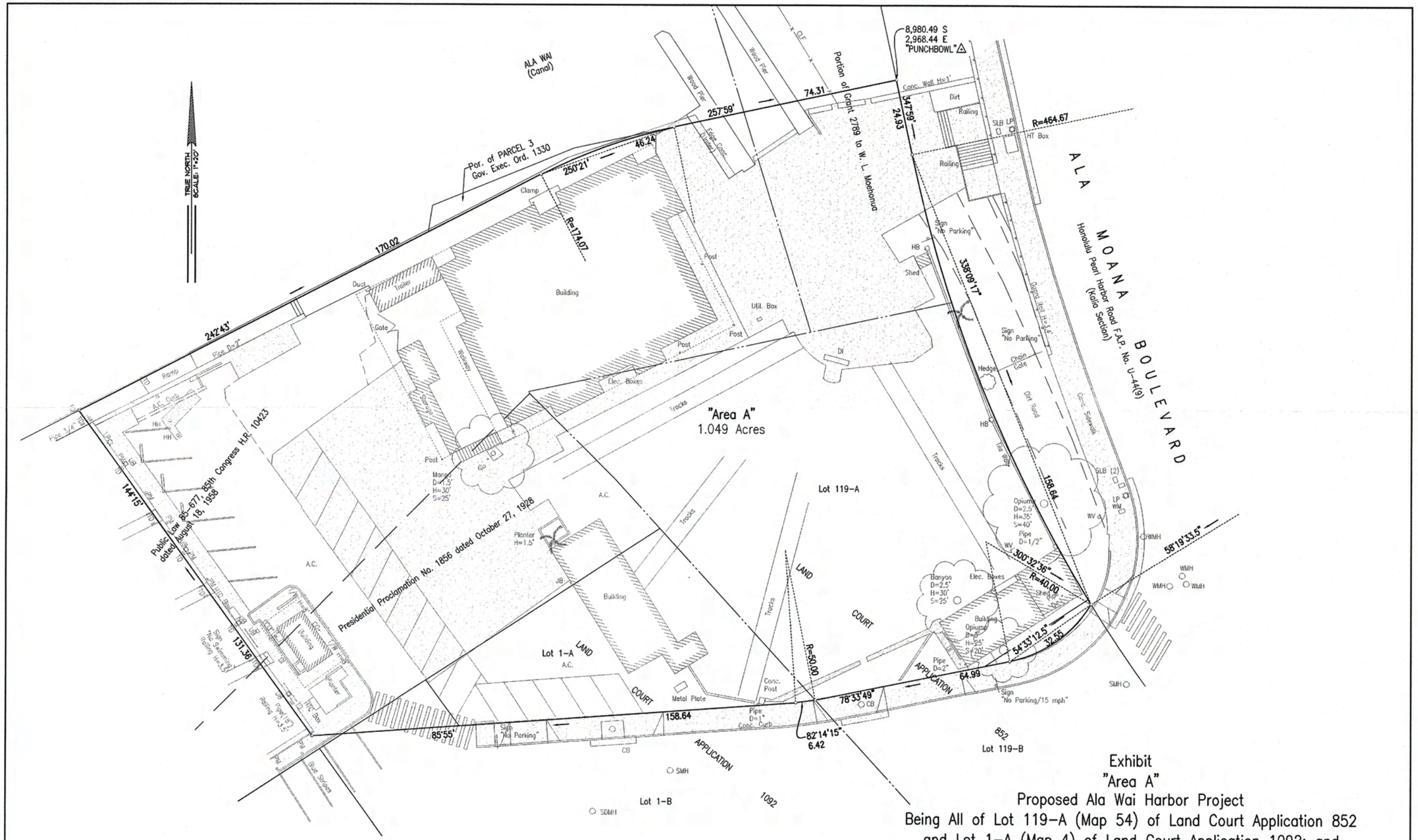
Photo 2G - Fuel Dock Site. Ewa side of property viewed from Magic Island.

Photo 2H - Fuel Dock Site. Makai-Ewa side of property viewed from Magic Island.

Section III

Drawings and Plans

A. Property Survey



Notes:

Azimuths are referred to Government Survey Triangulation Station "Punchbowl".

This plat is for exhibit purposes only and does not purport a legal subdivision.

Exhibit
"Area A"
Proposed Ala Wai Harbor Project
Being All of Lot 119-A (Map 54) of Land Court Application 852
and Lot 1-A (Map 4) of Land Court Application 1092; and
a Portion of the following:
Presidential Proclamation No. 1856 dated October 27, 1928,
Public Law 85-677 85th Congress H.R. 10423 dated August 18, 1958,
Grant 2789 to W.L. Moehonua,
Lot 119-B (Map 54) of Land Court Application 852, and
Lot 1-B (Map 4) of Land Court Application 1092
At Kalia, Waikiki, Oahu, Hawaii

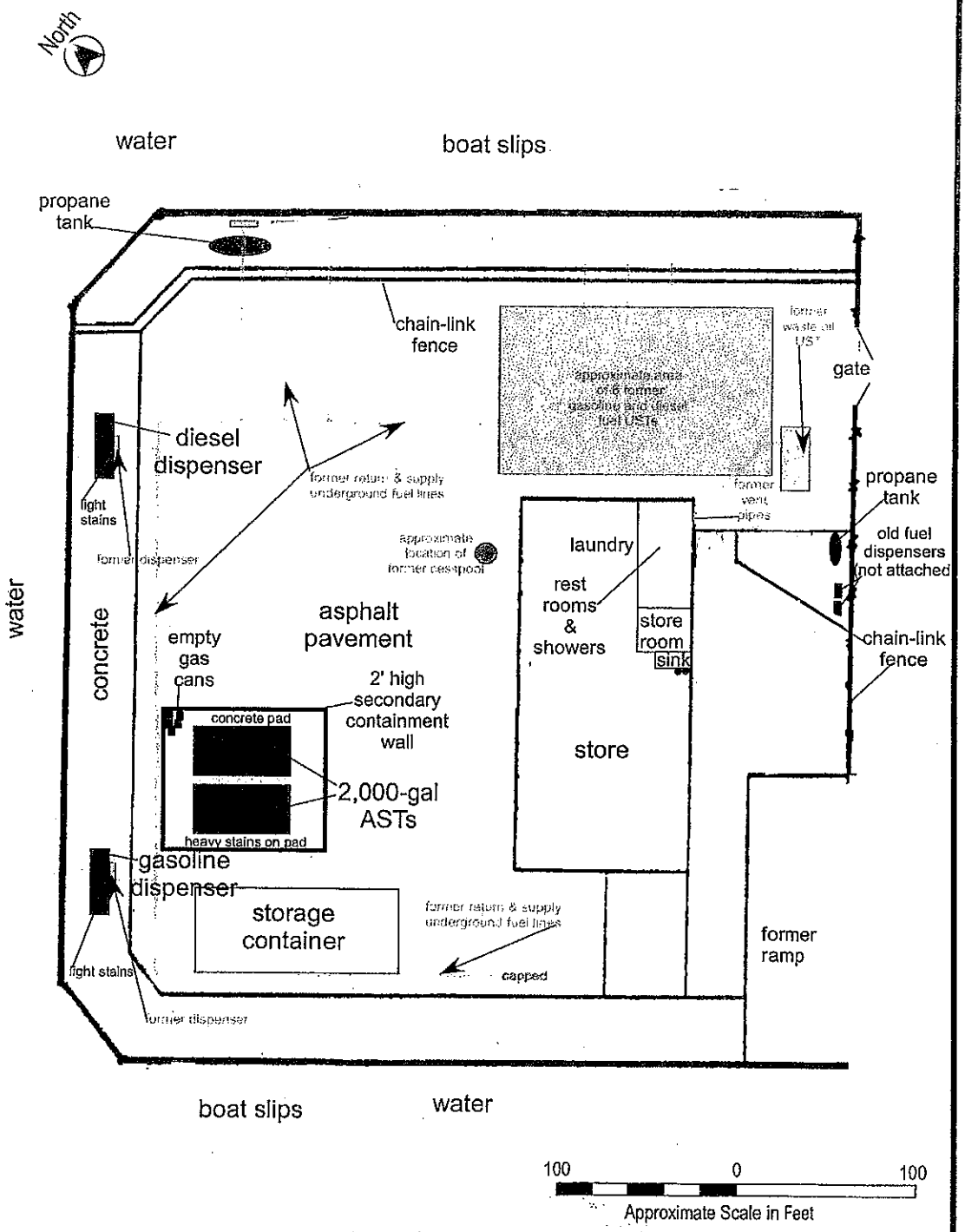
GRAPHIC SCALE
20 0 10 20 40
1 INCH = 20 FEET

RMTC Ref. #1-21555-0-S
FB #8157

Tax Map Key: (1) 2-6-10: Por. 5 & 16

R. M. TOWILL CORPORATION
SINCE 1930

2024 North King Street Suite 200
Honolulu, Hawaii 96819
(808) 842-1133



Site Visit: December 22, 2003

BES Environmental Services

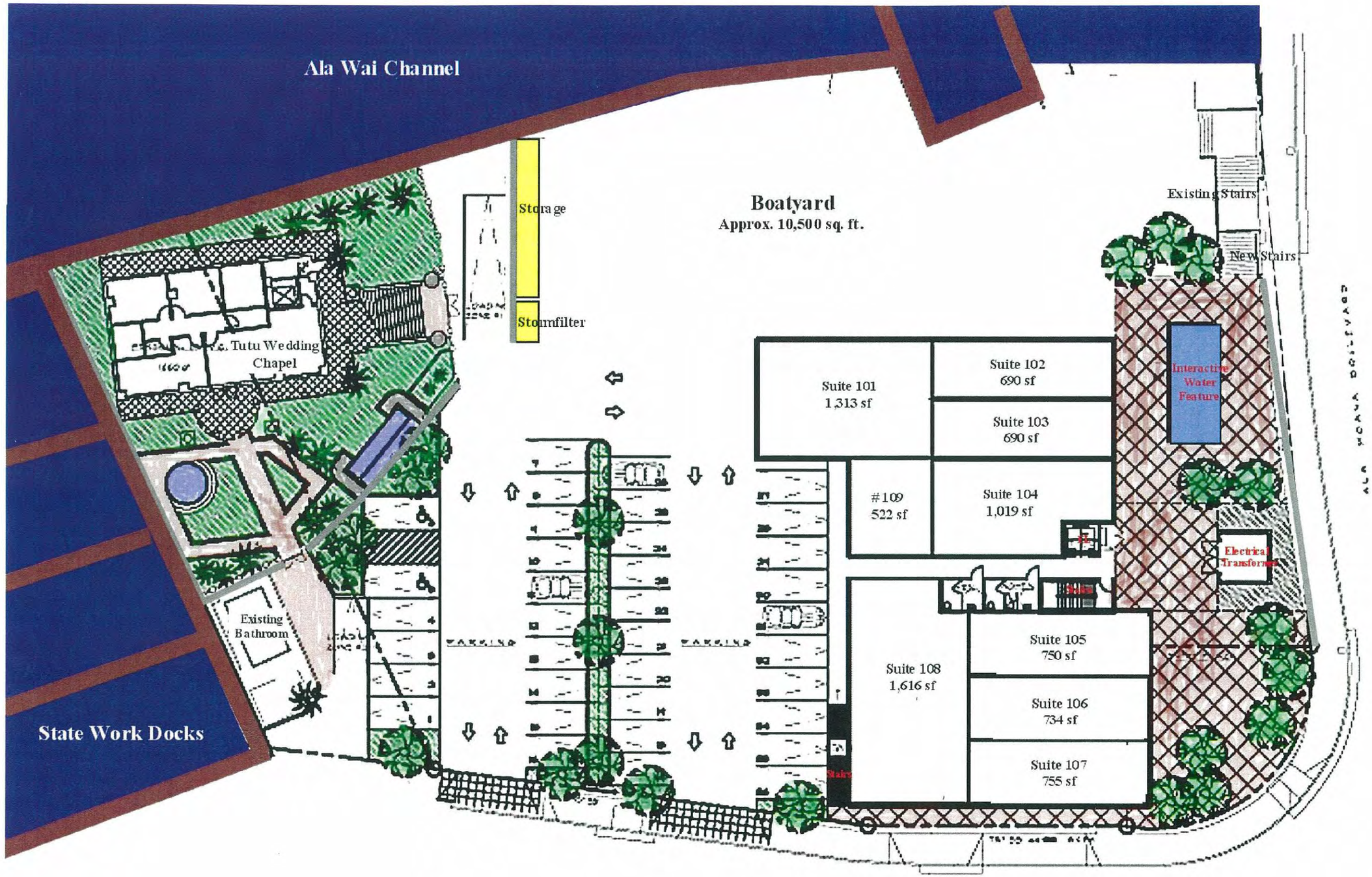
SITE PLAN MAP

Ala Wai Yacht Harbor Fuel Dock Phase I ESA

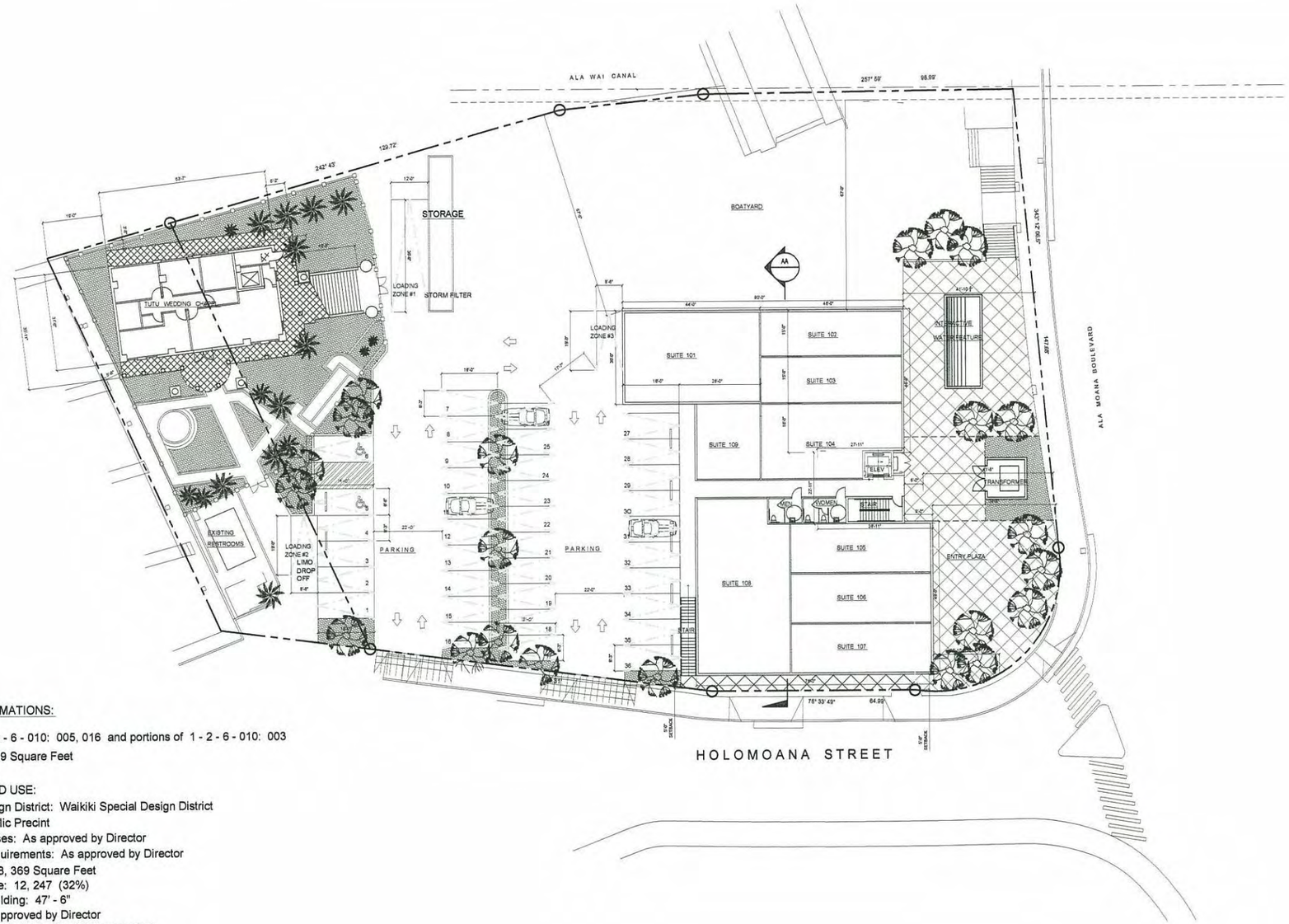
1661 Ala Moana Boulevard, Honolulu, Hawaii

Job No: 03-1371 | Figure: 3

B. Site Plans and Floor Plans



Honey Bee USA Waikiki Landing Project
Site & Ground Floor Plan - Boatyard Repair Site



LUO INFORMATIONS:

T.M.K.: 1 - 2 - 6 - 010: 005, 016 and portions of 1 - 2 - 6 - 010: 003
Area: 38, 369 Square Feet

STATE LAND USE:
Special Design District: Waikiki Special Design District
Zoning: Public Precint
Proposed Uses: As approved by Director
Setback Requirements: As approved by Director
Lot Area: 38, 369 Square Feet
Lot Coverage: 12, 247 (32%)
Height of Building: 47' - 6"
F.A.R.: As approved by Director
Proposed Floor Area: 27, 724 Square Feet
Total Building Area: 27, 724 Square Feet
Parking Requirement: 35 Required, 36 Provided
Loading Requirement: 3 Required, 3 Provided
Flood Zone:

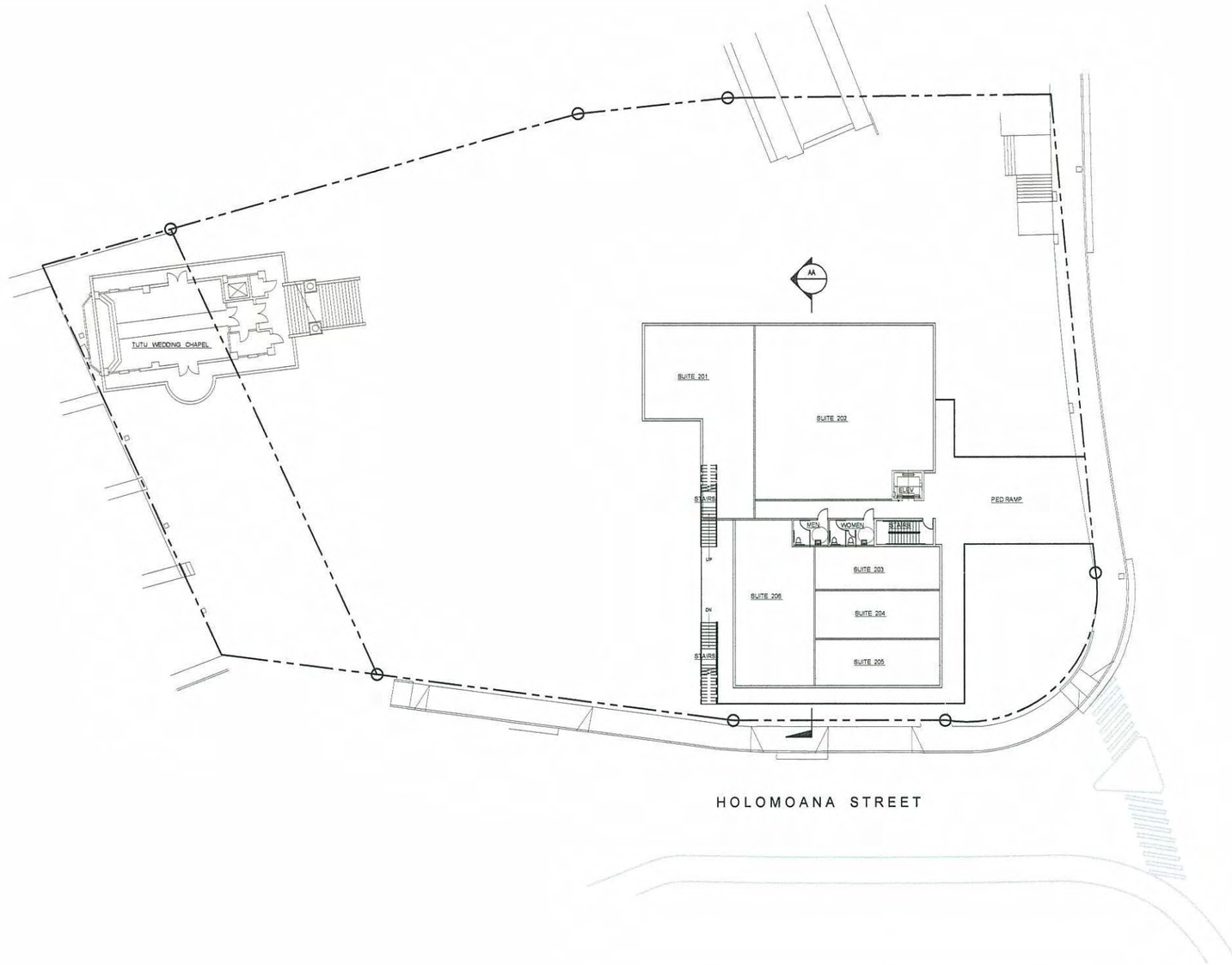
N

SITE / FIRST FLOOR PLAN
SCALE: 1" = 40'-0"

BOATYARD BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Boatyard Repair Site. Site / First Floor Plan

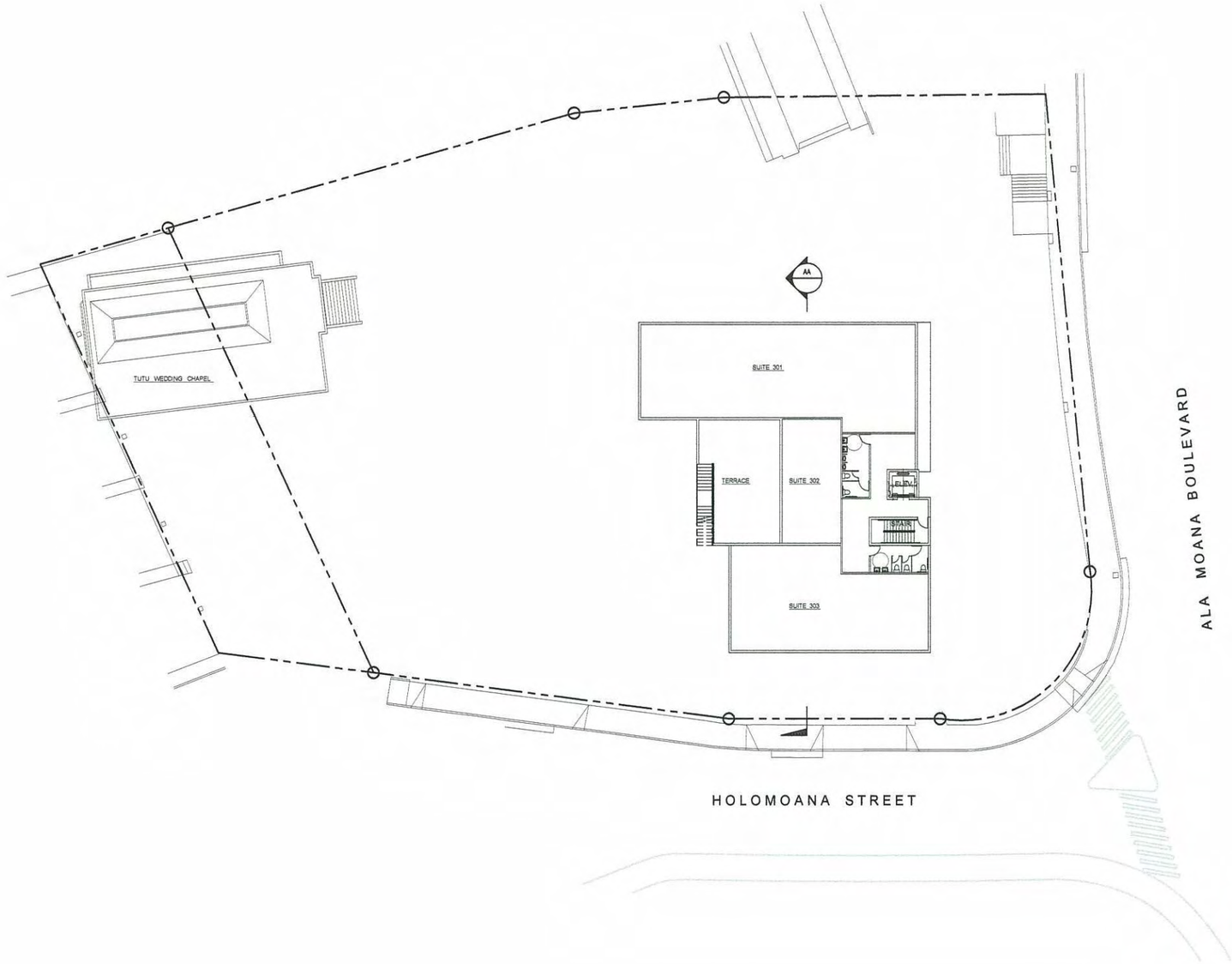


SECOND FLOOR PLAN
SCALE: 1" = 40'-0"

BOATYARD BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Boatyard Repair Site. Second Floor Plan

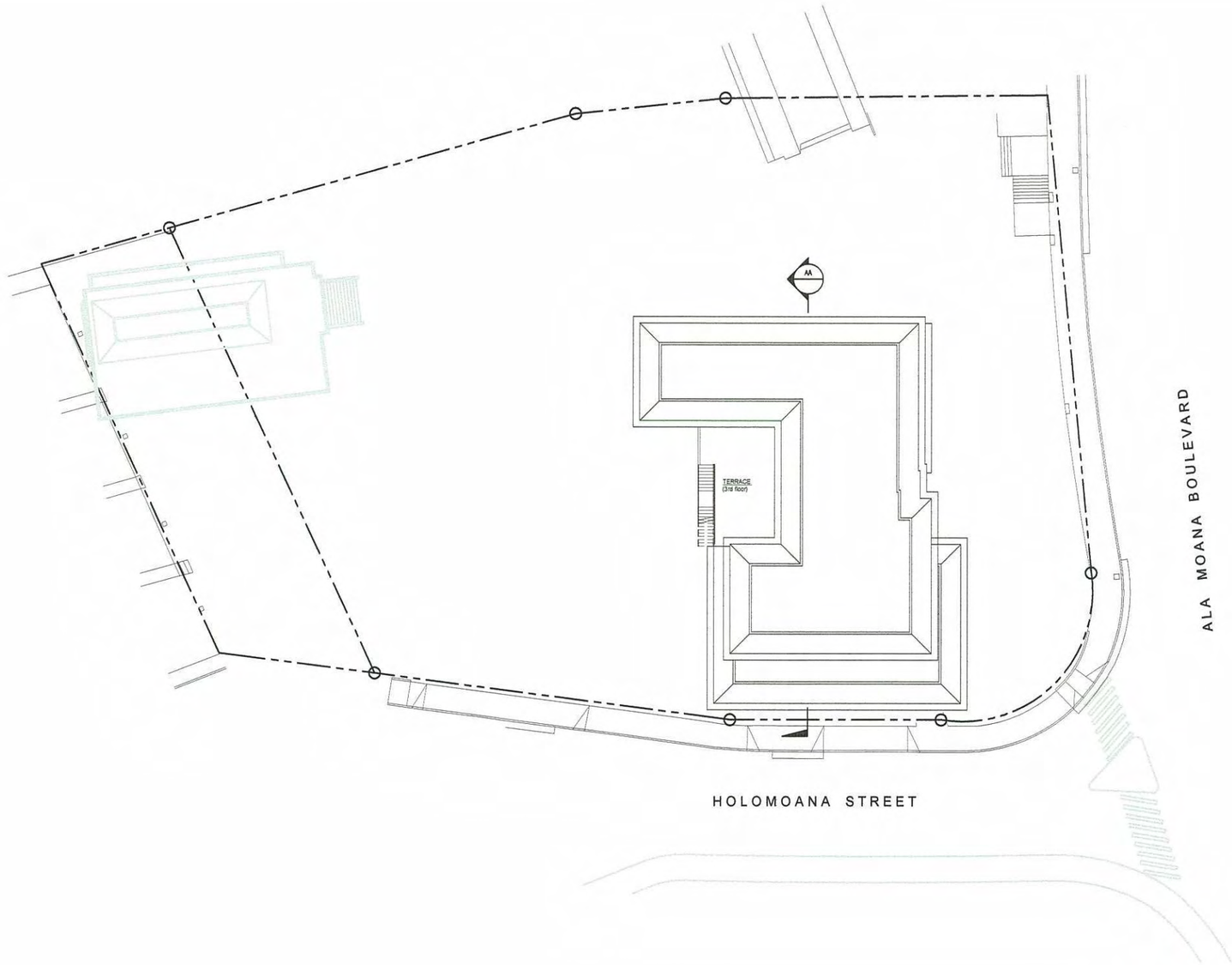


THIRD FLOOR PLAN
SCALE: 1" = 40'-0"

BOATYARD BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Boatyard Repair Site. Third Floor Plan

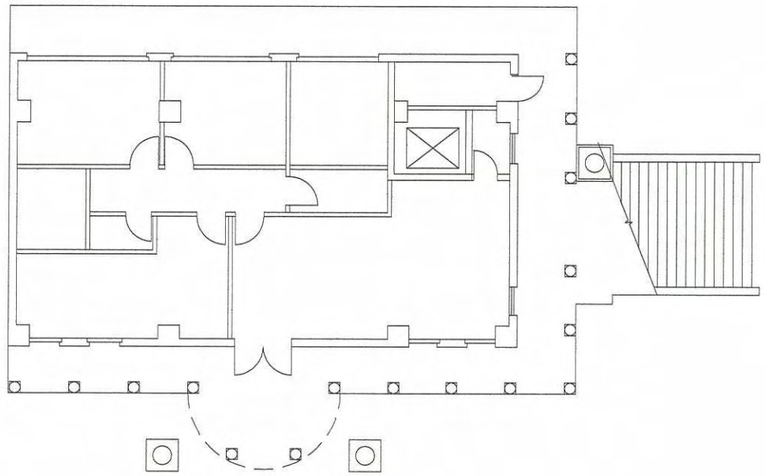


ROOF PLAN
SCALE: 1" = 40'-0"

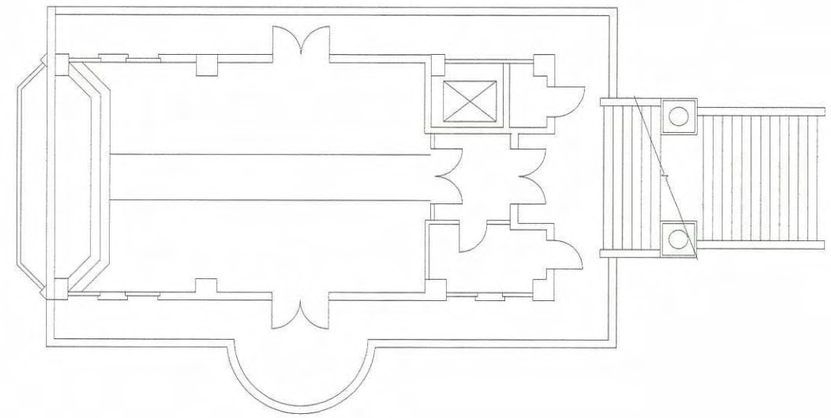
BOATYARD BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

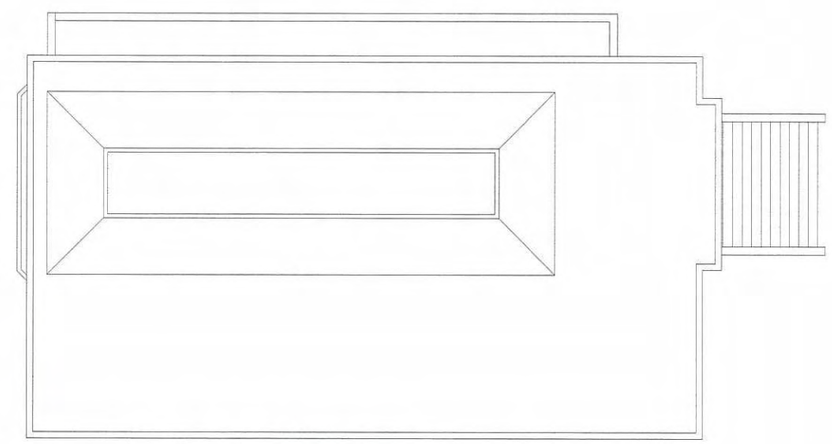
Boatyard Repair Site. Roof Plan



FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"



SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"

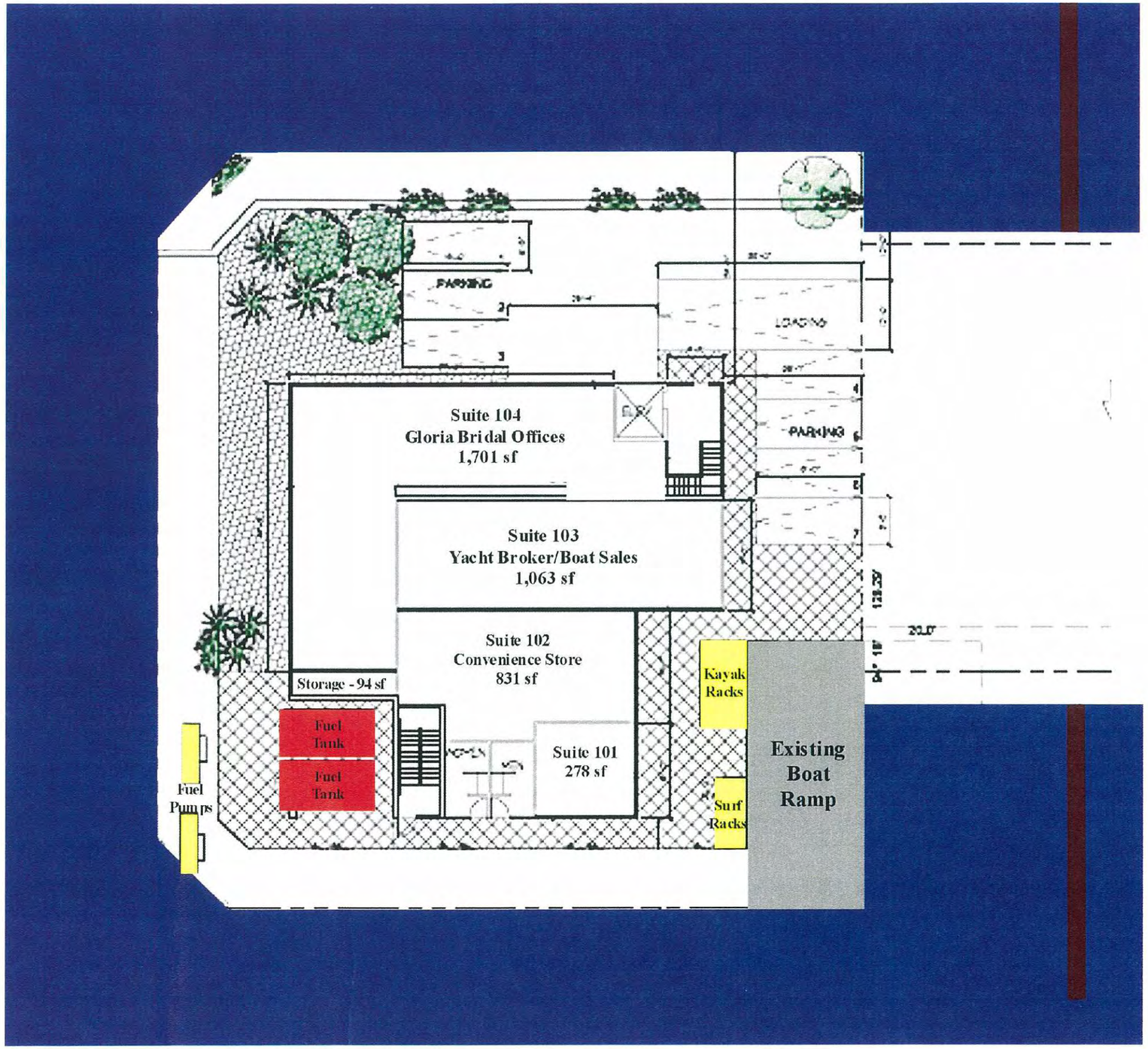


ROOF PLAN
SCALE: 1/16" = 1'-0"

TUTU WEDDING CHAPEL

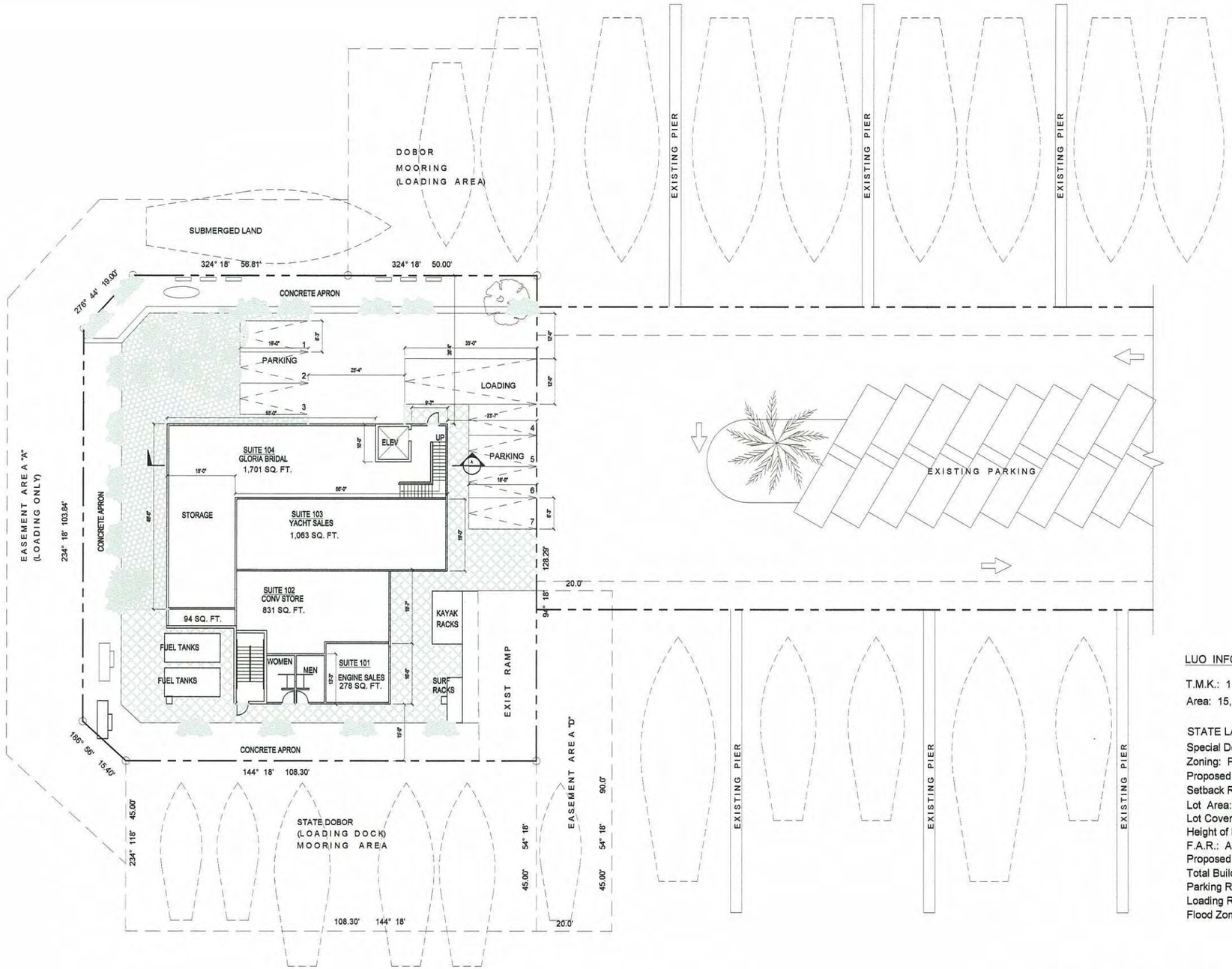
GRAPHIC SCALE:
0 6' 12' 18'

Boatyard Repair Site. Floor & Roof Plans



Honey Bee USA Waikiki Landing Project

Site Plan Diamond Vista Building



LUO INFORMATIONS:

T.M.K.: 1 - 2 - 3 - 037: 020
Area: 15, 199 Square Feet

STATE LAND USE:
Special Design District: Waikiki Special Design District
Zoning: Public Precint
Proposed Uses: As approved by Director
Setback Requirements: As approved by Director
Lot Area: 15, 199 Square Feet
Lot Coverage: 63%
Height of Building: 57' - 0"
F.A.R.: As approved by Director
Proposed Floor Area: 12, 237 Square Feet
Total Building Area: 12, 237 Square Feet
Parking Requirement: 16 Required, 7 Provided LUO Sec. 21 - 6.140 (b)
Loading Requirement: 2 Required, 1 Provided Sec 21 - 6. 140(b)
Flood Zone:

N

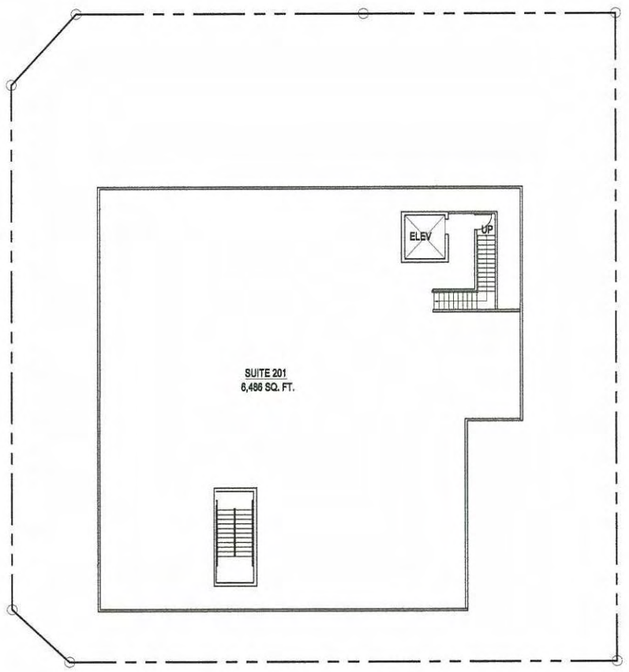
SITE / FIRST FLOOR PLAN

SCALE: 1" = 30'-0"

DIAMOND VISTA BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

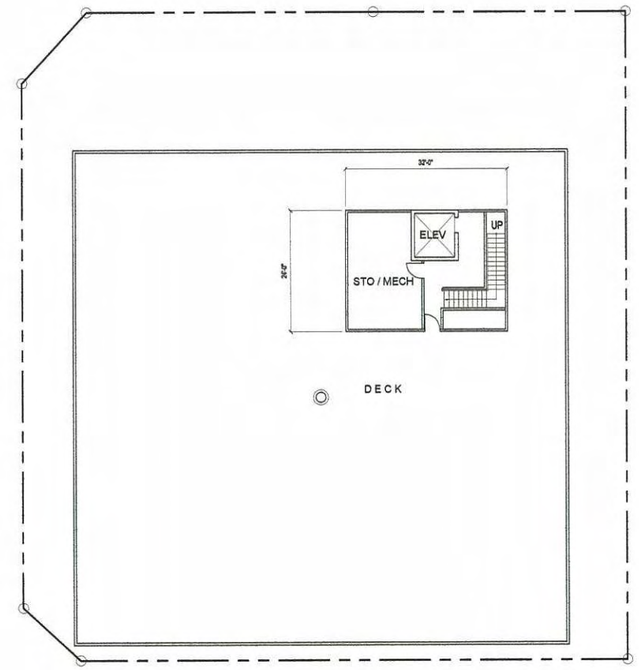
Fuel Dock Site. Landscape Plan



a. FLOOR AREA - 6,486 sq. ft.

SECOND FLOOR PLAN

SCALE: 1" = 30'-0"



a. FLOOR AREA - 768 sq. ft.

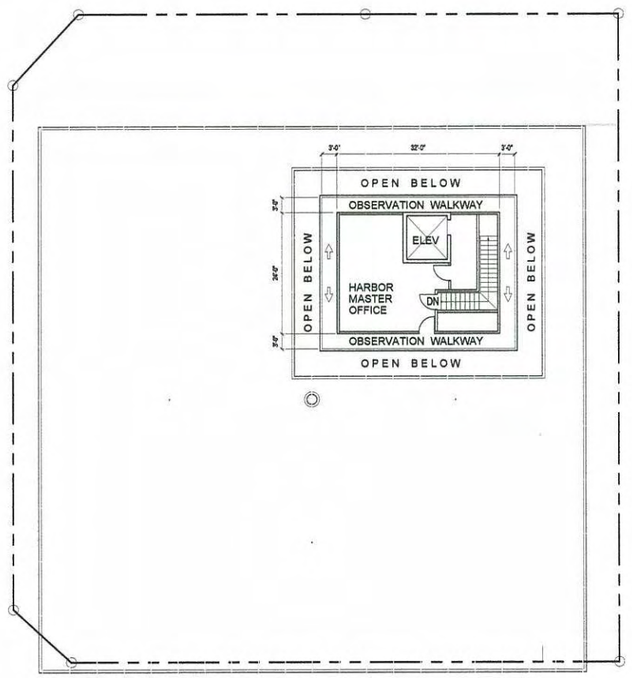
THIRD FLOOR PLAN

SCALE: 1" = 30'-0"

DIAMOND VISTA BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

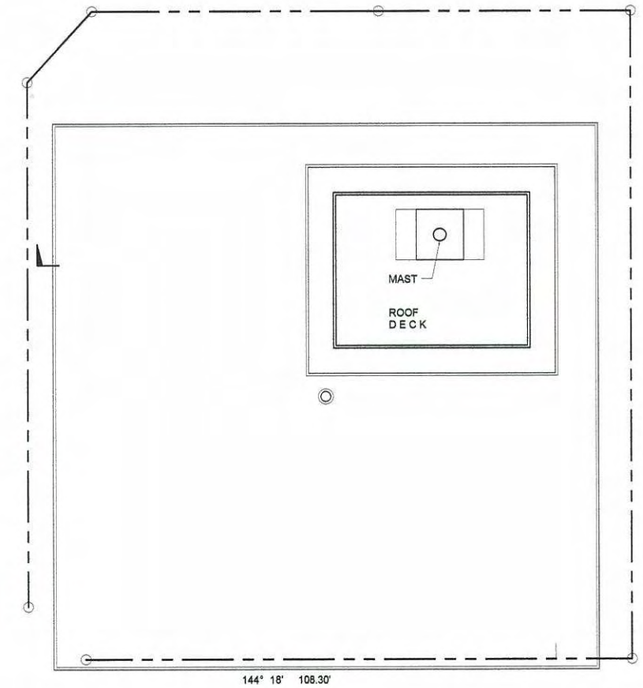
Fuel Dock Site. Second and Third Floor Plans



a. FLOOR AREA - 407 sq. ft.

FORTH FLOOR PLAN

SCALE: 1/16" = 1'-0"



ROOF PLAN

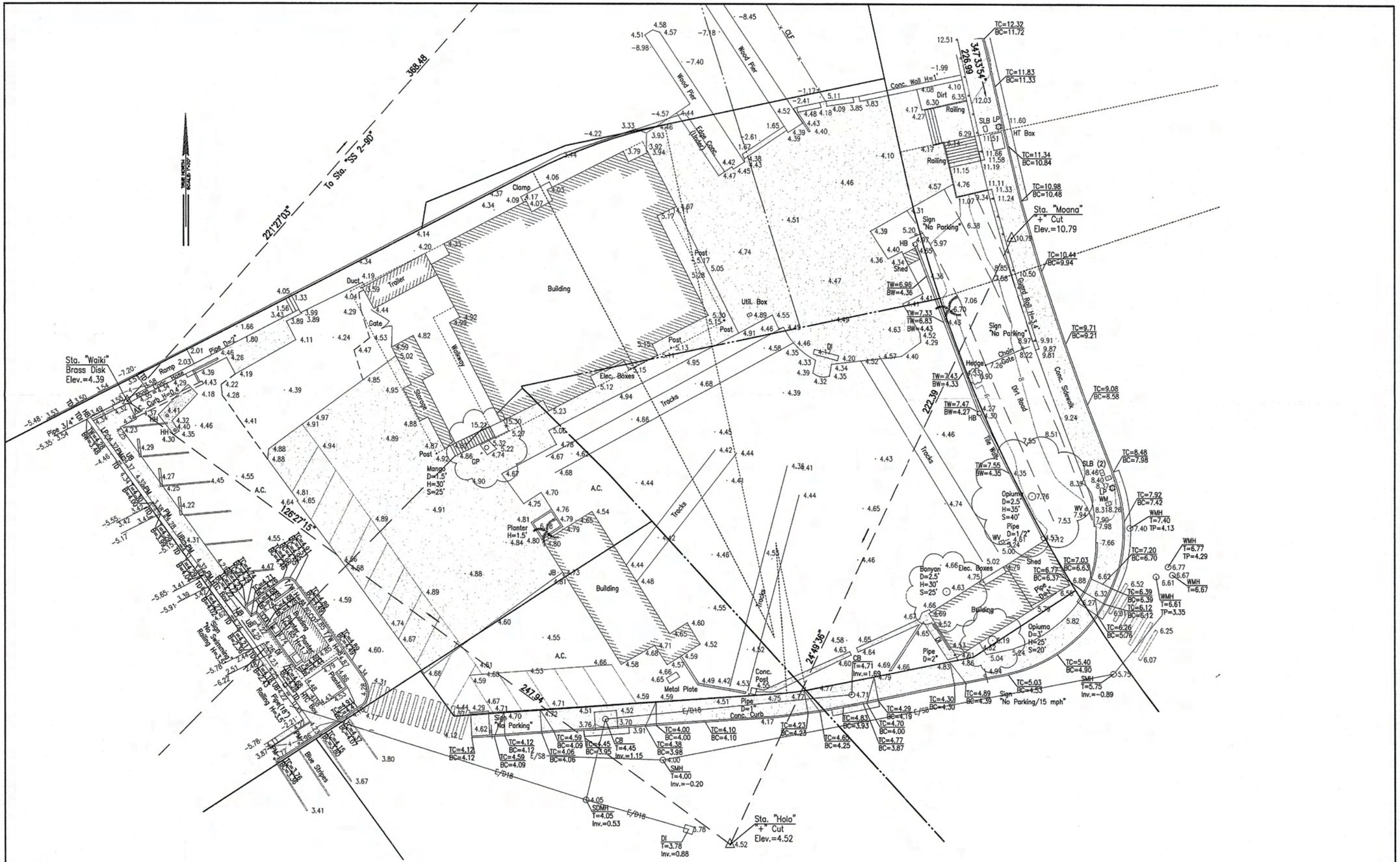
SCALE: 1/16" = 1'-0"

DIAMOND VISTA BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Fuel Dock Site. Fourth Floor & Roof Plans

C. Topographic Map for Baotyard Repair Site



Notes:

Elevations are referred to Mean Sea Level (M.S.L.).

All visible utility structures have been located in the field, however, connection of underground utility lines as shown are unverified and compiled from existing data.

Underground utilities shown hereon are for information only, having been obtained from the best available sources, but from others not connected with this company. Therefore no guarantee is made on the accuracy or completeness of said information.

Topographic Survey
Proposed Ala Wai Harbor Project
At Kalia, Honolulu, Hawaii
Tax Map Key: (1) 2-6-10: 5 &16

GRAPHIC SCALE

20 0 10 20 40

1 INCH = 20 FEET

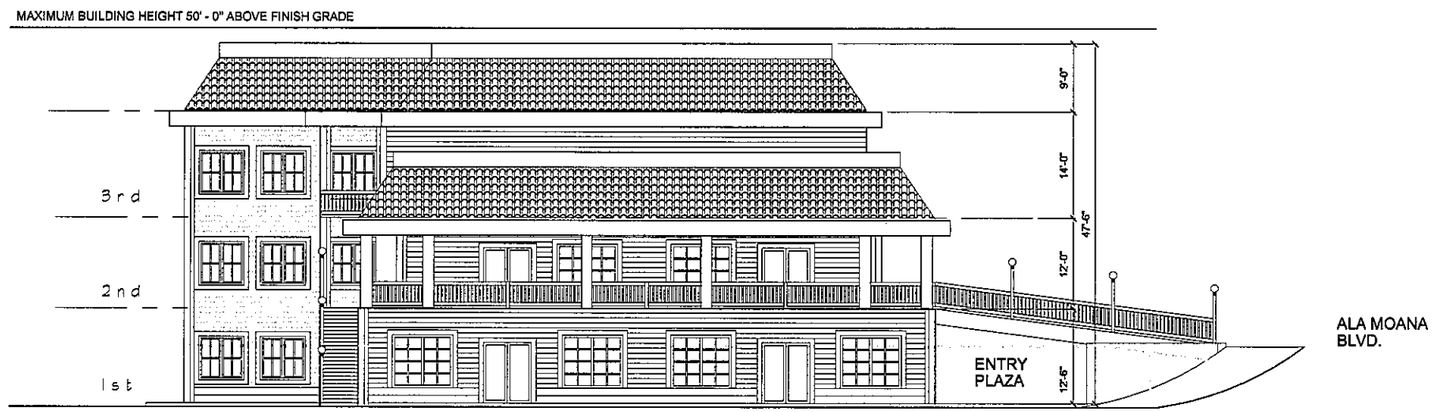
RMTC Ref. #1-21555-0-S
FB #8157

R. M. TOWILL CORPORATION

2024 North King Street Suite 200
Honolulu, Hawaii 96819

D. Building Elevation and Section Drawings

EAST ELEVATION
SCALE: 1" = 20'-0"

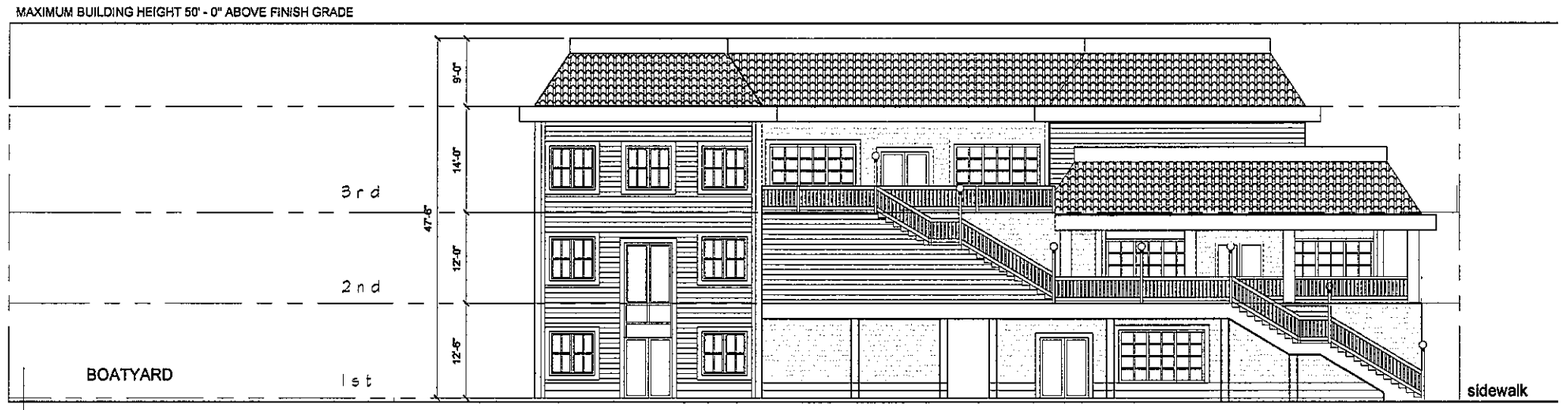


SOUTH ELEVATION
SCALE: 1" = 20'-0"

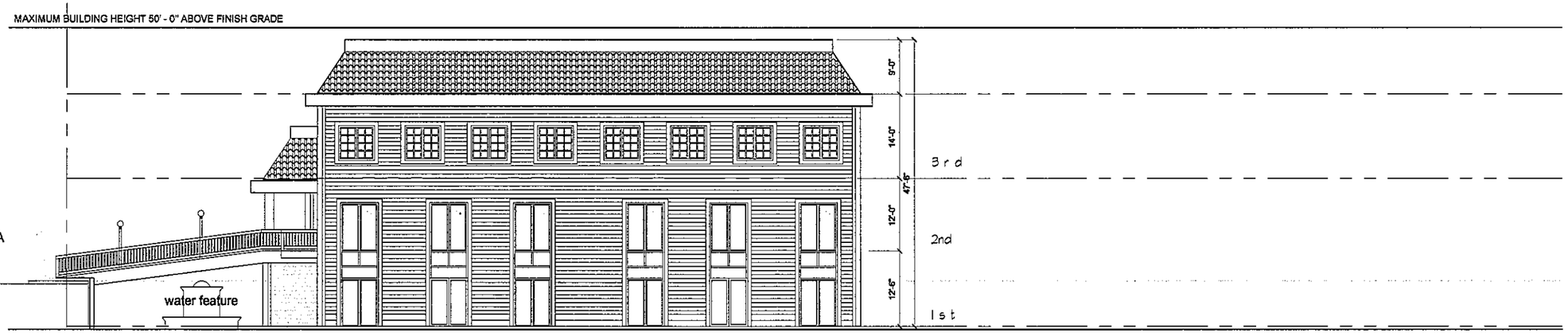
BOATYARD BUILDING

GRAPHIC SCALE:
0 3' 6' 9'

Boatyard Repair Site. Building Elevations



WEST ELEVATION
SCALE: 1/8" = 1'-0"



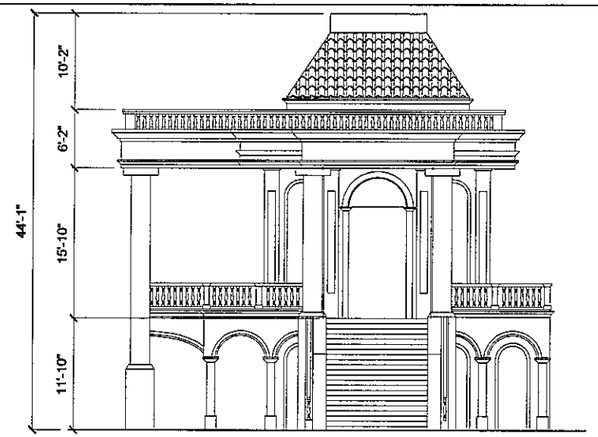
NORTH ELEVATION
SCALE: 1/8" = 1'-0"

BOATYARD BUILDING

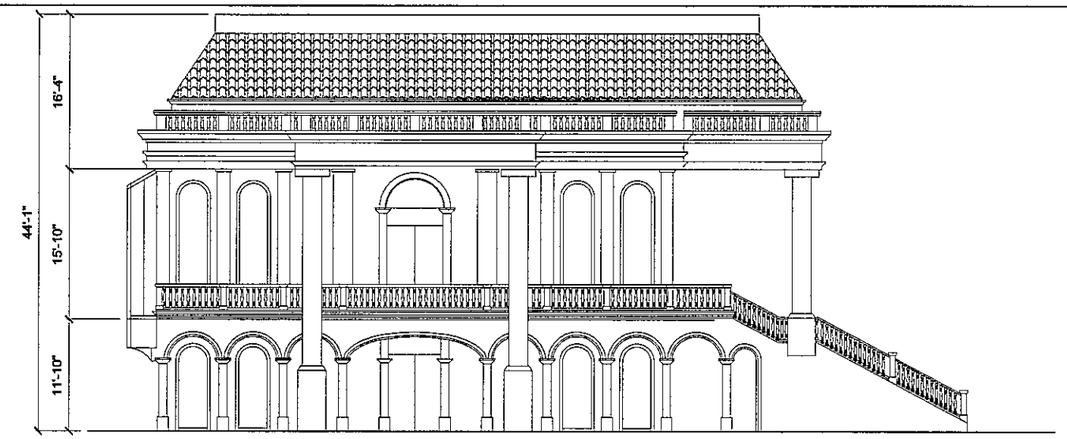
GRAPHIC SCALE:
0 3' 6' 9'

Boatyard Repair Site. Building Elevations

MAXIMUM BUILDING HEIGHT 45' - 0" ABOVE FINISH GRADE

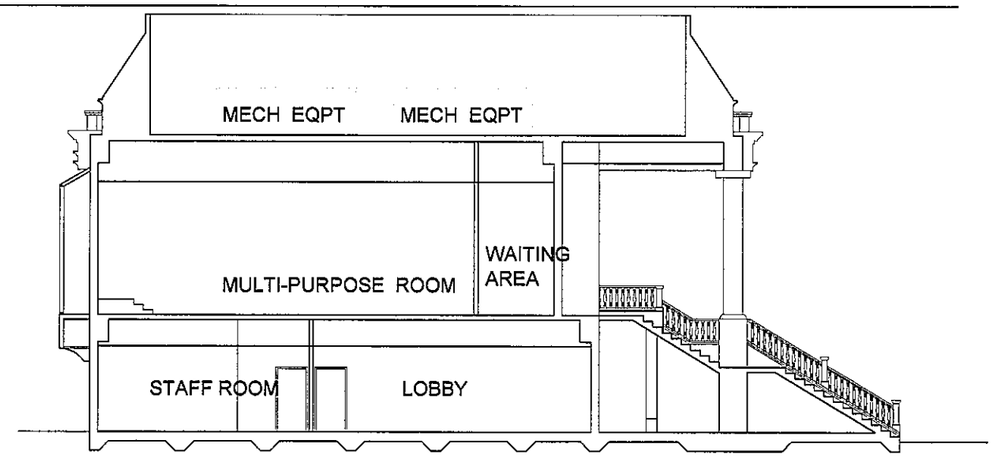


EAST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
SCALE: 1/16= 1'-0"

MAXIMUM BUILDING HEIGHT 45' - 0" ABOVE FINISH GRADE

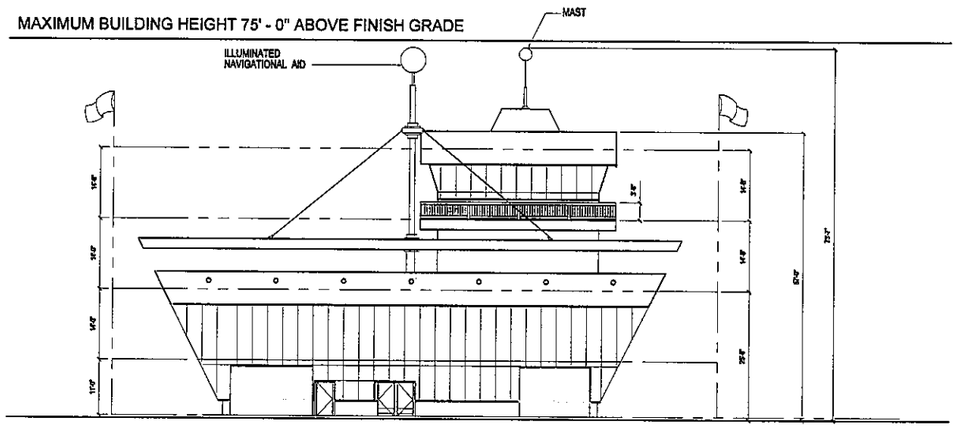


SECTION THRU - BB
SCALE: 1/16" = 1'-0"

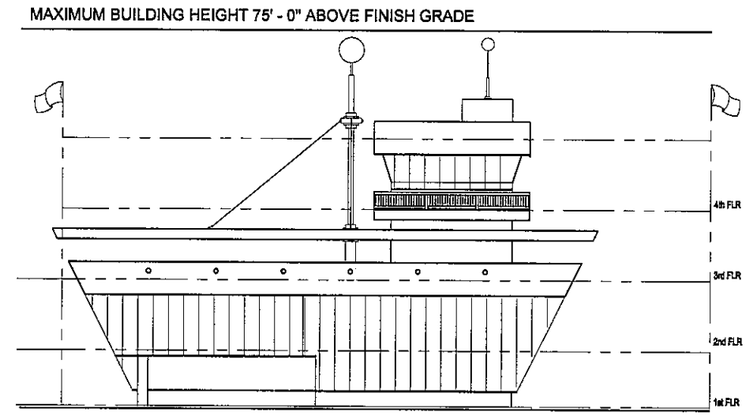
TUTU WEDDING CHAPEL

GRAPHIC SCALE:
0 6' 12' 18'

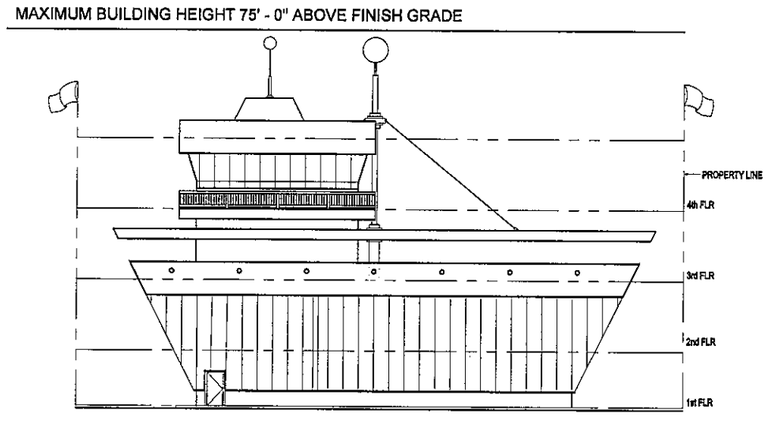
Boatyard Repair Site. Floor & Roof Plans



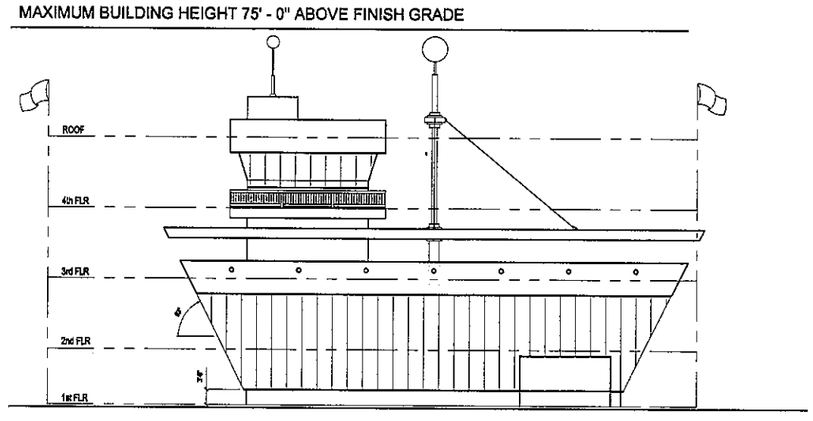
WEST ELEVATION
SCALE: 1/16" = 1'-0"



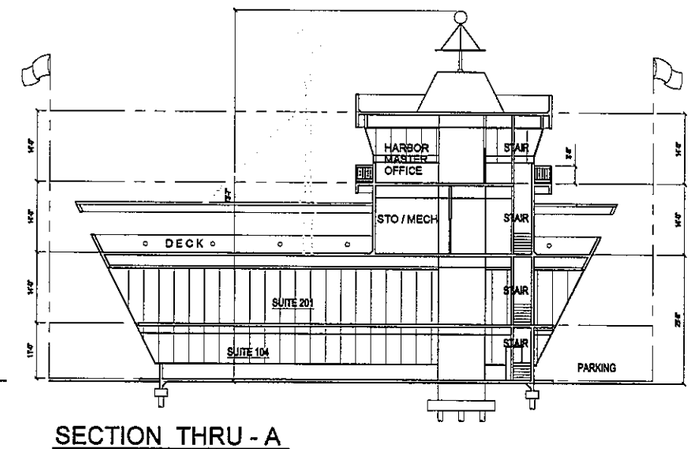
SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



EAST ELEVATION
SCALE: 1/16" = 1'-0"



NORTH ELEVATION
SCALE: 1/16" = 1'-0"



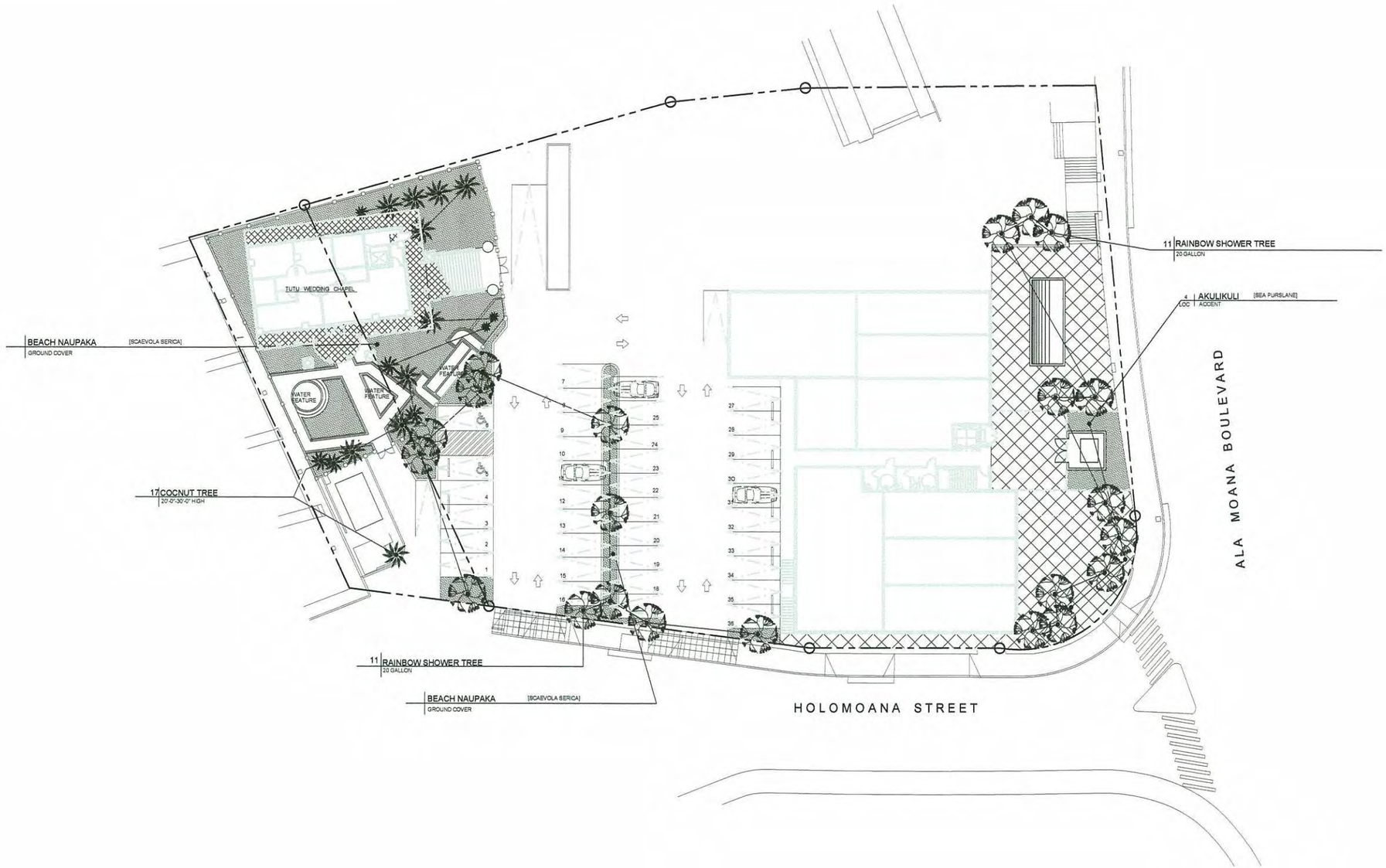
SECTION THRU - A
SCALE: 1/16" = 1'-0"

DIAMOND VISTA BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Fuel Dock Site. Building Elevations and Section

E. Landscape Plans

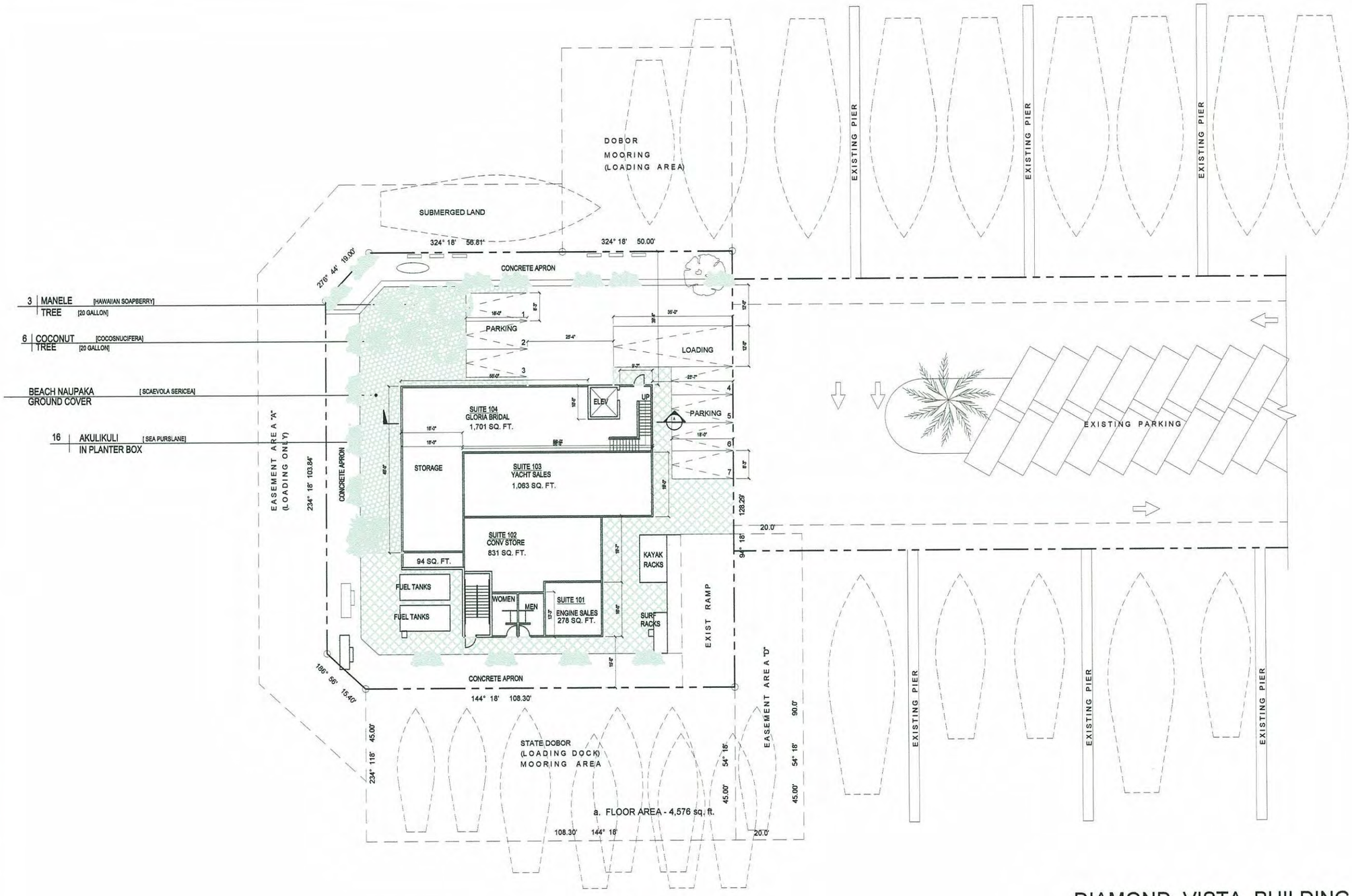


LANDSCAPE PLAN
SCALE: 1" = 40'-0"

BOATYARD BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Boatyard Repair Site. Landscape Plan



LANDSCAPE PLAN

SCALE: 1" = 30'-0"

DIAMOND VISTA BUILDING

GRAPHIC SCALE:
0 6' 12' 18'

Fuel Dock Site. Landscape Plan

F. Federal Emergency Management Agency Flood Hazard Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures.** Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 4. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit their website at http://www.ngs.noaa.gov/

Base map information shown on this FIRM was provided in digital format by the City and County of Honolulu Department of Planning and Permitting, Honolulu Land Information System (HoLIS), (www.honoluludpp.org). Imagery was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 2001 or later. Street centerlines and surface water features were compiled at a scale of 1:6,600 from orthophotography dated 2001.

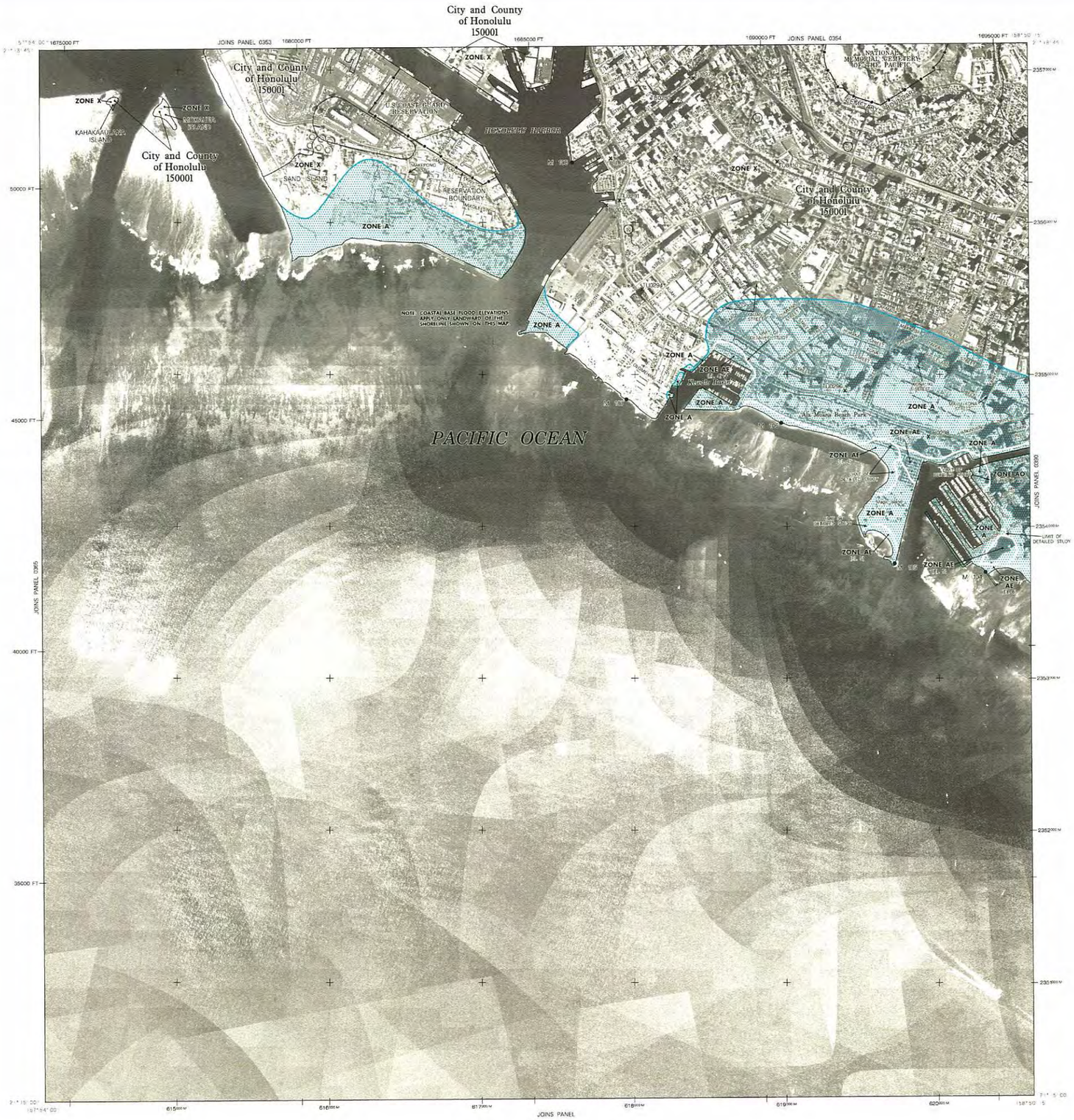
This map reflects more detailed and up-to-date **stream channel and shoreline configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel and shoreline configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at http://www.msc.fema.gov/

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance 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 AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the National Geodetic Vertical Datum of 1929

(A)———(A)	Cross section line
(23)- - - - -(23)	Transect line
97°07'30", 32°22'30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
4276000 M	1000-meter Universal Transverse Mercator grid tick values, zone 4
600000 FT	5000-foot grid tick values: Hawaii State Plane coordinate system, zone 3 (FIPSZONE 5103), Transverse Mercator projection
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
• M 2	Coastal Mile marker

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
November 20, 2000

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
September 30, 2004 - to change Special Flood Hazard Areas, to update map format, to reflect revised shoreline and to incorporate previously issued Letters of Map Revision.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0365F

FIRM
FLOOD INSURANCE RATE MAP
CITY AND COUNTY
OF HONOLULU,
HAWAII

PANEL 365 OF 395

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
HONOLULU, CITY AND COUNTY OF	150001	0365	F

Notice to User: The **Map Number** shown below should be used when placing map panels; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
15003C0365F

MAP REVISED
SEPTEMBER 30, 2004

Federal Emergency Management Agency