

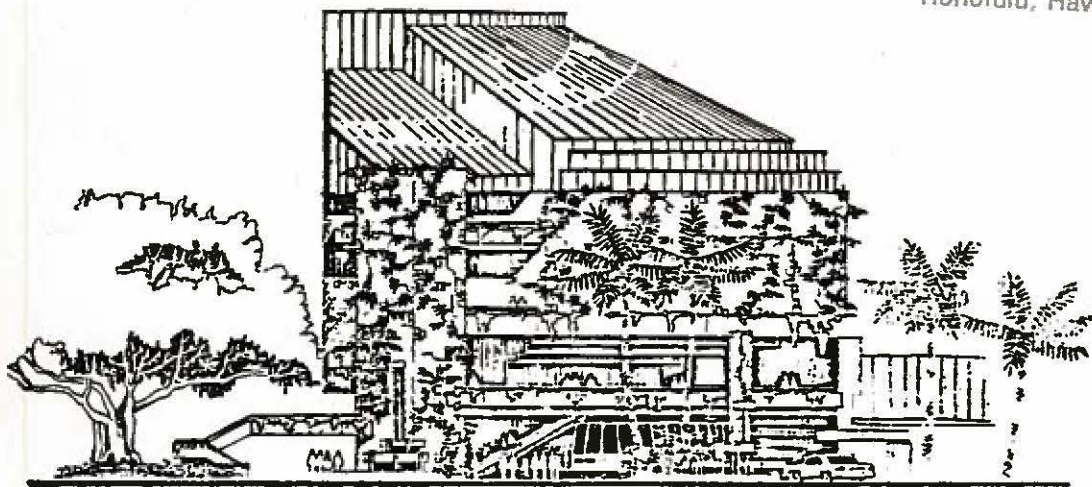
HAWAII MUSIC CENTER

PACIFIC ENTERTAINMENT CORPORATION

REVISED

ENVIRONMENTAL IMPACT STATEMENT

ENVIRONMENTAL CENTER
University of Hawaii
2550 Campus Road
Honolulu, Hawaii 96822



00337

FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR THE

HAWAII MUSIC CENTER

Submitted Pursuant to Chapter 343 HRS

PREPARED FOR: Pacific Entertainment Corporation
Honolulu, Hawaii



President,
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2/1/80
Date

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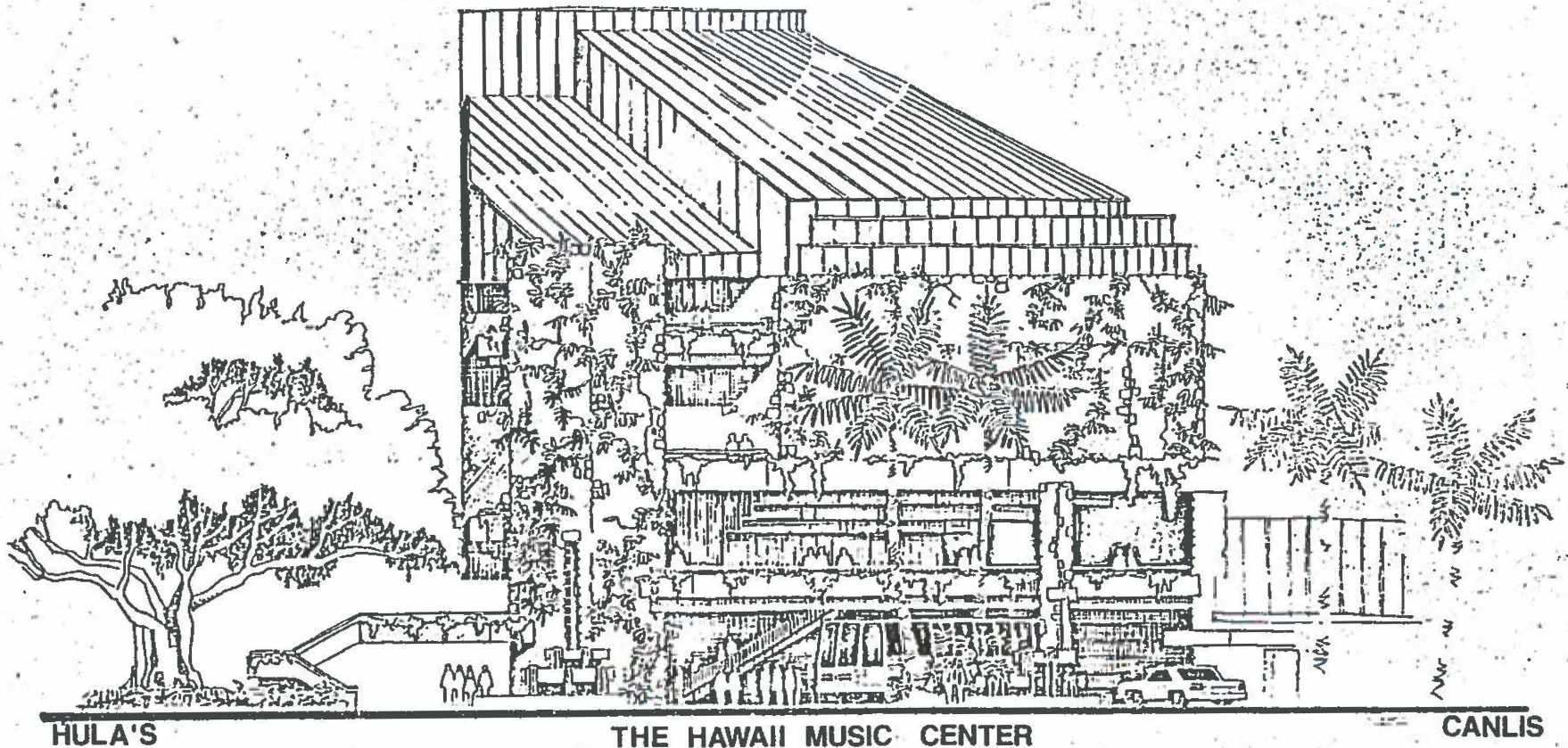
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HULA'S

THE HAWAII MUSIC CENTER

CANLIS

HAWAII MUSIC CENTER
A PACIFIC ENTERTAINMENT CORPORATION DEVELOPMENT

SUMMARY

Project Description

Pacific Entertainment Corporation (PEC) is proposing to construct a major theater/entertainment facility in Waikiki on what is now an automobile parking lot between Hula's Bar and Lei Stand and the Canlis Restaurant. Constructed on the approximately 30,964 square feet parcel would be a multi-level facility totalling 89,474 square feet of interior floor space, 116 feet high. To be known as the Hawaii Music Center (HMC) it will be served by a drive-thru entering off Kuhio Avenue and exiting onto Kalaimoku Street. A separate two way driveway to a basement parking level shared with the Canlis Restaurant will also serve the HMC off Kalaimoku Street.

Featuring a projected 3 shows daily, the HMC will provide high quality entertainment with production and transmission capabilities for live shows not presently available at other showrooms. As currently envisioned the majority of shows will be Hawaiian-themed aimed primarily at the tourist market. Other special shows and name entertainers on a periodic basis are also expected to be offered at the HMC.

Affected Environment

The existing environment of the project site is characteristic of the Ewa end of Waikiki, with environmental features identical to those of Waikiki. The site is overall about 4 feet above sea level with no particularly distinct environmental features. It is flat, devoid of vegetation (covered with asphalt) and with no archaeological significance. It is neighbored by Hula's Bar and Lei Stand, Canlis Restaurant, Kuhio Square, a residence and a two story apartment building.

Generally a noisy area, the night-time sonic environment is found to range from 55 up to 98 dB(A) at selected points around and within the site.

No air pollutant monitoring data existed for Waikiki. However, the nearest State of Hawaii air quality monitoring site at Ala Moana Park indicated that AQS for particulate matter is exceeded once a year. Of greater concern is carbon monoxide at the project area, which is addressed in a later portion of the EIS.

Relationship to Land Use Plans, Policies and Controls for the Area

A review of applicable items indicated that the State Land Use Regulations, Oahu General Plan, and Waikiki Special Design District (WSDD) are pertinent. The proposed project is felt to be consistent with all of these, including future Development Plans of the city which are as yet not adopted into law.

Potential Environmental Impacts

Potential environmental impacts are differentiated as those which are short-term and long-term; corresponding to those primarily construction-related and operation-related, respectively.

Traffic

In the short-term, traffic impacts will be due to construction and are identified to include potential inconveniences and disruptions of smooth flow due to equipment movements and blockage. Pedestrian traffic is also expected to be slightly inconvenienced due to barricades and detours required by the activities.

Long-term traffic impacts identified are those which may arise from the operation and occurrence of events at the HMC, and specifically from the automobile and bus traffic which would result.

A total one-day worst case traffic situation of full capacity shows would result in an estimated 2800 persons, 190 autos, and 46 buses. The worst case traffic situation is determined to be a full capacity crowd of 1400 persons at the cocktail show. It is assumed that at such an occurrence 95 (or more if valet parked) cars and 23 buses would be accommodated by the HMC.

Critical traffic periods for the HMC are identified as one hour before and one-half hour after each show. In an attempt to mitigate potential traffic impacts, the scheduling of showtimes is planned by the PEC to avoid peak traffic hours identified by City and County volume data.

The amount of automobile traffic generated by the HMC is seen as a result of the appeal of a specific event to local residents. However, as the entertainment anticipated is seen to be primarily tourist oriented, high local resident turnout would be expected only if the show is new or a special event.

Bus arrivals before and after the shows are identified as a potential impact in that a possible queue of buses at full capacity situations consisting of the few remaining buses not accommodated by the HMC drive-thru could form on Kuhio Avenue. This situation could be mitigated by efficient staging of bus arrivals and departures.

Noise

Noise is expected in the short-term during construction. As an assumed characteristic of construction it is expected to be the greatest during excavation and clearing.

In the long term, the only objectionable noise from the HMC is expected to be that of the vehicular traffic it generates. A noise survey was taken of the site and its immediately surrounding environs, and it was found to be an already active sonic environment. Noises emanating from Hula's and buses already posed sound levels which are not expected to be exceeded by HMC generated activities.

Air Quality

The proposed Hawaii Music Center project can be expected to produce direct air pollutant emissions in the form of fugitive dust from project construction and indirect emissions from vehicles attracted to the area because of the presence of the center.

The fugitive dust emissions will be of a short term nature and adequate control measures exist to insure that such emissions do not become a problem to nearby residents. Particulate air pollution measurements at nearby sampling sites indicate that present levels exceed State of Hawaii ambient air quality standards about once per year, but that particulate air pollution is generally not a problem.

Vehicular traffic will produce carbon monoxide, hydrocarbons, nitrogen oxides, and airborne lead; and diesel exhaust odors will also be generated by buses.

A detailed carbon monoxide modeling study of the proposed project area has been carried out. Estimated concentrations have been computed for two selected critical receptor sites. In general the results indicate that 1981 carbon monoxide levels are expected to be greater than allowable State of Hawaii air quality standards at both sites. Under worst case meteorological conditions increased peak hour traffic generated by the proposed project could raise one hour levels by as much as 1.7 mg/m³ in 1981. However, the Federal eight-hour air quality standard is likely to be exceeded under 1981 worst case conditions at both receptor sites whether the HMC is constructed or not.

By 1995, however, all Federal air quality standards can easily be met even with the inclusion of the increased traffic likely to be generated by the project. In fact, by 1995, even the more stringent State of Hawaii one hour AQS can be met at critical receptor sites within the project area. Emissions of carbon monoxide exhausted from the mechanically-ventilated interior parking and bus loading areas are not likely to produce any significant ground level concentrations since the exhaust vent is to be located at least 20 meters above ground.

Therefore, from an ambient air pollution standpoint the only potential 1995 compliance problem will be meeting the 8-hour State of Hawaii carbon monoxide AQS along the makai side of Kalakaua Avenue in the vicinity of receptor Site 1. A microscale diffusion analysis indicates that values above this AQS could exist at receptor Site 1 even by 1995, but this would be the case with or without the proposed project and project-generated traffic would be likely to raise the expected 8-hour worst case average by only 0.2 mg/m³.

Reliance on buses as a primary mode of patron arrival constitutes a significant mitigative measure since a bus operating under low speed conditions will emit about half as much carbon monoxide as a typical automobile (based on 1981 vehicular emission rates). The planned one-way traffic flow through the ground floor of the project should keep emissions within the HMC to a minimum. Traffic demand at entrance/exit routes should be well below capacity and queuing and unnecessary engine idling at these locations should not occur. Needless idling of bus engines within the passenger loading area should be prohibited, however, to keep carbon monoxide levels in the semi-enclosed areas as low as possible.

It is important to note that vehicle emissions rates and traffic volumes used in this study for the EIS were selected to be as conservative as realistically possible. Carbon monoxide concentrations at nearby locations other than the receptor sites selected for analysis should be lower than those presented. Predicted concentrations for 1995 do not consider the possibility that forthcoming gasoline shortages may result in curtailed vehicle use and rapid development of non-gasoline-powered vehicles which produce little or none of the pollution that has been discussed.

Socio-Economic Impacts

The proposed project would result in several positive impacts. It is anticipated that the HMC would generate:

- . Increased employment during and after construction on a long-term basis.
- . Increased tax revenues.
- . Increased revenues generated in Waikiki.
- . New television and production opportunities.
- . New education opportunities.
- . A new type of quality entertainment facility for Hawaii.

No displacement of residences or businesses will occur with the construction of the facility. Adverse impacts to the social environment of the project site are not anticipated.

Impacts to the Physical and Visual Environment

The proposed project is expected to improve the visual environment of the area. Consisting of rock and concrete facades with open and planted foyers, the HMC structure is expected to blend with the character of Canlis and Hula's Bar and Lei Stand. Landscaping of the building will add vegetation to the area where there was none formerly.

The mass of the HMC structure may pose some impacts on localized wind conditions at immediately surrounding points. Additionally, more shadows would be introduced to the immediately surrounding environment.

Impacts on Infrastructure

Sewer, water, and power needs of the HMC will pose increases to the existing infrastructure, especially in light of its previous parking lot use.

Sewerage from the HMC is estimated at 33,600 gpd. Preliminary indications by the Wastewater Management Division are that mains under Kuhio Avenue are probably adequate to accommodate the estimated discharge.

Water requirements at the HMC is likewise estimated at 33,600 gpd. Preliminary indications from the Board of Water Supply are that there is adequate volume to supply the project.

Gas and electricity are expected to be used on the site. Gas requirements are expected to be primarily needed only for meals served at the dinner show. An estimated gas demand of 1.4 million BTU/Hr. (14 Therms/Hr.) is anticipated.

Consumption of electricity is expected to be somewhat higher than normal due to the showroom nature of the HMC. A monthly consumption level of 360,000 KWH/month is estimated.

No significant increases in drainage water or other municipal services such as mass transportation, police, fire and ambulance are anticipated.

I. PROJECT DESCRIPTION

I. PROJECT DESCRIPTION

A. Location

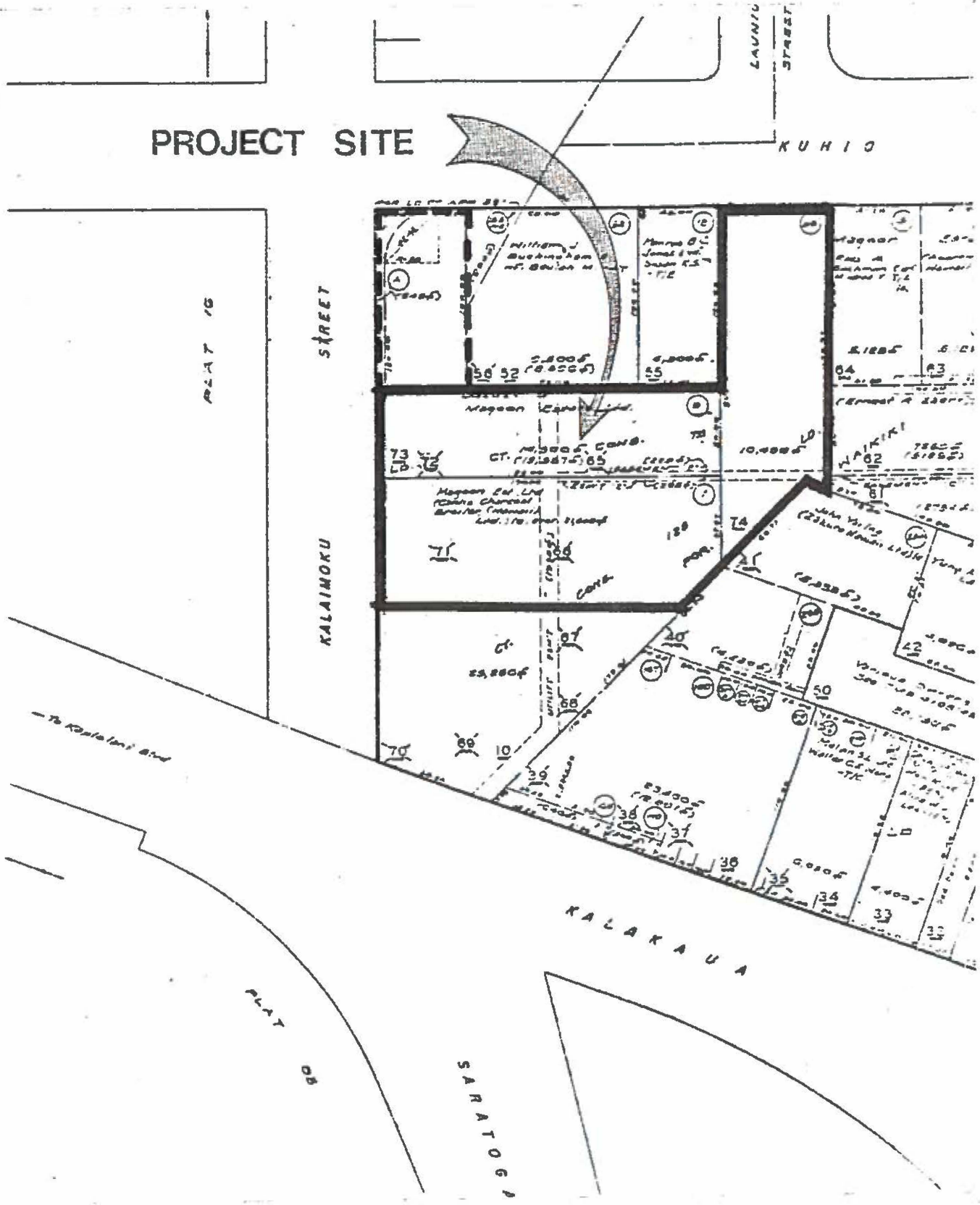
Pacific Entertainment Corporation (PEC) proposes to develop and operate a major new entertainment center in Waikiki called the Hawaii Music Center (hereafter abbreviated HMC). As shown on Figure 1, the HMC is to be developed on what is presently an L-shaped parking lot behind Canlis Restaurant. The site is identified as Tax Map Key 2-6-18: 10, 74 and por. 73, totaling approximately 30,964 square feet, with access to Kuhio Avenue and Kalaimoku Street. Other familiar landmarks around the site include the Kuhio Theater located across Kalaimoku Street from the proposed site, and Hula's Bar and Lei Stand to be cradled by the site on the corner of Kuhio and Kalaimoku.

Leasing arrangements for the site have been finalized with the landowners, the Magoon Estate. As noted by the broken line on Figure 1, the present site of Hula's Bar as a portion of the agreement, will be leased to PEC, then subsequently subleased back to the present operators. Operations at Hula's will continue as usual.

B. Purpose

The purpose of the project is to develop a major theater/entertainment facility in Waikiki, providing facilities for the presentation of quality entertainment. As currently envisioned, the HMC will feature a multi-media daytime show, a major live Hawaiian-themed dinner and cocktail show, plus numerous live specials featuring name entertainers.

The facility will be specially equipped to handle major live presentations of all types, having the capability of being used for television transmissions to other destinations outside the state. Other possible special uses of the HMC would include convention use, entertainment specials, television production and cultural events.



PROJECT SITE

KUHIO

KALAIMOKU STREET

KALAIMOKU

KALAKAUA

SARATOGA

PLAT 10

PLAT 09

HAWAII MUSIC CENTER

A PACIFIC ENTERTAINMENT CORPORATION DEVELOPMENT

PROJECT SITE

FIGURE 1

As conceived, the HMC will be developed to:

1. Be an added major visitor attraction in Waikiki;
2. Be a theater that will provide the tourist industry with a facility developed to accommodate major quality presentations;
3. Have a fully equipped stage capable of quality theatrical presentations;
4. Have television production and origination capability accompanied by reception and projection capability.;
5. Have full multi-media projection capability designed to provide imagery for special audio-visual presentations.

Primary market support for the HMC is expected to come from the Waikiki area tourist market. Some of the events will attract the local resident market, however this is seen as less significant when compared to the sheer numbers of new tourists available in Waikiki.

C. The Structure

The Hawaii Music Center facility as proposed will be an L-shaped structure conforming to the general configuration of the parcel. Plans for the structure indicate as major spatial usages within the structure:

- . Offices
- . Dressing Rooms
- . Parking
- . Fly Loft
- . Procenium/stage
- . Kitchen
- . Orchestra Pit
- . Band Room
- . Lighting Bridge
- . Projection Room
- . Mechanical Room
- . Bar
- . House (theater)
- . Cocktail Balconies
- . Foyers and Restrooms

Gross floor areas for the structure are tentatively as follows:

| | |
|------------------------------------------------------------------------------------------|-------------------|
| • <u>GROUND FLOOR</u> (less parking and circulation) | 10,825 S.F. |
| • <u>UPPER FOYER LEVEL</u> | 17,220 S.F. |
| • <u>HOUSE LEVEL</u> | 24,990 S.F. |
| • <u>PROJECTION ROOM</u> | 9,480 S.F. |
| • <u>1ST BALCONY LEVEL</u> | 11,580 S.F. |
| • <u>2ND BALCONY LEVEL</u> | <u>6,635 S.F.</u> |
| Total HMC Structure (Inclusive of all stairwells, mechanical equipment rooms and shafts) | 89,474 S.F. |
| BASEMENT PARKING AND CIRCULATION | 28,118 S.F. |
| GROUND FLOOR PARKING AND CIRCULATION | 7,858 S.F. |
| GROUND FLOOR PEDESTRIAN ARCADE | 5,377 S.F. |

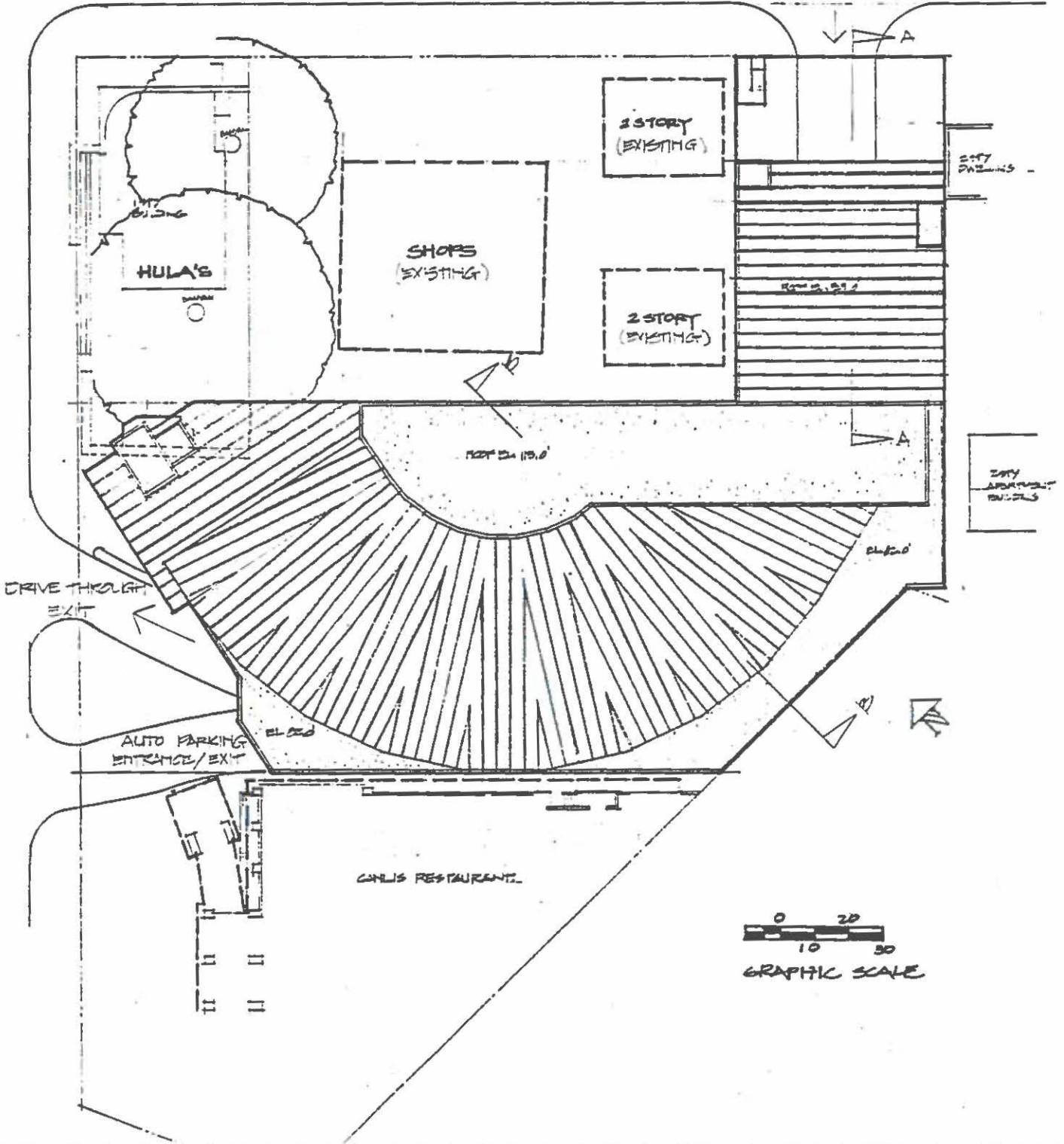
A total of 95 automobile parking spaces will be provided within the structure. As it is anticipated that the majority of patronage for regular shows will be tourists arriving by bus, special attention has been given to the bus loading and unloading area which extends through the structure, from Kuhio Avenue to Kalaimoku Street. As designed this drive-thru can accommodate 16 to 18 staged buses in order to lessen possible traffic disruptions during loading and unloading operations.

The roof of the majority of the structure will be a sloping semi-circular configuration. At its highest point the roof will be 113 feet above ground level with a parapet wall at the top, 116 feet above ground level. A second roof on a smaller portion of the structure will be flat and 53 feet above the ground. (See Figure 2).

The exterior of the structure will consist of a variety of materials, including moss rock, painted concrete and landscaping. The exterior design of the structure will include open foyers from mezzanine balconies and the house level, full height rock facades, water displays, plant wells and ground level landscaping. The exterior design will incorporate the rear and porte cochere of the Canlis Restaurant, relating with its slanted roof appearance and moss rock exterior detail.

KUHIO AVENUE

DRIVE THROUGH ENTRY

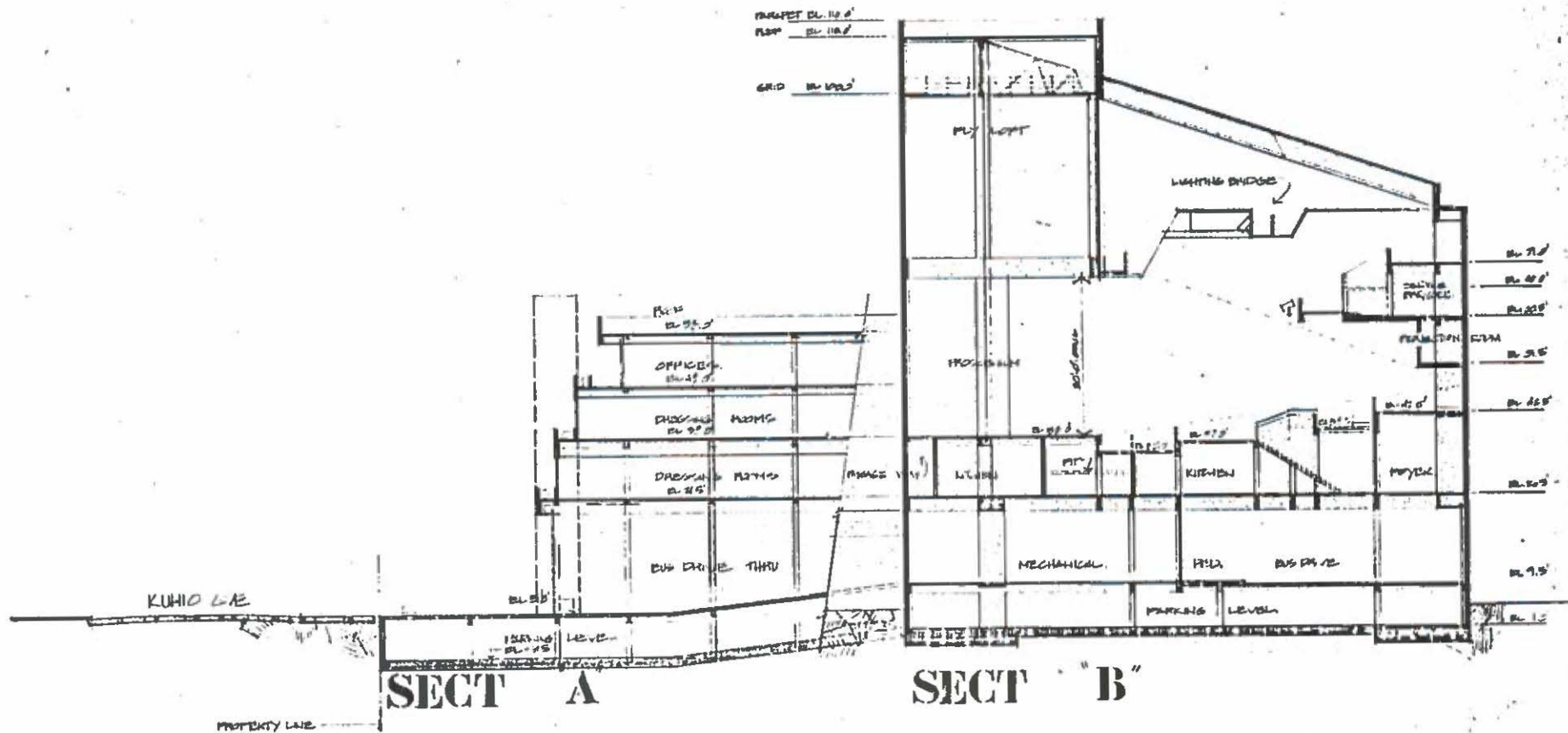


HAWAII MUSIC CENTER

A PACIFIC ENTERTAINMENT CORPORATION DEVELOPMENT

SITE LOCATION MAP

FIGURE 2



CROSS SECTIONS

HAWAII MUSIC CENTER

A PACIFIC ENTERTAINMENT ASSOCIATION

D. Scheduling and Capacity

Three shows are planned for the regular daily schedule at the HMC. They are as follows:

Starting Times

| | |
|--------------------------|-----------------|
| 1:00 or 1:30 - 3:00 P.M. | (Day Show) |
| 7:30 - 9:00 P.M. | (Dinner Show) |
| 10:30 - 12:00 P.M. | (Cocktail Show) |

The interior of the HMC will accommodate patrons in two major audience areas, the house level and cocktail balcony level. The house level will consist of four tiers capable of seating 1000 patrons. The cocktail balcony level will consist of three tiers capable of accommodating up to 400 patrons.

TABLE I

Number of Days Scheduled and Projected
Average Attendance for Proposed Uses*

| Type of Show | Seating Capacity | Number of Days Scheduled | Project Average Daily Attendance |
|-------------------------------------------------------------------|------------------|--------------------------|----------------------------------|
| Daytime Show (One daily) | 400 per show | 360 | 276 |
| Dinner Show | 1000 | 280 | 690 |
| Cocktail Show | 1400 | 280 | 966 |
| Special Entertainment Shows (Private Convention and Local Public) | 1400 | 50 | 966 |
| Broadway Shows | 1400 | 20 | 966 |

* NOTE: The attendance figures use a 69% of capacity attendance figure; this is a reasonable model to demonstrate average attendance potential.

II. AFFECTED ENVIRONMENT

II. AFFECTED ENVIRONMENT

- A. Climate: Waikiki's climate is considered to be dry, mild, and uniform. Annual rainfall averages 20 inches; temperatures range from 60 degrees F. (during the winter season) to 85 degrees F. (during the summer season); and relative humidity averages 68 percent. The predominant wind direction and higher wind speeds are from the north, northeast, and east (66.7% of the year) at a speed of 11.2 knots. Average wind speed from all directions is 10 knots.
- B. Geology/Soils: The Waikiki area is a flat coastal plain formed primarily from limestone reefs and dunes that were subject to shifting ocean levels.

Soils on the project site have been identified as fill land by the Soil Conservation Service (1973). This soil type consists of materials dredged from the ocean or hauled from nearby areas, and general material hauled from other sources.

- C. Topography: The property is level and is about 4+ feet above sea level.
- D. Flood/Tsunami: The Flood Insurance Rate Map for Waikiki (March, 1979) identified the property as being within Zone C "area(s) of minimal flooding".

The property is well away from potential tsunami inundation areas.

- E. Flora: Paved with asphaltic concrete, the site is devoid of vegetation. However, a variety of cultivated flora is planted along the property's borders. These include coconut (Cocos nucifera), opiuma (Pithecellobium dulce), a spreading Chinese banyan (Ficus retusa), plumeria (Plumeria sp.), christmas berry (Schinus terebinthifolius), creeping fig (Ficus pumila), hala (Pandanus odoratissimus), areca palm (Chrysalidocarpus lutescens), rhaps palm (Rhapis excelsa), panax (Nothopanax queiffoylei), ti (Cordyline terminalis), dracena (Dracena marginata), hibiscus (Hibiscus rosa-sinensis), croton (Codiaeum sp.), banana (Musa sp.), pothos (Scindapsus aureus), jade tree (Portulacaria afra), and bermuda grass (Cynodon dactylon). All species are commonly found throughout the state.

- F. Fauna: Although no fauna is readily observable on the site, animals common to urban areas are assumed to be present in adjacent properties. They would probably include birds such as mynah (Acridotherus tristis), house sparrow (Passer domesticus), cardinal (Cardinalis cardinalis), and barred dove (Geopelia striata). Dogs (Canis familiaris), cats (Felis catus) and rats (Rattus sp.) probably are found also in the surrounding environment.
- G. Historic Features: There are no historic features on the property.
- H. Population: The Waikiki area is considered to be densely populated with a ratio of approximately 114 persons per acre in 1978. Resident and tourist populations are estimated at 19,900 and 49,000 respectively. An additional 30,796 persons are estimated to work but not reside in Waikiki, adding to the daytime population. (Population and Housing Unit Estimates for Oahu Census Tracts: 1970-1978, Report CTC-41, April 6, 1979).

The proposed HMC site is in Census tract 20.02 with a 1976 population estimated at 2668 persons. (OEO 1975 Census Update Survey, Oahu, 1976).

- I. The Site and Adjacent Uses: The site is presently an asphalt parking lot. Both commercial and residential activities surround the subject property. Canlis' Restaurant, a popular dining spot, borders the property at the makai side; Hula's Bar and Lei Stand and Kuhio Square, a collection of fast food and shops, border the property at the mauka side. A two-story walk-up apartment and a residence are to the Diamond Head side of the property and Kalaimoku Street is on the Ewa end.

The immediate area is generally a mixture of commercial and residential uses typical of the west end of Waikiki. A survey of land uses in the general area, defined by the applicable census tract, is presented in Appendix A at the end of this document.

J. Infrastructure:

1. Water: A 16-inch water line exists under Kuhio Avenue and a 12-inch water line is under Kalaimoku.
2. Sewer: Two sewer mains, a 16-inch and 20-inch, under Kuhio Avenue collect and transmit waste water to the Beach Walk Pump Station. A 6-inch line is also located in a utility easement within the project boundaries.
3. Drainage: Drain lines include a 24-inch line along Kalaimoku Street and an 18-inch line along Kuhio Avenue. Catch basins are located on the Diamond Head side of Kuhio Avenue and Launiu Street.

- K. Traffic: The site is accessible from Kuhio Avenue and Kalaimoku Street. Kuhio Avenue, one of Waikiki's major thoroughfares, provides two-way traffic flow in an east-west direction. The latest available traffic counts for Kuhio Avenue are shown in Appendix B.

Kalaimoku Street is one way mauka (north). The most recent traffic counts for this street are shown in Appendix B.

L. Noise:

Existing ambient noise levels are dominated primarily by street noises stemming from motor vehicle traffic along Kuhio Avenue and Kalaimoku Street. As it was felt that the most critical noise impacts would occur during the evening at the site, a survey of existing nighttime noise was conducted. Measured sound levels at both Kalaimoku Street and Kuhio Avenue ranged between 58 to 98 dBA. In contrast to measurements recorded around the property's perimeter, interior sound measurements were consistently lower, ranging between 55 to 70 dBA.

Higher readings were registered at the rear of Hula's Bar and Lei Stand at a time when night activities were at a peak. Given Hula's "open air" lounge such noises can be expected. A summary of ambient sound levels is displayed in the following Table.

Ambient sound levels in dB(A) were measured on and around the project site during nighttime hours using a Bruel and Kjaer 2219 sound meter. The meter meets standards for Type 2 sound meters. The meter was calibrated both before and after the measurements were taken.

Date was recorded manually and the readings represent a model average of all measurements recorded over a 5-10 minute period at each location.

Table 2

NOISE SURVEY - 22 January 1980

| | <u>STATION</u> | <u>READING dB(A)</u> | <u>REMARKS</u> |
|-----|------------------------------------------|----------------------|-----------------------------------------------------------|
| (1) | Apartments alongside Parking lot. | 55 - 57 | Loudspeaker sounds; running motor, voices. |
| (2) | Rear of Canlis. | 60 - 68 | Electric motor running. |
| (3) | Driveway Entrance to Canlis. | 58 - 64 | No traffic, automobiles on Kalaimoku. |
| (4) | Rear (makai) of Hula's Bar & Lei Stand. | 55 - 70 | Primarily movie soundtrack. |
| (5) | Along Kalaimoku entrance to parking lot. | 88 - 96 | Buses on Kalaimoku |
| (6) | Kuhio/Kalaimoku St. | 60 | No traffic. |
| | | 72 - 80 | Passing traffic (automobiles, vans, light duty vehicles). |
| | | 94 - 98 | Accelerating bus. |
| (7) | Kuhio Avenue. | 64 - 68 | Noise/music |
| | | 72 - 78 | Passing traffic. |
| (8) | Kuhio Avenue entrance to parking lot. | 64 - 78 | Traffic and background noise. |
| | | 72 | Bus passing (cruising). |

M. Air Quality

There are no air pollutant monitoring stations in Waikiki. The nearest State of Hawaii air quality monitoring site is in Ala Moana Park about 1.5 miles west northwest of the proposed project site. Recent results of monitoring at this location are shown in the following Table 3. The State of Hawaii AQS for particulate matter is presently being exceeded at the rate of once per year at Ala Moana Park, but since 1977 the peak reading has not been above 109 micrograms per cubic meter. A once per year level this high does not seem especially serious. Unfortunately, only particulate matter and sulfur oxides are currently being monitored at Ala Moana Park and these particular pollutants are not the ones of greatest concern from the standpoint of evaluating the potential impact of this project.

A more comprehensive monitoring program is carried out at the Department of Health laboratory located about 2.5 miles northwest of the project area. Measurements from this site are presented in Table 4. It is evident from the data recorded at this site that short term carbon monoxide concentrations are likely to present the most difficult compliance problem for any proposed project in the urban Honolulu/Waikiki area.

It is important to note, however, that the State of Hawaii one-hour standard for carbon monoxide is four times more stringent than the comparable Federal limit. The highest carbon monoxide concentration recorded at the Department of Health building thus represents a level less than half the allowable Federal Standard.

TABLE 3
SUMMARY OF AIR POLLUTANT MEASUREMENTS
AT ALA MOANA PARK

| POLLUTANT | 1975 | 1976 | 1977 | 1978 | 1979 |
|---------------------------------|--------|--------|--------|-------|--------|
| PARTICULATE MATTER | | | | | |
| No. of Samples | 88 | 73 | 53 | 61 | 29 |
| Range of Values | 41-152 | 24-130 | 18-109 | 21-79 | 21-102 |
| Average of Value | 64 | 65 | 40 | 38 | 46 |
| No. of times State AQS exceeded | 4 | 1 | 1 | 0 | 1 |
| SULFUR DIOXIDE | | | | | |
| No. of Samples | 88 | 70 | 54 | 61 | 24 |
| Range of Values | <5-9 | <5-7 | <5-<5 | <5-5 | <5-13 |
| Average Value | <5 | <5 | <5 | <5 | <5 |
| No. of times State AQS exceeded | 0 | 0 | 0 | 0 | 0 |
| NITROGEN DIOXIDE | | | | | |
| No. of Samples | 88 | 21 | | | |
| Range of Values | 5-64 | 24-61 | | | |
| Average Value | 38 | 44 | | | |
| No. of times State AQS exceeded | 0 | 0 | | | |

NOTES: All values in micrograms per cubic meter for a 24-hour sampling period. Values for 1979 - January through June. Nitrogen dioxide sampling discontinued in April, 1976. Monitoring site moved from sewer pumping station to McCoy Pavilion on 2/28/77.

Source: State of Hawaii Department of Health

Note: See Appendix C for State and Federal Standards

TABLE 4

SUMMARY OF AIR POLLUTANT MEASUREMENTS AT KINAU HALE
(DEPARTMENT OF HEALTH LAB) - PUNCHBOWL AND BERETANIA STREETS

| POLLUTANT | 1975 | 1976 | 1977 | 1978 | 1979 ^a |
|---------------------------------------|----------|---------|--------|--------|-------------------|
| PARTICULATE MATTER^b | | | | | |
| No. of Samples (24-hour) | 200 | 74 | 57 | 60 | 29 |
| Range | 12-96 | 19-62 | 14-51 | 14-53 | 22-62 |
| Average | 40 | 34 | 31 | 29 | 36 |
| No. of times State AQS Exceeded | 0 | 0 | 0 | 0 | 0 |
| SULFUR OXIDES^b | | | | | |
| No. of samples (24-hour) | 91 | 71 | 59 | 61 | 28 |
| Range | <5-31 | <5-51 | <5-53 | <5-44 | <5-42 |
| Average | 9 | 23 | 17 | 18 | 23 |
| No. of times State AQS Exceeded | 0 | 0 | 0 | 0 | 0 |
| NITROGEN DIOXIDE^b | | | | | |
| No. of samples (24-hour) | 91 | 22* | | | |
| Range | 16-70 | 5-29 | | | |
| Average | 33 | 14 | | | |
| No. of times State AQS Exceeded | 0 | 0 | | | |
| CARBON MONOXIDE^c | | | | | |
| No. of sampling days | 169 | 355 | 359 | 365 | 168 |
| Range values (1-hour) | 0.9-27.4 | .5-24.2 | 0-19.6 | 0-20.7 | 0-17.3 |
| Average value (1-hour) | 6.6 | 5.4 | 3.5 | 3.1 | 3.1 |
| No. of times State AQS Exceeded | 35 | 41 | 22 | 19 | 10 |
| OXIDANT (OZONE)^b | | | | | |
| No. of sampling days | 234 | 322 | 300 | 284 | 173 |
| Range values (1-hour) | 6-65 | 2-127 | 4-61 | 10-84 | 10-78 |
| Average value (1-hour) | 25 | 40 | 25 | 33 | 44 |
| No. of times State AQS Exceeded | 0 | 1 | 0 | 0 | 0 |

* Sampling discontinued 4/1/76

^a through 6/79

^b micrograms per cubic meter

^c milligrams per cubic meter

Source: State of Hawaii Department of Health

Note: See Appendix C for State and Federal Standards

III. RELATIONSHIP OF THE PROPOSED ACTIONS TO LAND USE PLANS,
POLICIES, AND CONTROLS FOR THE AREA

III. RELATIONSHIP OF THE PROPOSED ACTIONS TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AREA

A. Applicable Land Use Controls

The proposed site for the HMC is subject to the following land use controls:

- State Land Use District
 - Oahu General Plan
 - Waikiki Special Design District
1. State Land Use District: The State Land Use District designation for the site is urban. Urban districts permit any and all uses permitted by the City and County, either by ordinances or regulations.
 2. Oahu General Plan: The existing Oahu General Plan sets forth policy for the long-range comprehensive physical development of the City and County of Honolulu. As such, all development must conform to the General Plan or amends to it.

The General Plan presents broad policies which are to be used in the preparation of Development Plans now underway. Development Plans, when completed, will delineate land uses for all areas of Oahu. The existing Detailed Land Use Maps will remain in force until the Development Plans are completed. Existing DLUM's for Waikiki indicate Apartment and Commercial uses for the site. Additionally, current drafts of new Development Plans for the area, although not officially adopted, indicate commercial use of the project site.

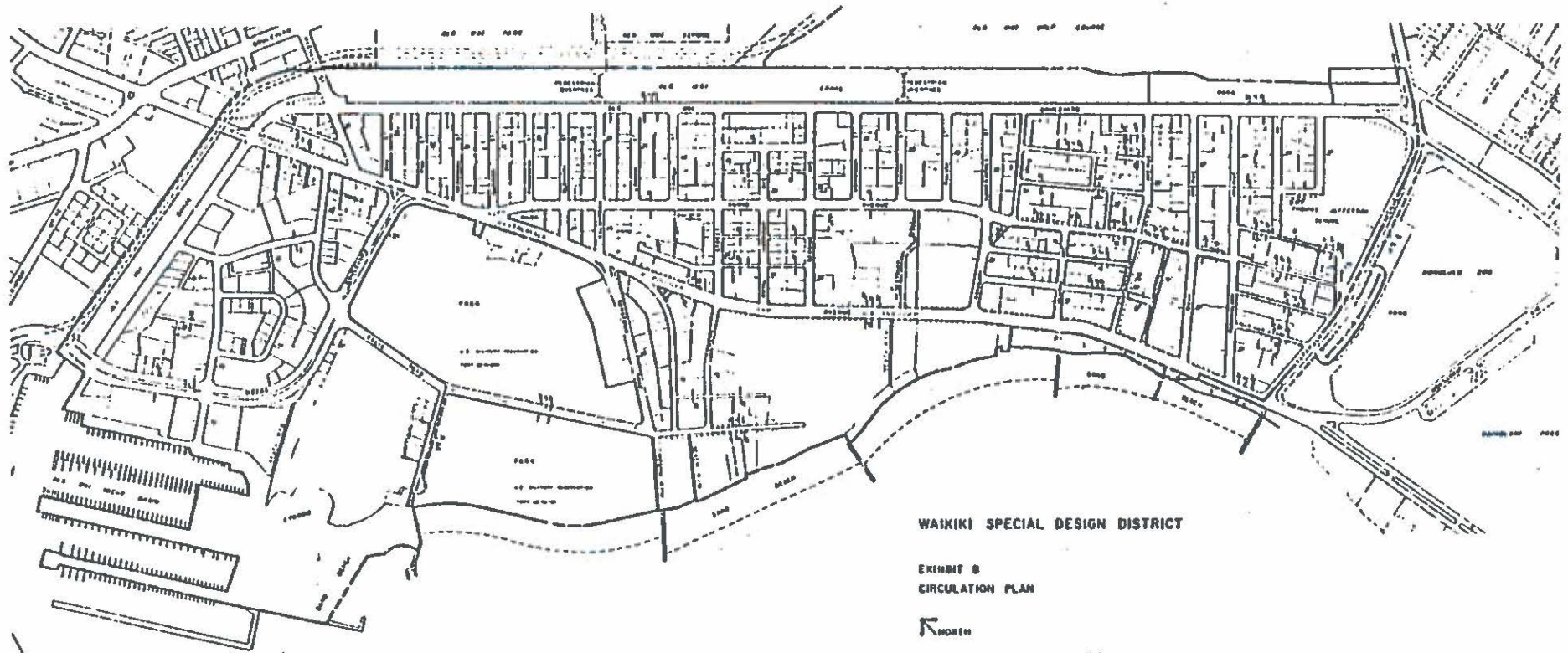
3. Waikiki Special Design District: The Waikiki Special Design District (WSDD) was made effective on April 1, 1976 as ordinance 4573 of the City and County of Honolulu. The WSDD incorporates the General Plan and City Development Plans (public facilities) for the Waikiki area. Provisions of the WSDD supersede past zoning and all other land use and design controls for Waikiki. As shown on the following WSDD maps, the WSDD consists of an area bounded by the Ala Wai Canal on the west and north, Kapahulu Avenue on the east, and the ocean on the south.

Among the objectives of the WSDD designation are:

- a) To encourage developments that would improve and compliment the public facilities and utilities in Waikiki and the physical and visual aspects of the urban environment in the area,
- b) To ensure that future developments would alleviate traffic and utility problems and would prevent detrimental impact on the existing environment, and
- c) To make provision for utilities and off-site improvements either publicly or privately in advance of new development.

These controls will help to ensure that future public facilities, utilities, and services can adequately accommodate any future development and consequent demands.

The majority of the project site lies within the Resort Commercial precinct of the WSDD, with a small section along Kuhio Avenue in the Apartment precinct. As a provision of the WSDD process, the project will be assessed comprehensively for conformance to land use, circulation and urban design. The ultimate satisfaction of these reviews will be the issuance of a Development Conformance Certificate from the Department of Land Utilization.



WAIKIKI SPECIAL DESIGN DISTRICT

EXHIBIT B
CIRCULATION PLAN

NORTH

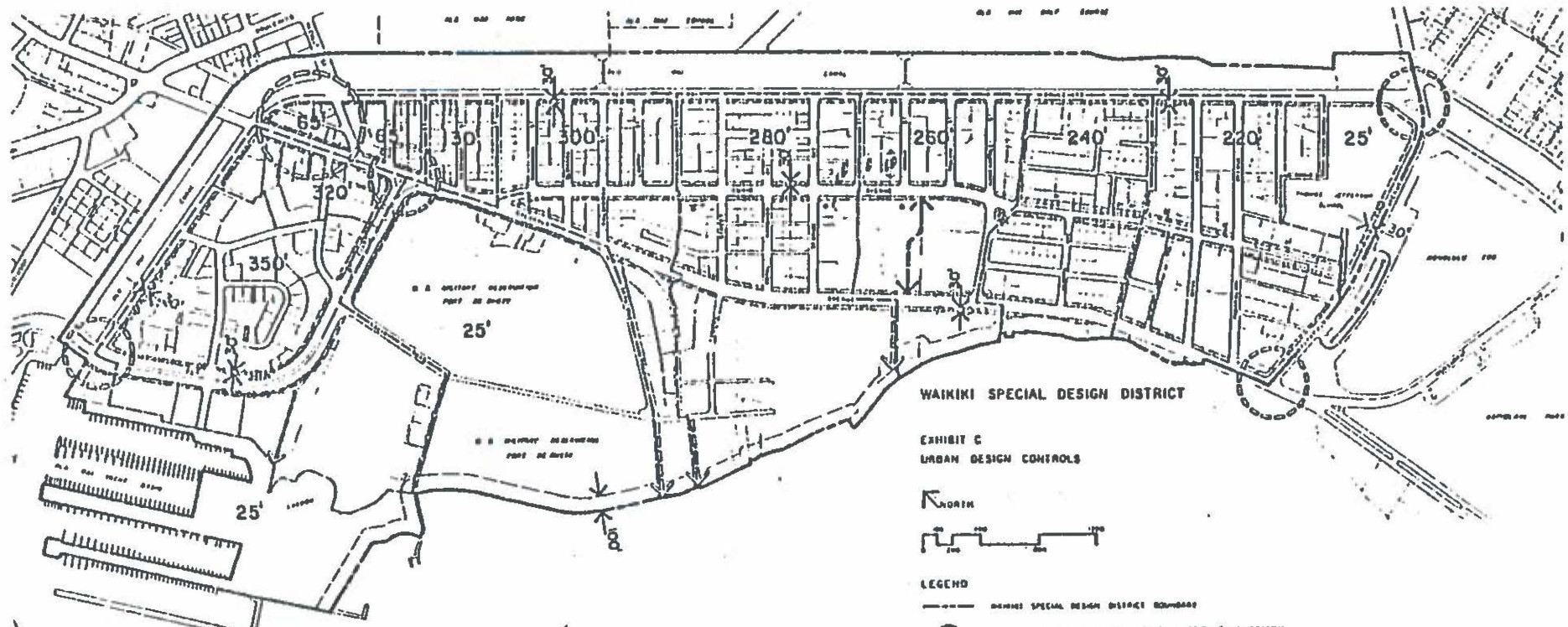


LEGEND

- WAIKIKI SPECIAL DESIGN DISTRICT BOUNDARY
- STREETS AND HIGHWAYS
- ===== EXISTING
- PROPOSED
- WIDENING
- ===== DELETION

ORDINANCE NO 4573 EFFECTIVE DATE 4/1/76

FIGURE 4



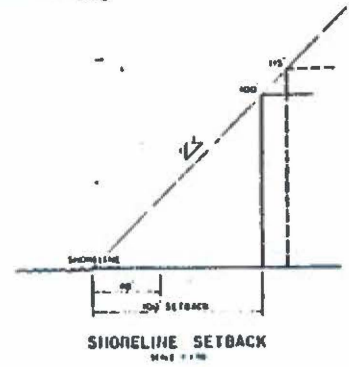
WAIIKI SPECIAL DESIGN DISTRICT

**EXHIBIT C
URBAN DESIGN CONTROLS**



LEGEND

- BOUNDARY SPECIAL DESIGN DISTRICT BOUNDARY
- DESIGNER PROPOSED AREAS WITH SPECIAL DESIGN CONSIDERATION FOR ARCHITECTURE AND ARCHITECTURAL TREATMENT
AN AVERAGE OF SETBACK FROM MAJOR STREETS MEASURED FROM EXISTING EDGE OF WAS OR ADJACENT CURB, OR SHALL AVOID ALL CORNERS AND STREET PLANTINGS AND MEASURED FROM DEVELOPMENT PLAN BOUNDARY NOT ON BOUNDARY AVERAGE OF SETBACK AS PER MEASUREMENTS OF SECTION 20
- ALL MAJOR STREETS SHALL BE LANDED WITH STREET TREES AND BOUNDARY SETBACK WITH A BUILDING HEIGHT ENVELOPE OF 40' (40') MEASURED FROM BOUNDARY
- FENCE HEIGHT SHALL BE 4' TO 6' WITH SIGNAGE
- DESIGN PLAN TO PREVENT UNDESIRABLE BUILDING HEIGHT TO PUBLIC
- DEVELOPMENT PLAN STREET CLOSURE
- EXISTING AND PROPOSED ADDITIONAL SIGNAGE SHALL BE PROVIDED
- PLANS OF POSITIVE AND NEGATIVE CURVATURE SHALL BE FOLLOWED AREAS OF MAJOR PEDESTRIAN CONCERNATIONS
- DEVELOPMENT PLAN DESIGN RIGHTS OF WAY OTHER PEDESTRIAN DESIGN RIGHTS OF WAY SHALL BE PROVIDED ALL DESIGN RIGHTS OF WAY SHALL BE ADEQUATELY MARKED AND LANDSCAPED
- DEVELOPMENT PLAN PEDESTRIAN SHALL ADDITIONAL WALL SHALL BE PROVIDED
- LAND USE OF ALL NEW STRUCTURES SHALL BE LIMITED TO A SINGLE STORY BUILDING UNLESS OTHERWISE SPECIFIED AND STRUCTURE SHALL BEHAVE AS A SINGLE STORY BUILDING
- DEVELOPMENT PLAN PEDESTRIAN BRIDGE
- LAND AREAS RECOMMENDED AS PUBLIC OPEN SPACE FOR OTHER DESIGN CONTROLS SEE ORDINANCE TEXT



ORDINANCE NO 4573 EFFECTIVE DATE 4/1/76

FIGURE 5

IV. POTENTIAL ENVIRONMENTAL IMPACTS

IV. POTENTIAL ENVIRONMENTAL IMPACTS

The identification of impacts as they relate to the proposal for construction of the Hawaii Music Center is distinguishable in the short term as primarily construction related, and in the long term as those which relate to the operation and maintenance of the facility and its activities.

A. Short-Term Impacts

Potential short-term impacts are those which will be a result of construction activities at the project site. Construction is anticipated to involve site clearance, excavation and the actual erection of the HMC structure.

1. Traffic

Potential impacts to traffic generated by the project include the introduction of slower moving trucks and other equipment, temporary blockage of Kalaimoku Street due to activities and movements on or off the site and the nuisance of driving over temporary traffic plates which cover open trenches. Impacts to traffic are generally expected to be those of inconvenience and temporary obstruction of smooth flow.

Where appropriate, the contractor will be expected to publicly notify motorists of pending construction, posting of warning notices and signs, and stationing of flagmen or special duty police to direct traffic.

Pedestrian traffic may also be temporarily diverted at times. Barricades around dangerous areas would be required. In some instances, pedestrians would be requested to use sidewalks on the opposite side of the street due to potentially hazardous activity.

2. Noise

Noise is expected to be generated during all phases of construction by equipment and project-related truck traffic. Equipment noise will be expected to be the most pronounced during the early stages of construction; site clearance and excavation. Conventional construction equipment is expected to be used and noises which would be generated are defined in Table 5.

Construction work is notoriously noisy but because it is comprised of discrete phases---site preparation or finishing carpentry, for example---noise varies by phase and equipment used. The most prevalent source of noise will be the internal combustion engines that power the equipment. As indicated in Table 5, variations in noise can be expected for different pieces of equipment within a particular construction phase. Piledrivers are not expected to be used in the project. A concrete mat footing is proposed for the foundation of the building. Thus, the site would be stripped of asphaltic concrete, excavated, and dewatered before installation of the foundation and pad. The equipment needed to complete this phase although not comprehensively identified will be expected to include bulldozers, scrapers, dumptrucks, backhoes, and concrete mixers. During construction, which should last 14 months, such noises can be expected. In contrast to existing conditions, this would probably represent increase in frequency of noise as on occasions when buses accelerate, noise levels can reach a level of 98 dB(A) (Note Table 2).

Following site and foundation work noises from trucks hauling men and material, cement mixers, compressors, and ancillary equipment during the building phase can be expected. These noises would range from 72 dBA to 98 dBA over the projected construction period. In consideration of obtrusive traffic noises, construction work will increase the frequency with which the surrounding area is affected by noises and intermittently probably introduce higher noise levels.

In general construction noise can be expected to create temporary nuisances to residents and commercial establishments in the immediate area until the HMC is fully constructed. Primary mitigation of noise will be the limitation of construction activities to normal working hours and the maintenance of equipment in good working order.

TABLE 5
CONSTRUCTION EQUIPMENT NOISE RANGES

| | | NOISE LEVEL (dBA) AT 50 FT | | | | | |
|--------------------------------------------------|------------------------------|----------------------------|----|----|----|-----|-----|
| | | 60 | 70 | 80 | 90 | 100 | 110 |
| EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES | EARTH MOVING | COMPACTERS (ROLLERS) | | ■ | | | |
| | | FRONT LOADERS | | ■ | ■ | | |
| | | BACKHOES | | ■ | ■ | ■ | |
| | | TRACTORS | | ■ | ■ | ■ | |
| | | SCRAPERS, GRADERS | | ■ | ■ | ■ | |
| | | PAVERS | | | | ■ | |
| | | TRUCKS | | | ■ | ■ | |
| | MAT'LS HANDLING | CONCRETE MIXERS | | ■ | ■ | ■ | |
| | | CONCRETE PUMPS | | | ■ | | |
| | | CRANES (MOVABLE) | | ■ | ■ | ■ | |
| | | CRANES (DERRICK) | | | | ■ | |
| | | PUMPS | | ■ | | | |
| | | GENERATORS | | ■ | ■ | | |
| | | COMPRESSORS | | ■ | ■ | ■ | |
| IMPACT EQUIPMENT | PNEUMATIC WRENCHES | | | ■ | | | |
| | JACK HAMMERS AND ROCK DRILLS | | | ■ | ■ | | |
| | PILE DRIVERS (PEAKS) | | | | ■ | ■ | |
| OTHER | VIBRATOR | | ■ | ■ | | | |
| | SAWS | | ■ | ■ | | | |

Source: Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances, EPA, 1971.

All activities are to be conducted subject to compliance with Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu; and Chapter 44B, Community Noise Control for Oahu. A noise permit may also be required by the Department of Health.

3. Air Quality

Impacts on air quality during the construction phase are expected to be the release of dust, and exhaust emissions from equipment engines.

As with noise, impacts on air quality which are construction-related are expected to be the most apparent during early stages; site clearance and excavation. Air quality impacts during the building stage are not expected to be significant.

It is inevitable that some airborne dust will be created during the 14 month construction period expected for this project. Breakup and removal of the present parking lot surface and excavation and dirt hauling associated with construction of the basement level of the project will be the primary contributors. But after this relatively brief period of site preparation particulate emissions from construction of upper levels of the planned facility should be minimal.

An EPA study involving field measurements of particulate emission rates for apartment and shopping center construction projects has yielded an estimated figure of 1.2 tons of dust per acre of construction per month of activity assuming (1) medium-level activity, (2) moderate soil silt content (about 30 percent), and (3) a semi-arid climate. Based on this figure the planned project could produce about two-thirds of a ton of particulates per month.

But since the proposed project site is nearly level and since construction activities will not involve much dirt-moving it seems likely that this rate is not likely to occur at any time except during the early phases of site preparation. Heavy construction equipment can also be expected to contribute some exhausts to the air, but since much of this equipment is diesel-powered expected emissions of carbon monoxide should be inconsequential compared to that generated by nearby traffic.

Regular wetting of the site during clearance and excavation will mitigate the release of fugitive dust into the immediately surrounding area. Emissions from engines would also be minimized if equipment is kept in good working order, and appropriate emissions devices used.

4. Socio-economic Impacts

The short term socio-economic impacts of the project are anticipated to be the positive effects of providing jobs to the local industry.

Based upon prevailing anticipation of economic recession in 1980, the availability of work for the construction industry would result in an additional enhancement of benefits for the local economy.

It is estimated that during the 14 month construction period, 21,000 man-days and an average of 160 construction workers would be employed on the project. Direct incomes to be derived from worker salaries are expected to exceed \$4 million.

Projected construction costs for the project have been estimated at \$8 million, the majority of which can be expected to be spent on local labor, materials, equipment and supplies.

Construction activities may also affect the access to several shops immediately adjacent to the site along Kuhio Avenue. Adequate provision for containment of debris and dust should be provided to ensure the least disturbance to these shops possible.

B. Long-Term Impacts

Long-term impacts of the HMC include those which may be expected through the normal operation and maintenance of the facility; the generation of traffic, noise and automobile emissions.

1. Traffic

Long-term impacts of traffic will be those resultant from the occurrence of events at the HMC. Increases in automobile and bus traffic on surrounding streets are expected to generally occur one hour prior to, and approximately one-half hour after each scheduled event.

The generation of traffic by the HMC will correspond to the varying capacities of each daily show. Table I indicated the types of shows and their respective seating capacities. As indicated, three levels of capacities, 400 for the daytime show, 1000 for the dinner show, and 1400 for the cocktail and other shows are projected.

Capacity crowds for both the daytime show and dinner shows do not present the "worst" case for traffic impacts possible because of their capacities. As such, for purposes of evaluation, the 1400 person capacity of cocktail shows is used.

Assuming a full capacity crowd, the following profile of traffic would be accommodated by the HMC.

95 automobiles (240 persons at 2.5/automobile)
23 buses (1160 persons at approximately 50/bus)

Assuming full capacities at all shows a worst case total daily traffic generation by HMC patrons may be expected to be as follows:

| | <u>Seating Capacity</u> | <u>Autos</u> | <u>Buses</u> |
|---------------|-------------------------|--------------|--------------|
| Daytime Show | 400 | 0 | 8 |
| Dinner Show | 1000 | 95 | 15 |
| Cocktail Show | <u>1400</u> | <u>95</u> | <u>23</u> |
| | 2800 | 190 | 46 |

The potential traffic impact of a worst case situation is expected to be greatest at a full capacity cocktail show. The worst case in this instance being a result of concentrated volume within the time periods before and after the performance, rather than a total volume for all three shows.

An assumption noted at this point is that local residents would arrive almost exclusively by automobile, and tourists by bus. Additionally, it is important to note that valet parking at the HMC may be offered. As such, valet theater-style parking could be utilized if needed by the parking staff resulting in an increase of automobile storage capacity within the HMC.

Variations to the local/tourist patron mix would occur due to the long running duration of the performance, or its orientation. Specifically, if a performance has run for an extended period, the attendance by local residents would be expected to decrease, while tourist attendance would be expected to remain the same. Conversely, local resident attendance would be higher at new shows or those of interest to the local market.

When a higher local resident attendance is experienced, a higher number of automobiles can be expected. As such, neighboring streets will experience increases in traffic by those automobiles not accommodated by HMC parking. In these instances, prospective patrons not able to park at the HMC will be subjected to the search for parking space which characterizes the present Waikiki scene. Although no accurate projection of such incidents is possible due to its varying nature, its most pronounced effect would occur on the weekend. Additionally, while other parking facilities (municipal and private) are located close by, as is the case throughout Waikiki, they cannot be depended upon as a consistently reliable resource for the HMC due to overall high demands already placed upon them.

All bus traffic to the HMC will enter from Kuhio Avenue. Additionally, it is expected that since the origins of buses are to be other points in Waikiki, the major bus traffic will approach the HMC via a left turn from Kuhio Avenue.

The drive thru for the HMC may be reasonably expected to store 16-18 buses simultaneously. However, with an expected volume of 23 buses, a potential back-up of vehicles can still occur. Such an occurrence will be possible both before and after each large capacity performance. In these situations when loading or off-loading of buses create a back-up, those which queue on Kuhio Avenue could cause congestion and delays to traffic if they occupy one of the ewa bound lanes. This situation would be only temporary until those buses at the front of the drive-thru depart.

Exiting and two-way parking garage movement onto Kalaimoku Street are not anticipated to be potentially as significant an impact upon the traffic in the area.

The drive thru for the HMC will also service the Canlis Restaurant loading area. No significant effect is expected on the loading area due to the hours of major HMC events.

The Canlis porte cochere will be serviced through the separate driveway leading to the basement parking level. This configuration was designed specifically to provide Canlis with uninterrupted access and egress, and no hindrance to this flow is expected. Canlis will be provided full parking (valet) services by the HMC, and replacement parking for its existing spaces.

The potential impacts posed to the traffic environment then are those related to volume of traffic generated. Inherent to the mitigation of this impact is the lessening of volume or the lessening of the interface of such volumes with existing traffic. Toward this end, the Pacific Entertainment Corporation has carefully prepared its proposed daily scheduling to avoid peak traffic times identified by the DOTS traffic counts presented in Appendix B.

In its avoidance of peak traffic hours the PEC has chosen showtimes which when considering the one hour before and one-half hour after periods of traffic generation, avoid peak hours both on Kuhio Avenue and Kalaimoku Street.

Table 6

PEAK HMC TRAFFIC GENERATION TIMES

| <u>PEAK HOURS</u> | | <u>SHOWTIMES</u> | One Hour BEFORE | One-Half Hour AFTER |
|--------------------|----------------------------------------------------|------------------|--------------------|------------------------|
| Kalaimoku | Kuhio Avenue | | | |
| (AM Peak) 11-12 | (AM Peak) Ewa Bound 10-11 Diamond Head 11-12 | 1:30-3:00 PM | 12:30 PM | 3:30 PM |
| | | 7:30-9:00 PM | 6:30 PM | 9:30 PM |
| (PM Peak) 12-1 | (PM Peak) Ewa Bound 10-11 Diamond Head 4-5 | 10:30-12:00 PM | 9:30 PM | 12:30 AM |

An additional mitigation measure related to bus traffic will be the eventual coordination of tourist bus arrival and departure times between the HMC and the various tour bus companies. The careful scheduling of bus arrivals will be vital in facilitation of movement and minimization of impacts to be posed by bus traffic. If properly managed, such a measure could conceivably eliminate the 5-7 other buses which may not be accommodated immediately if the drive-thru is full.

2. Noise

Noise emanating from within the Hawaii Music Center is not anticipated to adversely affect the surrounding environs. Architecturally and acoustically the building is designed to minimize sound transmission outside the confines of the showroom. Some of these design features include:

- (1) placing all showroom entrances/exits inside the building (to gain access from the enclosed drive-thru);
- (2) providing bus and automobile parking inside the structure, and
- (3) acoustically treating the showroom to achieve maximum quality sound reproduction.

What may disturb nearby residents are noises stemming from buses and automobiles departing (or entering) the Center. Tour bus noises range from 72 dBA (while cruising) to 98 dBA (while accelerating from a stop). These noises will probably be louder than existing noise and would mask background noise, thus being the most identifiable source of complaints.

Noise readings in Table 1 were recorded during evening hours as that is the time when the Music Center could be reasonably expected to create the most noise. Throughout the survey, noise stemmed from a variety of sources --- automobiles and buses travelling on nearby streets, music emanating from nearby establishments, voices, the soundtrack of movies shown at Hula's Bar and Lei Stand, air conditioning motors, and emergency vehicle sirens. The air conditioning unit was the most persistent, but not the loudest source of noise. Sound levels recorded at stations along Kalaimoku Street and Kuhio Avenue had readings ranging from 58 dB(A) to 98 dB(A). The lower reading is generally indicative of no passing traffic; the higher reading is that of a bus accelerating from a bus stop. In contrast, sound levels recorded in the middle and rear of the property ranged from 55 dB(A) to 70 dB(A). In this case the high reading was due to the sound generated by the movie soundtrack, but is indicative of music and voice levels generated by Hula's.

Noise generated from HMC operations may be expected to be most apparent from vehicular traffic. As indicated, noise from buses may be expected to reach a level of 98 dB(A). While such levels of noise will be generated by the HMC, they are not new to the area, as the noise survey of the area indicates.

All activities at the HMC including vehicular traffic and HMC equipment (air conditioning units, vents, etc.) must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu; and Chapter 44B, Community Noise Control for Oahu.

3. Air Quality

The proposed HMC project will not, in itself, constitute a direct source of air pollutant emissions, but by serving as an attraction for motor vehicle traffic the facility becomes an indirect source of increased air pollutant emissions in the project area. Motor vehicles, especially those with gasoline-powered internal combustion engines, are prodigious emitters of carbon monoxide. They also produce significant quantities of hydrocarbons and nitrogen oxides. Vehicles operating by the use of fuel which contains lead as an additive also release measurable amounts of airborne lead.

The major control measure designed to reduce vehicular lead emissions is a Federal law requiring the use of unleaded gasoline in most new automobiles. As older cars are gradually removed from the vehicle fleet, lead emissions should be steadily falling. Federal control regulations also call for increased efficiency in removing carbon monoxide from vehicle exhausts. By 1995 carbon monoxide emissions from the vehicle fleet then operating should be less than half the amount now emitted. Substantial decreases in hydrocarbon and nitrogen dioxide emissions have been mandated as well.

To gain an overview of the general trends that these control measures are likely to produce a mesoscale vehicular emissions analysis has been carried out for Kalaimoku Street.

a. Vehicular Emissions Analysis

Since most traffic entering the proposed project and virtually all traffic leaving it will have to travel along a part of Kalaimoku Street between Kalakaua and Kuhio Avenues, this street was selected as that likely to receive the maximum incremental increases in traffic levels on a daily basis if the project is completed as planned. Two time periods were considered: 1981, the year the project is hoped to be completed, and 1995, the year in which vehicular emissions controls are likely to achieve their greatest effectiveness.

In 1979 Average Daily Traffic (ADT) volume on this segment of Kalaimoku was 5626 vehicles. The average annual growth rate for traffic in Waikiki as measured at a nearby Lewers Street screenline was 1.32 percent between 1967 and 1975. This was a period of explosive growth in Waikiki and this rate is probably not likely to continue through 1995, but to be as conservative as possible this rather high growth rate was assumed to persist through the study period. Thus by 1981 the ADT on Kalaimoku Street would be 5776 and by 1995 it would be 6939.

If a conservative possible worst case instance of four shows (PEC is planning 3) are held on any given day at the proposed HMC, and if it is assumed that 120 (plans indicate 95) available parking spaces thereby undergo four turnovers during the day, then the HMC is likely to generate 480 vehicle-trips along this complete segment of Kalaimoku Street. If each performance also attracts 22 buses, then the bus traffic along the mauka half of the street will increase by 88 per day. Kalaimoku is a one-way street and the planned traffic pattern through the HMC will require bus traffic to enter from Kuhio Avenue and to exit on to Kalaimoku Street near the middle of the segment considered. Automobiles parking in the basement of the project will all have to enter and exit via Kalaimoku Street. These incremental traffic volumes attributed to the project are slightly overstated because the project will be eliminating parking spaces now available in the parking lot that presently exists at the site. A casual study of this lot indicates that it is mostly empty, however, except during the peak dining hours at Canlis Restaurant. To be as conservative as possible it was thus assumed that the site would be essentially vacant without the proposed project.

To compute vehicular pollutant emissions a standard set of emission factors (from Table F-15 of EPA's Mobile Source Emission Factors) was used. Inherent assumptions are: (1) average outside temperature of 70⁰F., (2) a vehicle mix containing 88.2 percent automobiles with the remainder light duty trucks and vans, (3) average vehicle speed of 19.6 mph and (4) 20.6 percent of the vehicles operating under cold start conditions. Incremental bus emissions were computed using Table IV of the abovementioned publication.

Results of the comparison are summarized in Table 7. There will clearly be an immediate increase in vehicular emissions of carbon monoxide, hydrocarbons, and nitrogen dioxide along Kalaimoku Street when the project is first completed, but, because HMC traffic will not increase in future years while traffic along Kalaimoku street continues to increase, by 1995 daily vehicular emissions should be nearly the same with or without the proposed project.

As shown in Table 7 carbon monoxide and hydrocarbon emissions are expected to decrease substantially between 1981 and 1995 whether the project is constructed or not. Nitrogen dioxide emissions are also expected to decrease slightly during this time period. Measurements of nitrogen dioxide concentrations at Ala Moana Park and at the Department of Health Building in Honolulu indicate that at least until 1976 the nitrogen dioxide standard was being easily met. Since this analysis indicates that nitrogen dioxide emissions are expected to decrease in the project area between 1981 and 1995 it seems reasonable to conclude that the nitrogen dioxide standard should continue to be met through that time period.

Because there are no existing hydrocarbon measurements for any location near the project area it is difficult to relate the hydrocarbon emissions shown in Table 7 to allowable limits. In any case hydrocarbon emissions are important primarily for the precursor role that they play in the formation of photochemical oxidants such as ozone. Emissions during the early morning hours contribute most to this formation process and since not much early morning traffic is likely to be generated by this project its impact on ozone concentrations should be minimal.

Although Table 7 shows that significant decreases in carbon monoxide emissions are expected by 1995, it is not possible to compare these emissions directly to State or Federal AQS without carrying out a detailed microscale dispersion analysis of expected concentrations of this pollutant at selected critical receptor sites in the project area.

TABLE 7

VEHICULAR EMISSIONS ANALYSIS, KALAIMOKU STREET
(Kilograms Per Day)

| <u>YEAR</u> | | <u>CARBON MONOXIDE</u> | <u>HYDROCARBONS</u> | <u>NITROGEN DIOXIDE</u> |
|-------------|-------------|----------------------------|---------------------|-----------------------------|
| 1981 | Without HMC | 16.2 | 1.7 | 0.9 |
| | With HMC | 17.6 (9% increase) | 1.9 (12% increase) | 1.0 (11% Increase) |
| 1995 | Without HMC | 6.7 | 0.8 | 0.7 |
| | With HMC | 7.3 (9% increase) | 0.9 (13% increase) | 0.7 |

b. Carbon Monoxide Diffusion Modeling

Peak hour traffic volumes on Kalakaua and Kuhio Avenues for 1975, and on Kalaimoku Street for 1979 are shown in Appendix B. Peak hour volumes on these streets for 1981 and 1995 were estimated using the annual growth rate of 1.32 percent that has been described previously.

Two critical receptor sites were selected for analysis as shown on Figure 6. Site 1 was selected to assess maximum impact of arriving traffic while Site 2 was selected to assess the impact of departing traffic. Increased peak hour traffic likely to be generated by the proposed HMC was allocated as follows: 106 arriving vehicles traveling along Kalakaua Avenue of which 98 would travel up Kalaimoku Street and enter the HMC basement parking area. The remaining vehicles would have to travel around the block and enter the upper parking level via Kuhio Avenue along with 14 other cars reaching the project directly via Kuhio Avenue. All arriving bus traffic is assumed to travel exclusively along Kuhio Avenue. Departing traffic would consist of 140 vehicles (including 22 buses) traveling up Kalaimoku Street towards Kuhio Avenue.

Vehicular carbon monoxide emissions for 1981 and 1995 were determined using a Federal Highway Administration tabulated version of the Environmental Protection Agency's Computerized Mobile Source Emissions Model (MOBILE 1). The present vehicle mix on Waikiki streets is estimated to be 92.4 percent automobiles, 4.3 percent light-duty trucks less than 6000 pounds gross vehicle weight (GVW), 1 percent light-duty trucks between 6000 and 8000 pounds GVW, 0.8 percent heavy duty gasoline-powered trucks, and 1.5 percent diesel trucks and buses. The same vehicle mix was used to determine 1981 and 1995 emissions.

ALA WAI CANAL

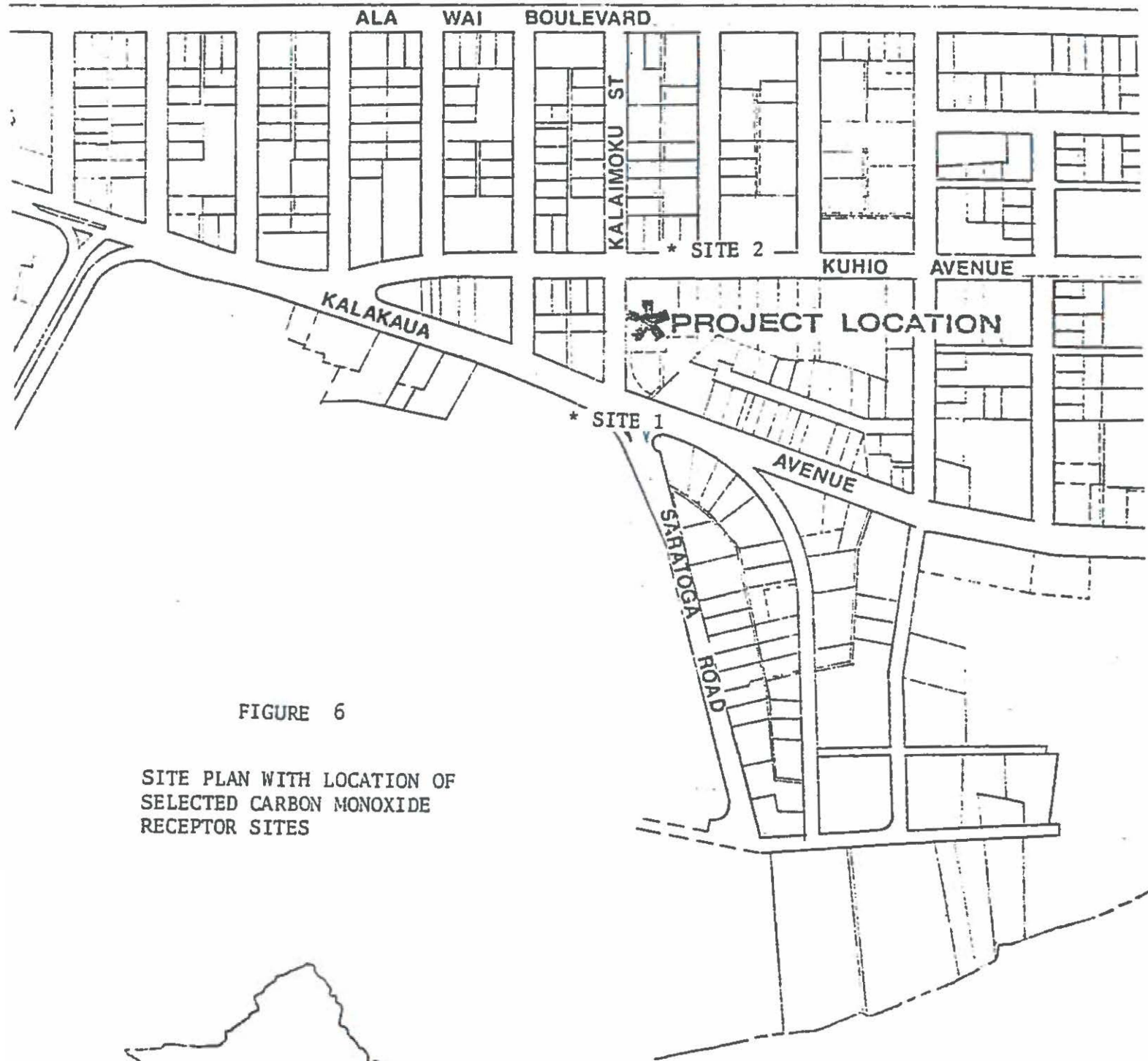
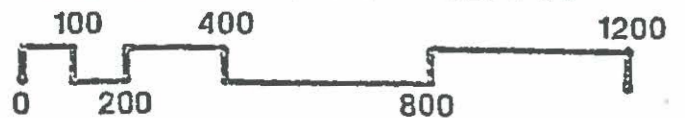


FIGURE 6

SITE PLAN WITH LOCATION OF
SELECTED CARBON MONOXIDE
RECEPTOR SITES



LOCATION MAP



Peak hour traffic volume occurs on Kalakaua Avenue between 1645 and 1745 Hawaii Standard Time, on Kuhio Avenue between 1600 and 1700, and on Kalaimoku Street between 1100 and 1200. To be as conservative as possible it was assumed that peak hour turnover for the proposed HMC will occur during a peak hour on each of these affected streets. This assumption is not as conservative as it might seem because traffic operates at near-peak levels during most of the day in Waikiki. In any case the appropriate air temperature for calculating vehicle emission rates was determined to be 80°F. with 20 percent of the vehicles operating in the cold-start mode.

Traffic speeds were assumed to be 15 mph for the free-flowing conditions and 5 mph upstream from red lights. Both Kalakaua Avenue (4 lanes) and Kalaimoku Street (2 lanes) are one-way, but Kuhio Avenue has 2 lanes of traffic (undivided) traveling in each direction. The green to cycle ratios for the traffic signals are as follows: Kalakaua - 0.5, Kuhio - 0.8, and Kalaimoku - 0.2.

The EPA computer model HIWAY of the UNAMAP Series was used to calculate estimated carbon monoxide concentrations with or without the proposed project. Stability category D was selected for determining diffusion coefficients. This stability category is the most stable that is likely to exist in an urban area during night or day. A uniform windspeed of one meter per second was used to simulate worst case wind flow. The worst case wind direction for receptor Site 1 was from due east (090°), while that for receptor Site 2 was from due west (270°). Both receptor sites are located on the sidewalks about one meter from the nearest traffic lane at a breathing level of 1.5 meters.

Background contributions of carbon monoxide from distant sources not directly considered in the analysis were estimated to be 2 milligrams per cubic meter (mg/m³) in 1981 and 1 mg/m³ in 1995 (when more stringent emission controls will be in effect).

Emissions from the indoor auto and bus parking and loading areas are to be collected by a mechanical ventilation system and vented to the atmosphere at a height of about 20 meters above ground level. The downwind diffusion of airborne pollutants is such that the maximum ground level concentration will occur at greater and greater distances as the elevation of the emission source is increased. For a point emission source at 20 meters under atmospheric stability category D and a windspeed of one meter per second the maximum concentration of carbon monoxide from the exhaust vents for this project will occur at a downwind distance of about 350 meters (1150 feet). For peak hour loading conditions assuming that 22 buses run for 10 minutes each and 120 cars operate for about one minute each, the combined emission rates would be 0.74 grams per second (g/sec.) of carbon monoxide in 1981 and 0.56 g/sec. in 1995. Maximum concentrations at 350 meters would then be 0.23 mg/m³ in 1981 and .17 mg/m³ in 1995. These levels are insignificant.

Results of carbon monoxide diffusion calculations for peak and eight-hour time periods under worst case conditions are shown in Table 8. The eight-hour estimates were made by direct application of a 'meteorological persistence factor' of 0.6 to the peak hour values as recommended in EPA guidelines. This direct application is a realistic estimation approach since eight hour traffic levels in Waikiki are nearly equal to eight peak hour values. This approach does tend to overestimate the eight hour contribution from HMC traffic, however, since a maximum of four shows/day is used and with only 3 shows planned. The eight-hour values with HMC in Table 8 have thus been adjusted appropriately to take this situation into account.

The values presented in Table 8 indicate that in 1981 both peak hour and eight hour carbon monoxide concentrations at the receptor sites considered are likely to exceed allowable State of Hawaii AQS under worst case conditions whether the proposed project is constructed or not. For the eight-hour time period the Federal AQS is also likely to be exceeded in 1981 with or without the additional traffic generated by HMC.

By 1995, however, all Federal AQS can be easily met at both sites even with the additional HMC traffic. In fact, by that time, peak hour carbon monoxide levels at both sites are expected to be within the stringent one-hour State of Hawaii AQS with or without HMC.

The only potential air pollution problem area will be along the makai side of Kalakaua Avenue in the vicinity of receptor Site 1 where 1995 predicted worst case eight-hour concentrations are expected to slightly exceed the State of Hawaii allowable AQS. This situation is likely to occur with or without the increase in traffic generated by the proposed HMC project, however, and an increase of only 0.2 mg/m^3 in the eight hour average carbon monoxide level does not seem especially significant.

TABLE 8

RESULTS OF MICROSCALE CARBON MONOXIDE ANALYSIS
(Milligrams per cubic meter)

MAXIMUM WORST CASE 1-HR VALUES

| RECEPTOR SITE | CONTRIBUTION FROM | 1981 | | 1995 | |
|------------------|----------------------|--------------------|-----------------|--------------------|-----------------|
| | | <u>Without HMC</u> | <u>With HMC</u> | <u>Without HMC</u> | <u>With HMC</u> |
| 1 | Kalakaua Avenue | 14.7 | 15.3 | 5.5 | 5.7 |
| | Kalaimoku Street | 5.5 | 6.6 | 2.0 | 2.3 |
| | Parking Garage Vent | -- | 0.0 | -- | 0.0 |
| | Background | <u>2.0</u> | <u>2.0</u> | <u>1.0</u> | <u>1.0</u> |
| | | 22.2 | 23.9 | 8.5 | 9.0 |
| 2 | Kuhio Avenue | 5.4 | 5.6 | 2.1 | 2.2 |
| | Kalaimoku Street | 6.2 | 7.2 | 2.3 | 2.6 |
| | Parking Garage Vent | -- | 0.0 | -- | 0.0 |
| | Background | <u>2.0</u> | <u>2.0</u> | <u>1.0</u> | <u>1.0</u> |
| | | 13.6 | 14.8 | 5.4 | 5.8 |

MAXIMUM WORST CASE 8-HR VALUES

| | | | | |
|---|------|------|-----|-----|
| 1 | 13.3 | 13.8 | 5.1 | 5.3 |
| 2 | 8.2 | 8.5 | 3.2 | 3.4 |

| | | | |
|-----------------|-----|----|----|
| STATE OF HAWAII | AQS | 10 | 5 |
| FEDERAL | AQS | 40 | 10 |

NOTE: See FIGURE 6 for location of receptor sites.

4. Odor

The only odor expected from the HMC structure are those emanating from kitchen vents and from the trash room. Buses may be expected to cause some diesel odors in the drive-through.

Kitchen vents are not expected to produce offensive odors and when vented should rapidly disperse into the ambient atmosphere.

The trash room, located adjacent to the entry drive on the Kuhio Avenue side of the facility is sufficiently removed (40-45 feet) to preclude any odor from reaching Kuhio Avenue. Additionally, the room will be closed and is downwind from immediately adjacent non-HMC structures.

5. Socio-Economic Impacts

Several potential social and economic impacts have been identified in relation with the introduction of the HMC to the Waikiki scene.

The activities at the HMC will add a new level and standard of entertainment to Honolulu, as well as add to the overall total of entertainment revenues. The quality and type of shows offered is expected to increase the number of quality entertainment and cultural opportunities available.

At present, no facility of its kind, incorporating its variety of capabilities presently exists in Hawaii. Although the Tapa Room incorporated in the Tapa Tower project currently under construction at the Hilton Hawaiian Village will be a 1250 seat facility, its focus is expected to be convention use and shows. It will not possess the production and television capabilities to be an integral part of the HMC.

Such a capability has already brought forth a potentially unique educational opportunity. The PEC has been contacted by the State Department of Planning and Economic Development's Hawaii Film Office whose function is to promote and develop establishment of the film industry in Hawaii. Positive discussions between Dr. Henry Wong of the office and PEC have centered on the possibility of a University of Hawaii trainee program relating to the television industry and production at the HMC.

The recreational benefits of the HMC are to be derived from the high quality "big time" shows which would be available to the resident population. As an alternate to the Neal Blaisdell Center, shows with special needs or scheduling difficulties with the NBC could possibly be accommodated at the HMC.

The long-term economic benefits of the HMC would be defined in terms of the jobs it would offer the local employment market, and the amount of money in goods purchased in operation and maintenance.

The PEC estimates the following as a projection of its operating staff.

| <u>Number of Employees</u> | <u>Hours</u> |
|----------------------------|------------------|
| 20 | 8 A.M. - 4 P.M. |
| 90 | 4 P.M. - Closing |
| <u>110</u> Total | |

The 110 jobs would include restaurant and production employees, miscellaneous employees (security, parking, etc.), and administration.

Additionally the HMC would provide business for local support services, and would raise the tax revenue derived from the parcel. Current estimates by the PEC project a gross HMC income figure of \$10 million in the first year of operation. The major proportion of this amount is expected to be returned back to the local economy through direct salaries, support services, taxes and other expenses.

The construction of the HMC will involve no displacement of residents or businesses (except the parking lot operation).

6. Physical and Visual Environment

The HMC structure will displace an asphalt parking lot. It is concluded that the structure will be more aesthetically appealing than the parking lot.

The construction of the HMC structure is not expected to affect or displace any flora or fauna of significance on the site or in surrounding areas.

It is conceivable that due to the mass of the HMC structure, localized wind conditions at specific points in the immediately adjoining areas may be altered. Additionally, depending on where such points are in relation to the structure, exposure to sunlight may be blocked during certain times of the day.

As previously described the structure will consist of a combination of rock and concrete facades with open and planted foyers, a sloping roof and landscaping; blending well with Canlis Restaurant and Hula's Bar and Lei Stand. It will continue the design appearance established by Canlis in this entry area to Waikiki where good design is important. Its landscaping will add natural elements to a site formerly devoid of any vegetation.

The HMC structure would be surrounded by structures in immediately adjoining parcels, not exceeding two stories in height. Other structures (hotels) less than 150 feet away on Kuhio Avenue however, are much larger in size, with two exceeding 20 stories in height. Consequently, it is anticipated that the impact on the visual environment of the area will be significant only to those smaller structures in immediately adjacent parcels. The introduction of the HMC would alter the visual environment of the immediate area, adding to the blockage of certain angles of mauka views from Kalakaua.

7. Infrastructure

Long term impacts on existing infrastructure due to the operation of the HMC are identified as increased demands on sewer, water, power and road facilities.

a. Sewers:

An existing 6-inch sewer line is located in a utility easement under the project site. Additionally, as noted, Kuhio Avenue has two sewer mains (16-inch and 20-inch) which transmit sewerage to the Beach Walk Pump Station.

Based upon an estimate of 12 gallons/day (gpd) for each patron to the HMC, anticipated sewage generated at the site based upon maximum attendance at performances would total about 33,600 gpd. (Total maximum daily attendance at 2800 x 12 gpd).

This generation of sewage volume represents a large increase from the site due to the fact that the site originally generated none. However, the existing mains under Kuhio Avenue and the overall system from the Beach Walk Pump Station to the Sand Island Treatment Facility should be adequate for the proposed level of additional discharge. Preliminary indications by the Wastewater Management Division of the City are that the capacities of either lines under Kuhio Avenue are probably adequate to handle the estimated discharge from the site. Further reviews will be necessary by the Division in conjunction with the normal building permit process.

b. Water:

Consumption of water on the site is also expected to increase. An estimate of 12 gpd/patron* was used with an anticipated 33,600 gpd level devoted to patrons. Additional water consumed by irrigation of landscaping and maintenance were considered to be minimal.

Water for the site will be provided through Board of Water Supply transmission lines. As noted previously, a 16-inch line under Kuhio Avenue and a 12-inch line under Kalaimoku Street exist in the area.

* De Chiara and Koppelman, Urban Planning and Design Criteria, 1975, p. 525.

Water demand generated from the site represents an increase due to the previous lack of water needs by the parking lot. Preliminary indications by the Board of Water Supply are that the required amount of water will be available. A charge may be assessed by the Board of Water Supply for the adding of a new meter to serve the HMC.

c. Energy:

Consumption of both gas and electricity are expected to increase at the site with the introduction of the HMC. Consumption of gas would be attributed to stoves in the kitchen used primarily for the preparation of meals for the dinner show. Estimated consumption of gas at the HMC given by project consultants is 1,400,000 BTU/Hr. (or 14 Therms/Hr. of gas).

Although electrical requirements for the project are likewise estimates at this time, a conservative estimate based upon a usage factor of 12 KWH/sq. ft./mo. yields a rough monthly consumption level of 360,000 KWH/month. General requirements for electrical power at the HMC are expected to be somewhat higher than normal due to the greater level of illumination utilized in showrooms.

d. Other Services:

No changes in the drainage patterns of the site are anticipated. The addition of landscaped areas to the site will decrease runoff slightly.

Other municipal services in the area including mass transportation, police, fire and ambulance are all available to the site. No significant increases in the need for these services are anticipated at this time. While it is conceivable that a small number of HMC patrons would utilize The Bus to get to the HMC, this amount is considered to be negligible. The need for police, fire and ambulance services will occur in times of emergency. Although not normally frequent the extent of increases for these services are indeterminate at this time.

V. UNAVOIDABLE ADVERSE EFFECTS

Potentially adverse affects which are anticipated by the HMC project include those described in the previous section. There are however, limits to the mitigating measures discussed with each impact. Consequently, several adverse impacts which will cumulatively add to adverse conditions, though in some cases minimal and quite common to Waikiki, are listed here. They include:

- . Increased traffic and accompanying noise at certain times.
- . Possible traffic slowdowns on Kuhio Avenue.
- . Vehicular emissions in the surrounding area.
- . Effects on smaller immediately adjacent structures.

Notwithstanding the above unavoidable effects, major items in the rationale for proceeding with the project include the positive beneficial impacts which are expected from the project, and the level that these unavoidable effects persist throughout Waikiki.

Beneficial impacts of the HMC project cited previously include:

- . More jobs during and post construction.
- . Increased revenues generated in Waikiki.
- . Increased tax revenues.
- . Higher quality of entertainment opportunities.
- . New television and production opportunities.
- . Provision of a new type of quality entertainment facility for Hawaii.
- . Education opportunity.

Waikiki, especially in the evenings on weekends is invariably expected to be crowded, noisy and congested. Parking at such times, as any one familiar with Waikiki will know well, is at a premium. Residents of Waikiki have learned to live with these characteristics. While nonetheless adverse, the expected additional traffic and noise levels generated by the HMC would be consistent with the character of Waikiki.

VI. ALTERNATIVES TO THE PROPOSED ACTION

No major alternatives to the action were considered by the PEC. Discussions with the Hilton Hawaiian Village were held some years ago concerning an operation similar to the HMC, but definite plans for such a scheme were not made.

The only alternative to the proposed action then, is the option of PEC to do nothing. This alternative would mean leaving the parking lot in its present state, precluding the generation of economic and recreational benefits to the land owner, the general public, and PEC.

VII. LONG-TERM PRODUCTIVITY VS. SHORT-TERM USES

As draft Development Plans for the site indicate a commercial designation, and existing zoning and DLUM's indicate resort, commercial and apartment, commercial uses, the long-term options for the site would seem to be quite consistent with the intent of what is being proposed.

In the long-term, Waikiki is still seen as a primarily tourist, recreation and entertainment oriented district. As such, the commitment of the land resource to uses which the HMC proposes, should be consistent with the area's functions for some time to come.

VIII. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The commitment of labor, fuel and materials to the construction of the project will be permanent. They will in essence be irretrievable. The land upon which the HMC would stand, however, would be retrievable, where a reversal of the process (demolition) would once again make it available for another use.

IX. OFFSETTING GOVERNMENT POLICIES

The purpose of this section is to indicate what other interests and considerations of governmental policies are thought to offset the identified environmental effects of the proposed project.

The promotion of tourism and its economic benefits to the population of Hawaii have been a fundamental policy goal of both State and City governments, implicitly and explicitly. The following citations from the City's newly adopted General Plan are presented as examples, and are self-explanatory.

- OBJECTIVE 2.A. "To promote employment opportunities that will enable all the people of Oahu to attain a decent standard of living."
- Policy 1. Encourage the growth and diversification of Oahu's economic base.
 - Policy 2. Encourage the development of industries which will contribute to the economic and social well-being of Oahu residents.
 - Policy 3. Encourage the development of Honolulu as a Pacific headquarters for trade, communications, and other industries of a nonpolluting nature.
 - Policy 4. Encourage the development of national and world markets for the products of Oahu-based industries.
- OBJECTIVE 2.B. "To maintain the viability of Oahu's resort industry."
- Policy 1. Provide for the orderly growth of the resort industry by designating appropriate areas of the Island for resort use, including but not limited to Waikiki, Queen's Beach, West Beach, Kuilima, and Makaha.
 - Policy 2. Encourage the resort industry to provide a high level of service to visitors.
 - Policy 3. Preserve the well-known and widely publicized beauty of Oahu.
 - Policy 4. Provide public, and encourage private, improvements to facilities in Waikiki.

X. AGENCIES CONTACTED OR CONSULTED

The following agencies, their Divisions and/or staff were contacted or consulted in the course of the preparation of this EIS.

City and County of Honolulu

- . Department of Land Utilitization
- . Department of Transportation Services
- . Department of General Planning
- . Department of Public Works (Division of Wastewater Management)
- . Board of Water Supply
- . Department of Parks and Recreation
- . Fire Department
- . Police Department

State of Hawaii

- . Department of Planning and Economic Development
- . Department of Land and Natural Resources
- . Department of Health
- . Office of Representative Kinau Boyd Kamalii

Organizations or Individuals

- . Waikiki Improvement Association
- . American Lung Association
- . First Hawaiian Bank
- . Life of the Land
- . Environmental Center, University of Hawaii at Manoa
- . The Outdoor Circle

XI. UNRESOLVED ISSUES

No unresolved issues are apparent at this time.

XII. LIST OF NECESSARY APPROVALS

The following reviews and approvals are required before construction of the HMC may proceed.

1. Development Conformance Certificate (Waikiki Special Design District) - Department of Land Utilization.
2. Building Permit - Building Department, with appropriate reviews from other City Departments including Public Works (Wastewater Management) Board of Water Supply, and Transportation Services.
3. Grading Permit - Department of Public Works.
4. Pacific Resources Inc. (Gas Company)
5. Hawaiian Electric Co.
6. Noise Permit - Department of Health
7. Honolulu Fire Department (Fire Prevention Bureau)
8. Sewer Adequacy Permit - Department of Public Works (Wastewater Management)

APPENDIX A

LAND USE TABULATION 1975 -- 11/24/76
 FREQUENCY AND FLOOR AREA BY TYPE OF BUSINESS
CENSUS TRACT 20.02

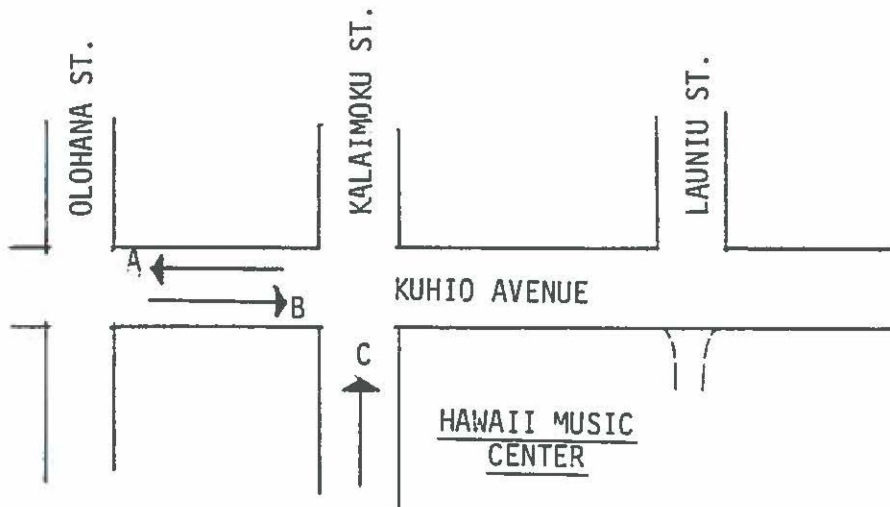
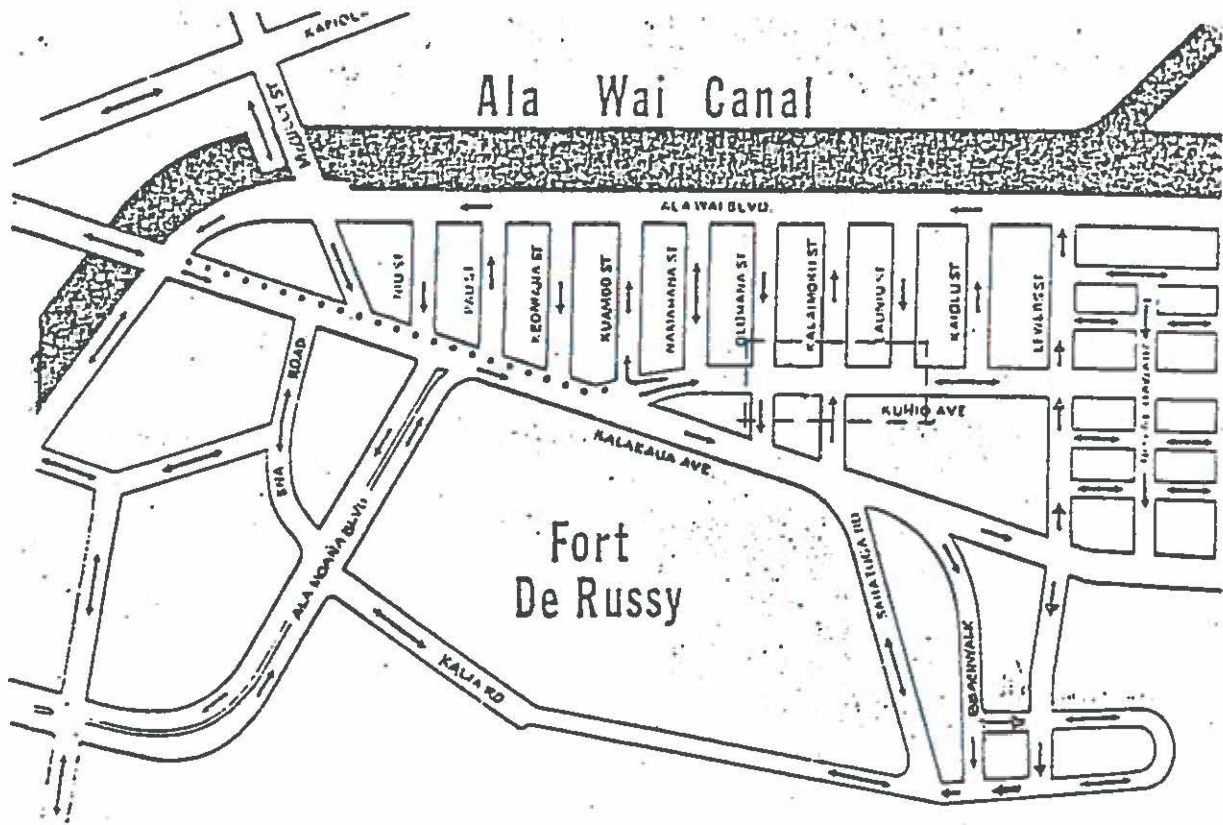
| <u>Occurrences</u> | <u>Type of Busines</u> | <u>Floor Area</u> |
|--------------------|---------------------------------------------------------------------|-------------------|
| 4 | Manufacturing | 2,522 |
| 1 | Food processing | 248 |
| 1 | Apparel, textile, printing | 1,274 |
| 2 | Jewelry, toys, musical instruments, and other misc. mfg. industries | 1,000 |
| 7 | Transportation | 11,673 |
| 7 | Utilities & Communication | 3,550 |
| 2 | Contract Construction | 1,170 |
| 3 | Wholesale Trade & Warehousing | 1,430 |
| 35 | Retail Convenience Goods | 66,769 |
| 1 | Food stores | 950 |
| 33 | Eating & drinking places | 63,976 |
| 1 | Drug stores | 1,843 |
| 10 | Retail Shopping Goods | 13,931 |
| 10 | General merchandise, apparel and accessories | 13,931 |
| 42 | Retail Other Goods | 32,450 |
| 6 | Gas, service, stations | 8,073 |
| 1 | Motor vehicles sales & service | 450 |
| 35 | Liquor & misc. other retail | 23,927 |
| 29 | Personal Services | 38,928 |
| 1 | Medical services except hospitals | 500 |
| 20 | Barber, photo studios, travel agencies, funeral parlors | 13,657 |
| 3 | Laundries, shoe repair shops & dressmakers | 7,214 |
| 5 | Theaters, dance studios, bowling establishments | 17,557 |

LAND USE TABULATION -- 20.02

| | | |
|-----|------------------------------------------------------------------------|---------|
| 19 | Business Services | 13,786 |
| 6 | Automotive repairs & services | 4,842 |
| 3 | Misc. repair services | 2,980 |
| 4 | Advertising, empl. agenices, blueprinting & services to dwelling | 2,670 |
| 2 | Parking garages | 0 |
| 4 | Financial, insur. & real est. | 3,294 |
| 5 | Public & Quasi-Public Bldgs. | 17,195 |
| 3 | Charitable & non-profit inst. | 2,815 |
| 1 | Educational inst. | 280 |
| 1 | Cultural & religious inst. | 14,100 |
| 13 | Hotel | 456,700 |
| 6 | Vacant Unclassified space | 4,447 |
| 182 | TOTAL AREA | 664,551 |

Source: ERA/FMC PACIFIC, Market Potential for the Hawaii Music Center, August 1979.

APPENDIX B



| | | A | B | C |
|---------------|------------|------|------|------|
| 12 HOUR TOTAL | (AM) | 3056 | 4518 | 2097 |
| | (PM) | 4514 | 9720 | 3529 |
| PEAK HOURS | 10-11 AM | 376 | | |
| | 11-12 AM | | 737 | |
| | 4 - 5 PM | | 1116 | |
| | 10-11 PM | 431 | | |
| | 11 AM-noon | | | 680 |
| | noon-1 PM | | | 577 |

TRAFFIC COUNTS
 KUHIO AVENUE
 (August 20, 1975)

| <u>HOURS</u> | <u>EWA BOUND</u> | <u>KOKO HEAD</u> | <u>TOTAL</u> |
|--------------|------------------|------------------|--------------|
| 1200-1300 | 417 | 780 | 1197 |
| 1300-1400 | 381 | 739 | 1120 |
| 1400-1500 | 416 | 817 | 1233 |
| 1500-1600 | 390 | 967 | 1357 |
| 1600-1700 | 340 | 1116 | 1456 |
| 1700-1800 | 290 | 1071 | 1361 |
| 1800-1900 | 323 | 850 | 1173 |
| 1900-2000 | 391 | 812 | 1203 |
| 2000-2100 | 364 | 804 | 1168 |
| 2100-2200 | 388 | 711 | 1099 |
| 2200-2300 | 431 | 658 | 1089 |
| 2300-2400 | 383 | 405 | 788 |
| 2400-0100 | 363 | 292 | 655 |
| 0100-0200 | 255 | 185 | 450 |
| 0200-0300 | 213 | 132 | 345 |
| 0300-0400 | 177 | 67 | 244 |
| 0400-0500 | 135 | 79 | 214 |
| 0500-0600 | 87 | 147 | 234 |
| 0600-0700 | 140 | 434 | 574 |
| 0700-0800 | 245 | 546 | 791 |
| 0800-0900 | 355 | 655 | 1010 |
| 0900-1000 | 343 | 605 | 948 |
| 1000-1100 | 376 | 629 | 1005 |
| 1100-1200 | <u>367</u> | <u>737</u> | <u>1104</u> |
| | 7,570 | 14,238 | 21,808 |

SOURCE: Department of Transportation Services

TRAFFIC COUNTS
KALAIMOKU STREET
(May 21, 1979)

| <u>TIME</u> | <u>VOLUME</u> |
|-------------|---------------|
| 1200-1300 | 577 |
| 1300-1400 | 391 |
| 1400-1500 | 332 |
| 1500-1600 | 411 |
| 1600-1700 | 373 |
| 1700-1800 | 264 |
| 1800-1900 | 179 |
| 1900-2000 | 170 |
| 2000-2100 | 203 |
| 2100-2200 | 218 |
| 2200-2300 | 231 |
| 2300-2400 | 180 |
| 2400-0100 | 144 |
| 0100-0200 | 129 |
| 0200-0300 | 44 |
| 0300-0400 | 27 |
| 0400-0500 | 18 |
| 0500-0600 | 35 |
| 0600-0700 | 81 |
| 0700-0800 | 139 |
| 0800-0900 | 258 |
| 0900-1000 | 266 |
| 1000-1100 | 276 |
| 1100-1200 | 680 |
| | <u>5,626</u> |

SOURCE: Department of Transportation Services

APPENDIX C

SUMMARY OF
STATE OF HAWAII AND FEDERAL AMBIENT AIR QUALITY STANDARDS

| <u>POLLUTANT</u> | <u>SAMPLING PERIOD</u> | <u>FEDERAL STANDARDS</u> | | <u>STATE STANDARDS</u> |
|---------------------------------------------------------------------|---------------------------------|--------------------------|------------------|------------------------|
| | | <u>PRIMARY</u> | <u>SECONDARY</u> | |
| 1. Suspended particulate matter (micrograms per cubic meter) | Annual Geometric Mean | 75 | 60 | - |
| | Annual Arithmetic Mean | - | - | 55 |
| | Maximum Average in any 24 hours | 260 | 150 | 100 |
| 2. Sulfur Dioxide (micrograms per cubic meter) | Annual Arithmetic Mean | 80 | - | 20 |
| | Maximum Average in any 24 hours | 365 | - | 80 |
| | Maximum Average in any 3 hours | | 1300 | 400 |
| 3. Carbon Monoxide (milligrams per cubic meter) | Maximum Average in any 8 hours | | 10 | 5 |
| | Maximum Average in any 1 hour | | 40 | 10 |
| 4. Hydrocarbons Non-methane (micrograms per cubic meter) | Maximum Average in any 3 hours | | 160 | 100 |
| | | | | |
| 5. Ozone (micrograms per cubic meter) | Maximum Average in any 1 hour | | 240 | 100 |
| | | | | |
| 6. Nitrogen Dioxide (micrograms per cubic meter) | Annual Arithmetic Mean | | 100 | 70 |
| | Maximum Average in any 24 hours | | - | 150 |
| 7. Airborne Lead (micrograms per cubic meter) | Average Over 3 Months | | 1.5 | 1.5 |
| | | | | |

Source: 40 Code of Federal Regulations, Part 50 and State of Hawaii Public Health Rule and Regulations, Chapter 42.

APPENDIX D
(COMMENTS AND RESPONSES)



First Hawaiian Bank

P. O. Box 3200
Honolulu, Hawaii 96847

January 2, 1980

RECEIVED

JAN 7 1980

PACIFIC ENTERTAINMENT CORP.

Pacific Entertainment Corporation

Incorporated in The State of Hawaii

Suite 2602, Century Center
1750 Kalakaua Avenue
Honolulu, Hawaii 96826
Phone 808/949-2918

January 10, 1980

Suite 820, 9601 Wilshire Blvd.
Beverly Hills, California 90212
Phone 213/275-1746

Pacific Entertainment Corp.
Mr. Wilbert Chee
1314 South King Street
Suite 1664
Honolulu, Hawaii 96814

Gentlemen:

Will you please send us a copy of the EIS Preparation
Notice for the construction of entertainment center,
Waikiki Special Design District.

Please use the enclosed envelope for your convenience
in mailing.

Sincerely,


John W. Landgraf
Assistant Vice President

/ky

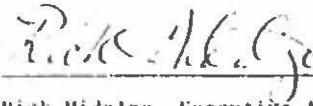
Enclosure

Mr. John W. Landgraf
Assistant Vice President
First Hawaiian Bank
Post Office Box 3200
Honolulu, Hawaii 96847

Dear Mr. Landgraf,

Thank you for your interest in our EIS Preparation
Notice for the proposed project to be built in the
Waikiki Special Design District. Please mail your
comments and criticisms to Mr. Wilbert Chee, Wil Chee
Planning, Suite 458, Alexander Young Building, 1015
Dishop Street, Honolulu, Hawaii 96813.

Very truly yours,



Rick Hidalgo, Executive Assistant

RECEIVED

JAN 7 1980

PACIFIC ENTERTAINMENT CORP.

Speaker
JAMES H. WAKAIKAI
Vice Speaker
DANIEL K. AHANA
Majority Leader
HERBY HANAUHU PETERS
Minority Leader
KATSUYA YAMADA

HOUSE OF REPRESENTATIVES
THE TENTH LEGISLATURE

STATE OF HAWAII
STATE CAPITOL
HONOLULU, HAWAII 96813



January 22, 1980

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Second District
HERBERT A. SUGAWA
KATSUYA YAMADA
Third District
YOSHIO TAKAMINE
Fourth District
HIMMEL HARA
Fifth District
CHRISTOPHER A. CRUZER
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TEDD HONOHUA
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Tenth District
RICHARD B. BRYANT
ELEVENTH DISTRICT
KINAI BOYO KAWAHI
PAUL L. JACI JR.
TWELFTH DISTRICT
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CAROL E. HANAGA
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RUSSELL BEAN
KATHLEEN STANLEY
FIFTEENTH DISTRICT
BYRON BAKER
RICHARD OKE SUTTON
SIXTEENTH DISTRICT
MILTON HUI
TOMMY NAWALE
SEVENTEENTH DISTRICT
RICHARD TABATA
KIMBLEE LEE
EIGHTEENTH DISTRICT
MELISSA HUI
JAMES H. WAKAIKAI
NINETEENTH DISTRICT
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BRINLEY HANAUHU JR.
TWENTIETH DISTRICT
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TWENTY-FIRST DISTRICT
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TWENTY-THIRD DISTRICT
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TWENTY-FOURTH DISTRICT
MARSHALL B. HUI
FRANK EVANS
TWENTY-FIFTH DISTRICT
WILHELM J. ANDERSON
HUI J. HANAUHU
TWENTY-SIXTH DISTRICT
RUSSELL J. SAKABUHO
TWENTY-SEVENTH DISTRICT
RICHARD A. KAWAHI
TOMMY HANAUHU
JONNA B. YAMADA
THIRTIETH DISTRICT
THIRTIETH DISTRICT

VVA Office Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

January 22, 1980

Representative Kinou Boyd Kamalii
State Capitol Building
Room 425
Honolulu, Hawaii 96813

Attention: Leslie

Dear Representative Kamalii:

Subject: The Hawaii Music Center proposed by Pacific Entertainment Corporation

Pursuant to your telephone request for information and consulted party status with reference to the proposed Hawaii Music Center, please find enclosed our Request for Evaluation to the City's Department of Land Utilization and their subsequent Preparation Notice to the OEQC.

For your information preliminary plans for the structure which were used for the Preparation Notice have been further developed. The revised plans indicate the provision of space for 120 vehicles. Our EIS for the project will be forthcoming shortly. Your comments, if any, can be incorporated in the EIS comment and response period.

Mahalo for your interest!

Sincerely,

Wilbert C. F. Chee
Wilbert C. F. Chee

Mr. Wilbert Chee
Suite 458 Alexander Young Bldg.
Honolulu, Hawaii 96813

Dear Mr. Chee:

The purpose of this letter is to request consulted party status regarding the proposal by Pacific Entertainment Corporation to construct an entertainment center in the Waikiki Special Design District. Send us any information concerning this proposal.

Thank you for your assistance in this matter.

Me Ke Aloha,

Kinou Boyd Kamalii
(Mrs.) Kinou Boyd Kamalii
House Minority Leader



**WAIKIKI
IMPROVEMENT
ASSOCIATION, INC.**

5075, SUITE 2110 • 2222 KALAKAUA AVENUE • HONOLULU, HAWAII 96813 • TEL. 533-1094

DONALD A. BRENNER, ANP, Executive Vice President

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

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GLI Management, Inc.

LEONARD L. SHIFFRIN
Vice President
Management Services
City of Honolulu Waikiki

LEONARD L. SHIFFRIN
Vice President
International Representatives
LLS, Inc.

ANDREW G. MANNING
President

W. LAWRENCE L. CLAPP, JR.
Executive Vice President
Hawaii Trust Company

LEONARD L. SHIFFRIN
Executive Vice President
Management Services, Ltd.

January 21, 1980

Mr. Wilbert C. F. Chee
Wil Chee - Planning
Alexander Young Bldg. #458
1015 Bishop St.
Honolulu, HI 96813

RE: EIS for the Hawaii Music Center

Dear Mr. Chee:

Thank you for the information regarding the above-mentioned project.

It appears that the project might well produce a major impact with regard to traffic generation and parking.

We would be interested in the development of specific information regarding volume of traffic generation, flow of ingress and egress, parking garage location and design.

Very truly yours,

Donald A. Brenner
Donald A. Brenner
Executive Vice President

January 16, 1980

Mr. Donald Brenner
Waikiki Improvement Association
Room 1410
2222 Kalakaua Avenue
Honolulu, Hawaii 96826

Dear Mr. Brenner:

As we had discussed on the telephone earlier today in reference to the EIS for the Hawaii Music Center project, I am enclosing the DLU determination and our Assessment (portion) for your review.

I would appreciate your comments as soon as possible so that they may be incorporated in the EIS. Mahalo!

Sincerely,
Wilbert C. F. Chee
Wilbert C. F. Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

January 25, 1980

Mr. Donald A. Bremner
Executive Vice President
Haikiki Improvement Association
Suite 1410
2222 Kalakaua Avenue
Honolulu, Hawaii 96815

Dear Mr. Bremner:

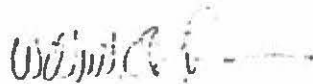
Subject: Response to comments received concerning EIS Preparation Notice for the Hawaii Music Center, your letter dated January 21, 1980.

Our analysis of traffic to be generated by the Hawaii Music Center does reveal, as you suggest, an increase in traffic for the immediately surrounding area. As such, HMC traffic generation is considered as a significant impact by the EIS.

We are enclosing for your review an excerpt from our preliminary draft of the EIS which contains data pertinent to your questions about traffic.

Thank you for your interest and we welcome your review and comment of our EIS.

Sincerely,



Wilbert C.F. Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

AMERICAN LUNG ASSOCIATION *of Hawaii*

January 17, 1980

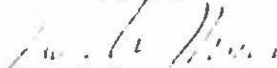
Mr. Wilbert Chee
Pacific Entertainment Corp.
Century Center, Suite 2602
1750 Kalakaua Avenue
Honolulu, Hawaii 96826

Dear Mr. Chee:

Subject: Entertainment Center, Waikiki Special Design District

Pursuant to the Environmental Quality Commission's EIS Regulations, the American Lung Association of Hawaii hereby requests "consulted party" status in the development of the EIS for the subject project. In addition to the EIS Preparation Notice required by the regulations, we would appreciate receiving any additional information regarding your intended analysis of air quality impact of the Entertainment Center.

Sincerely yours,


James W. Morrow, Director
Environmental Health

JWM:ct

cc: OEQC

| P.E.C. / H.M.C. | |
|---------------------|--|
| W. HERSEY | |
| M. SELMAN | |
| V. SEWANN | |
| R. HINDAIGO | |
| R. RODRIGUES | |
| R. WEIPMANN | |
| P. E. C. OFS. HILLS | |
| G. SOUTHA | |
| I. PERSOON | |
| D. FALGOUTIER | |
| R. HAYS | |
| C. HAYWARD | |
| C. AL. & AL. | |

January 28, 1980

Mr. James Morrow
Director, Environmental Health
American Lung Association of Hawaii
245 North Kukui Street
Honolulu, Hawaii 96817

Dear Mr. Morrow:


Subject: Response to comments received concerning the EIS Preparation Notice for the Hawaii Music Center; your letter of January 17, 1980.

Enclosed please find our Request for Evaluation to the City's Department of Land Utilization, and their subsequent Preparation Notice submitted to the Environmental Quality Commission. Appropriate notations due to revisions to the plans since the filing of the Preparation Notice are made on the copies for your information.

An air quality impact analysis has been prepared for the EIS and will be incorporated in the document. It was prepared by Mr. Barry Root, air pollution consultant, and includes a vehicular emissions analysis and carbon monoxide diffusion modeling utilizing EPA evaluation criteria and procedures.

Thank you for your interest and we welcome your further review of our EIS.

Sincerely,


Wilbert C.F. Chee

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813



GEORGE S. MORIGUCHI
CHIEF PLANNING OFFICER

DGP2/80-336 (CT)

February 11, 1980

Mr. Wilbert C.F. Chee
Suite 458, Alexander Young Building
1015 Bishop Street
Honolulu, Hawaii 96813

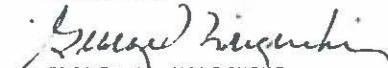
Dear Mr. Chee:

Environmental Impact Statement Preparation
Notice for the Hawaii Music Center

We have reviewed your environmental impact statement preparation notice and have no comments.

Thank you for affording us the opportunity of reviewing your preparation notice.

Sincerely,


GEORGE S. MORIGUCHI
Chief Planning Officer

GSM:fmt

GEORGE H. ANIYOSH
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P O BOX 521
HONOLULU HAWAII 96809

February 11, 1980

REF NO.: APO-1342

SUSUMU ONO, CHAIRMAN
BOARD OF LAND & NATURAL RESOURCES

EDGAR A. HAMASU
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FISH AND GAME
FORESTRY
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

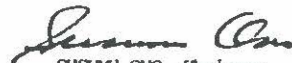
Mr. Wilbert Chee
Alexander Young Bldg., Suite 458
1015 Bishop Street
Honolulu, HI 96813

Dear Mr. Chee:

We appreciate being notified that an EIS for the Hawaii Music Center is to be prepared.

We have no input to make.

Very truly yours,


SUSUMU ONO, Chairman
Board of Land and Natural Resources





University of Hawaii at Manoa

Environmental Center
Crawford 317 - 2550 Campus Road
Honolulu, Hawaii 96822
Telephone (808) 948-7341

Office of the Director

February 13, 1980

Mr. Wilbert C.F. Chee
Suite 458, Alexander Young Building
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Preparation Notice of
Environmental Impact Statement
Hawaii Music Center
Waikiki, Oahu

The Environmental Center has received the above cited preparation
notice. Given the brevity of the information contained in the notice, we
can offer no comments at this time. We look forward, however, to reviewing
the draft Environmental Impact Statement when it becomes available.

Thank you for sending us the preparation notice.

Sincerely,

Doak C. Cox
Director

DCC/cu

cc: John Sorensen
Barbara Vogt

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1455 S. BERLANTIA STREET, ROOM 305
HONOLULU, HAWAII 96814

THOMAS P. BAKI
CHIEF



M. H. A. E
CHIEF

February 19, 1980

Mr. Wilbert C. F. Chee
Wil Chee-Planning
Alexander Young Bldg., Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

We have reviewed your Environmental Impact Statement
Preparation Notice for the Hawaii Music Center and have no
comments to make at this time.

Sincerely,

Bonifacio K. Atiu
BONIFACIO K. ATIU
Fire Chief

BKA:RHS:eyu



February 13, 1980

Wilbert C.F. Chee
Alexander Young Building
Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

Re: Notice of preparation for
Environmental Impact State-
ment, Hawaii Music Center

Dear Mr. Chee:

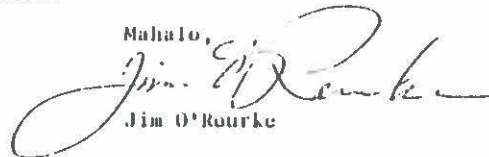
Thank you for sending the subject notice for our review and comment. We wish to withhold any final comments on this project until a draft EIS has been completed.

At this point however, we have the following items for your consideration:

1. The EIS should analyze and address mitigating factors associated with the increased traffic and parking problems aggravated by this and other large surrounding developments.
2. There is little mention of the design characteristics of this development. We hope you will give this more attention in light of the surrounding architecture, landscaping, set-back, mixed cultural-heritage and general aesthetics in this crowded human environment.

Life of the Land would like to be a consulted party on the EIS being prepared. We look forward to commenting on a draft when it becomes available.

Mahalo,



Jim O'Rourke

JO:jnt

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 18, 1980

Mr. Jim O'Rourke
Life of the Land
404 Piikoi St.
Honolulu, Hawaii 96814

Dear Mr. O'Rourke

Subject: Environmental Impact Statement Preparation
Notice for the Hawaii Music Center, Your
Correspondence dated February 13, 1980.

Thank you for your comments. The EIS will address the potential effects of the increased traffic and parking requirements generated by the Hawaii Music Center.

The design of the HMC structure is described in more detail in the EIS. Surrounding architecture, landscaping and setbacks have been considered by the architects in their design analysis.

A copy of the EIS draft will be made available to your organization as soon as it is submitted to the Office of Environmental Quality Control. Mahalo!

Sincerely,



Wilbert C.F. Chee



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 2128
HONOLULU, HAWAII 96808

February 14, 1980

GEORGE A. IYEMA
DIRECTOR OF HEALTH
Audrey W. Murog, M.D., M.P.H.
Deputy Director of Health
Henry H. Thompson, M.A.
Deputy Director of Health
James D. Kuniyoshi, Ph.D., P.E.
Deputy Director of Health

In reply, please refer to
File # 1978-7-55

Mr. Wilbert C. F. Chee

-2-

February 14, 1980

Mr. Wilbert C. F. Chee
Suite 458, Alexander Young Building
1015 Bishop St.
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Request for Comments on Proposed Environmental Impact Statement (EIS)
for Hawaii Music Center, Waikiki

Thank you for allowing us to review and comment on the subject proposed EIS.

We submit the following comments for your consideration and information:

1. We have strong reservations in regard to the proposed project due to the proposed non-compatible use of the land. Noise associated with entertainment-type activities, primarily from sound production and reproduction devices, and from people shouting, yelling and screaming, can have an adverse effect on neighboring residents. Numerous complaints have been received by the Department regarding noise from an existing entertainment establishment within the immediate area. The noise emitted from those activities within the existing establishment currently exceed the allowable noise levels of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu.
2. Parking structures must be designed to control noise, specifically towards tire squeals and vehicular emissions.
3. The number of buses required to transport the people to the facility may have an adverse effect on residents living along the route of travel and neighboring residents. Tour buses traveling to and from the facility must comply with Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu.
4. The facility must be designed to comply with the provisions of Public Health Regulations, Chapter 44B, Community Noise Control for Oahu. Noise from any proposed equipment, such as air conditioning/ventilation units and kitchen exhaust unit, must be attenuated to meet the allowable noise levels of the regulations based on zoning districts.

5. Construction activities must comply with the provisions of Public Health Regulations, Chapter 44B:

- a. The contractor must obtain a noise permit if the noise levels from the construction activities are expected to exceed the allowable levels of the regulations.
- b. Construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must have a muffler.
- c. The contractor must comply with the conditional use of permit as specified in the regulations and the conditions issued with the permit.

6. Traffic noise from heavy vehicles traveling to and from the construction site must be minimized and must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu.

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

Sincerely,

Bruce H. Chee
w/ MELVIN K. KOIZUMI
Deputy Director for
Environmental Health

cc: Dept. of Land Utilization

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 18, 1980

Mr. Melvin Koizumi
Deputy Director for Environmental Health
Department of Health
State of Hawaii
P.O. Box 3378
Honolulu, Hawaii 96801

Attention: Mr. Brian Choy

Dear Mr. Koizumi:

Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center, Your Correspondence
dated February 15, 1980.

Thank you for your comments. The following responses refer to the numbering of items in your correspondence.

1. The general character of the surrounding environment in which the Hawaii Music Center is proposed to be located is entertainment oriented. Activities at the IMC are proposed to be of a floor-show variety with quality audience entertainment. As such, and with its location in Haikiki, it is felt that the activities proposed are compatible with the land uses of the area.

We are aware of the establishment to which you refer. It should be noted that the raucous activity and noise to which neighboring residents object stem from the outdoor nature of the bar's seating and activity areas. The IMC will not be that type of facility, and the IMC would be a completely enclosed "theater" structure. Due to the proposed high quality entertainment and filming potential, the cancellation of noise influences from without and within is a rigid acoustical design criteria.

A noise survey was taken of the immediate site area and will be included in the EIS.

2. The IMC will have a completely enclosed underground parking level. Additionally, the structure has been designed with an enclosed porte cochere to minimize the noise generated by its bus and auto traffic at the entrance, where stops and starts are most frequent and potentially noisy. Vehicular emissions in this enclosed area will be collected by a mechanical exhaust system and vented to the atmosphere along the structure at a height of about 20 meters.

Mr. Melvin Koizumi, DOH
Page two.

3. A statement referring to this comment and Chapter 44A will be included in the EIS.
4. A statement referring to this comment and Chapter 44B will be included in the EIS.
5. Statements of these comments will be included in the EIS.
6. A statement referring to this comment will be included in the EIS.

We hope that these responses are satisfactory to you and thank you for your kokua in responding to our Preparation Notice.
Mahalo!

Sincerely,



Wilbert C.F. Chee



THE OUTDOOR CIRCLE 200 No. Vineyard, Honolulu, Hawaii 96817

February 15, 1980

Mr. Wilbert C.F. Chee
WIL CHEE-PLANNING
Suite 458, Alexander Young Bldg.
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

RE: Environmental Impact Statement Preparation
Notice for the Hawaii Music Center

After reviewing your draft E.I.S. on February 6, 1980,
The Outdoor Circle has two comments:

1. Two large, mature banyan trees are growing in the area described in addendum Item I. We recognize that present plans leave this area as is; however, we ask that the E.I.S. recognize the existence of these trees, and their economic and aesthetic value.
2. The area to be developed is now completely paved. We suggest that a description of planned landscaping be included to show the favorable impact tree planting and landscaping would have, both economically and aesthetically.

It is The Outdoor Circle's belief that the value of landscaping must be recognized -- its impact on climate control as well as its contribution to the beauty of the island. Landscaping is part of urban design and is an important factor in visitor satisfaction.

Yours sincerely,

Ann Stubenberg
Acting President

AS/KM

cc: Dept. of General Planning, City & County
Environmental Center, University of Hawaii
Waikiki Improvement Association
Waikiki Resident Association

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 19, 1980

Ann Stubenberg, Acting President
The Outdoor Circle
200 North Vineyard
Honolulu, Hawaii 96817

Dear Ms. Stubenberg:

Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center; Your Correspondence dated
February 15, 1980.

Thank you for your comments. As you note, the two banyans which are located adjacent to Ikula's Bar and Lei Stand will remain. They are indeed an asset to the site and surrounding areas. Additionally, the introduction of new landscaping to the site, presently a paved lot, will as you say have a favorable impact on the area. References to these points will be made in the EIS.

Mahalo for your expeditious review.

Sincerely,

Wilbert C.F. Chee

BRANCHES

KAHOOLAWE, OAHU
KAPAHULU, OAHU

PERU, OAHU
PERU, OAHU

KAHOOLAWE, OAHU
KAHOOLAWE, OAHU

KAHOOLAWE, OAHU
KAHOOLAWE, OAHU

KAHOOLAWE, OAHU
KAHOOLAWE, OAHU

ALEXANDER YOUNG BUILDING, SUITE 458 • 1015 BISHOP STREET • HONOLULU, HAWAII 96813 • TEL: 533-6810

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813

FRANK P. FASI
MAYOR



WALLACE MIYAHIRA
DIRECTOR AND CHIEF ENGINEER

ENV 80-46

February 13, 1980

Mr. Wilbert C. P. Chee
1015 Bishop Street
Alexander Young Building, Suite 458
Honolulu, Hawaii 96813

Dear Mr. Chee:

Re: EIS Preparation Notice for the
Hawaii Music Center

We have reviewed the EIS Preparation Notice for the subject development and have the following comments.

1. There are no known drainage problems on the proposed site.
2. The existing 6-inch sanitary sewer is inadequate to serve the proposed development. In lieu, a relief sewer can be built on Kalaimoku Street and be connected to the Kuhio Avenue sewer.

Very truly yours,

Wallace Miyahira
WALLACE MIYAHIRA
Director and Chief Engineer

cc: Div. of Wastewater Management
(Planning Section)

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 28, 1980

Mr. Wallace Miyahira
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Miyahira:

Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center; Your Correspondence
dated February 13, 1980 (Ref. ENV 80-46)

Thank you for your comments. Your comment on sewer adequacy is particularly informative. We have forwarded your comments to the project architects for their review.

Please call me if you have any further questions.

Sincerely,

Wilbert C. P. Chee

Wilbert C.F. Chee



DEPARTMENT OF PLANNING
AND ECONOMIC DEVELOPMENT

Kamamahu Building, 750 South King St., Honolulu, Hawaii • Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

GEORGE N. AKIYOSHI
Governor
IRIE ITO KIMU
Deputy Gov.
FRANK SKRIVANER
Deputy State Atty.

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENTAL ASSESSMENT

February 14, 1980

February 28, 1980

Ref. No. 0683

Mr. Wilbert C.F. Chee
Wil Chee-Planning
Alexander Young Building, Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

Dr. Hideto Kono
Director
State of Hawaii
Department of Planning
and Economic Development
P.O. Box 2359
Honolulu, Hawaii 96804

Dear Mr. Chee:

Dear Dr. Kono:

Subject: Environmental Impact Statement Preparation Notice for
the Hawaii Music Center, Waikiki, Oahu

Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center; Your Correspondence
dated February 14, 1980 (Ref.No.0683)

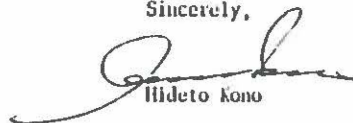
We have reviewed the subject EIS Preparation Notice and suggest the inclusion of appropriate renderings in the forthcoming EIS to illustrate how the proposed 100 feet high structure will accommodate the multi-tiered main dining area, a two-level balcony for cocktails, parking for 95 vehicles, and accommodations for 18 buses.

Thank you for your suggestion of including appropriate renderings in the EIS. We shall inform the project architect of your request and include such renderings if available.

We have no other comments to offer at this time, but would appreciate the opportunity to review the Environmental Impact Statement when it is completed.

Please call me if you have any further questions.

Sincerely,


Hideto Kono

Sincerely,


Wilbert C.F. Chee

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK P. FASI
MAYOR

RAMON DURAN
DIRECTOR

FRANK P. FASI
MAYOR

February 15, 1980


Mr. Wilbert C. F. Chee
Alexander Young Building, Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
PREPARATION NOTICE FOR THE
HAWAII MUSIC CENTER

Inasmuch as the proposed development will not have an impact on our Parks and Recreation facilities, we have no comment to render relative to the EIS Preparation Notice.

Warm regards.

Sincerely,

RAMON DURAN, Director

RD:ls

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813



DIRECTOR
TE2/80-344

February 15, 1980

Wilbert C. F. Chee
Wil Chee-Planning
Alexander Young Building
1015 Bishop Street, Suite 458
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Your Letter Dated February 5, 1980 Regarding Environmental Impact Statement Notice for the Hawaii Music Center

We have reviewed your E.I.S. Preparation Notice for the Hawaii Music Center and recommend that a traffic study be incorporated into the final E.I.S.

The traffic study should focus on the traffic impact of the project on the surrounding streets during construction and after completion. Details on the handling of vehicular traffic during peak hour operations of the center would be helpful to us in the review process.

We also recommend that adequate freight loading zones be included in the project.

Very truly yours,


AKIRA FUJITA
Acting Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1455 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96814 AREA CODE 808/465-8811

FRANCIS KEALA
MAYOR



FRANCIS KEALA
CLERK

ONE REFERENCE EFS-ES

February 19, 1980

Mr. Wilbert C. F. Chee
Suite 458, Alexander Young Bldg
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Environmental Impact Statement Preparation
Notice for the Hawaii Music Center


We have reviewed the proposal for the Hawaii Music Center and have two concerns. These are that the proposed facility present no hazard to the heavy vehicular and pedestrian traffic in the area, and that it obstruct that traffic as little as possible. These concerns must be met both during the construction process and afterward.

In particular, we are concerned that the planned parking area and the two-way drive-through between Kuhio Avenue and Kalaimoku Street be designed with the following considerations in mind. First, driveways should be clearly visible from the adjacent streets and sidewalks. Second, there must be sufficient room and personnel in the parking area that entering vehicles are unlikely to have to spend time waiting in the street. Third, the driveways themselves must be wide enough that cars and buses may enter and leave the facility with only minimal disruption of the passing traffic (i.e., no more than one lane, if at all possible).

Other than the above, we have no reservations about the proposed facility at this time.

Sincerely,

FRANCIS KEALA
Chief of Police

By 
/EARL THOMPSON
Assistant Chief
Administrative Bureau

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 20, 1980

Mr. Francis Keala
Chief of Police, Police Department
City and County of Honolulu
1455 South Beretania Street
Honolulu, Hawaii 96814

Dear Mr. Keala:

Attn: Mr. Earl Thompson
Assistant Chief, Administrative Bureau

Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center; Your Correspondence
dated February 19, 1980 (Ref. EFS-ES)

Thank you for your comments. The forthcoming EIS will discuss measures for mitigating potential traffic hazards. We have forwarded your comments about the driveway and parking area to the project architects for their review.

We would also like to apprise you of a plan change. The two-way drive-through between Kuhio Avenue and Kalaimoku Street has been changed to a one-way drive-through from Kuhio Avenue to Kalaimoku Street.

Please call me if you have any further questions.

Sincerely,

Wilbert C. F. Chee

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

615 SOUTH BERETANIA

HONOLULU HAWAII 96813

February 21, 1980

Mr. Wilbert C. F. Chee
Suite 458
Alexander Young Building
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Subject: Your February 5, 1980, Letter
Transmitting the EIS Preparation
Notice for the Hawaii Music
Center for Review and Comment

We have the following comments on the proposed project:

1. Water demand for the project should be discussed.
2. Preliminary construction plans should be submitted for review.
3. All on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department. The Bureau will indicate the number and location of fire hydrants or other means to provide adequate fire protection for your project. The installation of all fire hydrants should be coordinated with us.
4. Should water service be made available to the project, the developer will be required to pay our water development charge which covers our development of a source, reservoir, and transmission mains to provide service to your project.

Should you have questions or require additional information, please call Lawrence Whang at 548-5221.

Very truly yours,



KAZU HAYASHIDA
Manager and Chief Engineer

FRANK I. FASI, Mayor
YOSHIE H. FUJINAKA, Chairman
DAI UDON PANG, Vice Chairman
HYOKICHI HIGASHIKAWA
TERESITA H. JUBINSKY
WALLACE S. MIYAHARA
ROBERT A. SOUZA
CLAUDE I. YAMAMOTO

KAZU HAYASHIDA
Manager and Chief Engineer

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

February 27, 1980

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

Dear Mr. Hayashida:

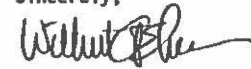
Subject: Environmental Impact Statement Preparation Notice
for the Hawaii Music Center, Your Correspondence
dated February 21, 1980

Thank you for your comments on the project. The following responses correspond to the numbering of comments in your letter.

1. A discussion of potential water demand of the project will be included in the EIS document. The subject has been discussed with members of your water planning section.
2. A copy of your letter will be forwarded to the architect in charge of construction plans; and the noting of the requirement for BWS review will be included in the EIS.
3. These comments will be forwarded to both the architect and developer of the project.

We look forward to your review of our EIS. Please do not hesitate to call me if you have any further questions. Mahalo!

Sincerely,



Wilbert C.F. Chee

GEORGE H. ARIYOSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF AGRICULTURE
1428 SO. KING STREET
HONOLULU 11, HAWAII 96814

JOHN FARIAS, JR.
CHAIRMAN, BOARD OF AGRICULTURE
YUKIO KITAGAWA
DEPUTY TO THE CHAIRMAN

March 14, 1980

MEMORANDUM

To: Department of Land Utilization, C&C of Honolulu
Subject: EIS for Hawaii Music Center-Entertainment Complex

The Department of Agriculture has reviewed the subject environmental impact statement and has no comments to offer.

The EIS is returned herewith. Thank you for the opportunity to review this material.

John Farias, Jr.
for JOHN FARIAS, JR.
Chairman, Board of Agriculture

cc: Mr. Wilbert C. F. Chee ✓
Alexander Young Building #458

Enclosure

March 14, 1980

STP 8.6098

Mr. Tyrone Kusao, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Kusao:

Subject: Environmental Impact Statement
Hawaii Music Center - Entertainment
Complex, Waikiki, Oahu

Thank you for giving us the opportunity to review and comment on the above-captioned statement. We have no substantive comments to offer which could improve the document.

Very truly yours,

Ayokichi Hiyashionna
(Ayokichi Hiyashionna
Director of Transportation

ALK:jk

cc: HWY-P
Mr. Wilbert C. F. Chee

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY SUPPORT COMMAND, HAWAII
FORT SHAFTER, HAWAII 96858

14 MAR 1980

APZV-DIR-8

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

The Environmental Impact Statement (EIS) for the Hawaii Music Center, Waikiki, Oahu has been reviewed and we have no comments to offer. No Army installations or activities will be adversely affected by the proposed project.

The EIS is returned in accordance with your request.

Sincerely,

Original signed by

PETER D. STRANNS
COL, EM
Director of Engineering and Housing

1 Incl
As stated

CV:
Mr. Gilbert C. F. Chee
Alexander Young Building, Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

HEADQUARTERS
NAVAL BASE PEARL HARBOR
BOX 110
PEARL HARBOR, HAWAII 96860

IN REPLY REFER TO:
OOZAA:amw
Ser 597

17 MAR 1980

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Environmental Impact Statement for the
Hawaii Music Center

The Environmental Impact Statement for the Hawaii Music Center, forwarded by the State Environmental Quality Commission letter of 5 March 1980, has been reviewed and the Navy has no comments to offer. As requested by the Commission, the subject EIS has been returned by copy of this letter.

The opportunity to review the EIS is appreciated.

Sincerely,

J. W. CYPRI
LIEUTENANT COL USN
DEPUTY FACILITIES ENGINEER
BY DIRECTION OF THE COMMANDER

Copy to:
Mr. Gilbert C. F. Chee
President, Pacific Entertainment Corp

State Environmental Quality Commission
(u/EIS)

GEORGE H. ANIYOSHI
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 221
HONOLULU, HAWAII 96809

March 17, 1980

REF NO.: APO-1456

SUSUMU ONO, CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES

SELAN A. BARBARA
DEPUTY TO THE CHAIRMAN

DIVISIONS:
CONSERVATION AND
RECREATION DEVELOPMENT
CONVEYANCE
FISH AND GAME
LAND USE
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

State of Hawaii
DEPARTMENT OF DEFENSE
CHIEF OF THE ADJUTANT GENERAL
3, 19 Diamond Head Road
Honolulu, Hawaii 96816

MEMO

17 MAR 1980

Mr. Tyrone Kusao
Director
Department of Land Utilization
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Kusao:

This is to acknowledge receipt of the EIS for the Hawaii Music Center.

As indicated in our letter of February 11, we have no comments to offer.

Very truly yours,


SUSUMU ONO, Chairman
Board of Land and Natural Resources

cc: Mr. Wilbert Chee

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Hawaii Music Center-Entertainment Complex

Thank you for sending us a copy of the "Hawaii Music Center-Entertainment Complex" Environmental Impact Statement. We have no comments to offer at this time.

Yours truly,



WAYNE B. TOMOYASU
Major, CG, USMC
Contr & Engr Officer

cc: Mr. Wilbert C. Y. Chee
Alexander Young Bldg, Suite 458



GEORGE H. ARTHURSON
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 2278
HONOLULU, HAWAII 96811
March 18, 1980

GEORGE A. S. YUEN
DIRECTOR OF HEALTH

YENNE L. WASSER, M.D.
DEPUTY DIRECTOR OF HEALTH

HENRY W. SIMPSON, M.A.
DEPUTY DIRECTOR OF HEALTH

JAMES S. BUNAGAL, Ph.D., P.E.
DEPUTY DIRECTOR OF HEALTH

TADAO BEPPE
DEPUTY DIRECTOR OF HEALTH

(P)1320.0

MAR 21 1980

Mr. Wilbert C. F. Chee
Alexander Young Building, Suite 458
1015 Bishop St.
Honolulu, Hawaii 96813

In reply, please refer to:
File: EPHS-SS

Dear Mr. Chee:

Subject: Environmental Impact Statement (EIS) for Hawaii
Music Center-Entertainment Complex, Waikiki

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: Hawaii Music Center
Entertainment Complex

Thank you for allowing us to review and comment on the subject EIS. On the basis that the project will comply with all applicable Public Health Regulations, please be informed that we do not have any objections to this project.

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

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

The project will not have any adverse environmental effect on any existing or planned facilities serviced by our department.

Very truly yours,

Sincerely,

Melvin K. Koizumi
MELVIN K. KOIZUMI
Deputy Director for
Environmental Health

RIKIO NISHIOKA
State Public Works Engineer

MI:jm

cc: Mr. Wilbert C.F. Chee

cc: Office of Environmental Quality Control
Dept. of Land Utilization

GEORGE R. ANTONINI
GOVERNOR OF HAWAII



PROJECT OFFICES

HIKEMA OFFICE
P. O. BOX 125
HAWAII, HAWAII 96743

HALEMAHA OFFICE
P. O. BOX 633
HILO, HAWAII 96720

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1878
HONOLULU, HAWAII 96805

March 27, 1980

REGIONAL OFFICES

MAUI OFFICE
P. O. BOX 22
HAHULUI, MAUI 96732

MOLOKAI OFFICE
P. O. BOX 196
MOLOKAI, HAWAII 96728

HAWAII OFFICE
P. O. BOX 322
HILO, HAWAII 96720

FRANK P. FARI
MAYOR

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813



RAMON DURAN
DIRECTOR

March 28, 1980

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

SUBJECT: Hawaii Music Center-Entertainment Complex;
Environmental Impact Statement

Inasmuch as the proposed project does not affect programs and landholdings under the Department of Hawaiian Home Lands, we have no comments to offer.

Thank you for providing us an opportunity to review the subject Environmental Impact Statement.

Sincerely yours,

GEORGIANA K. PADEKEN
Chairman

GKP:jmr

cc: Mr. Wilbert C. F. Chee
Alexander Young Building, Suite 45B
1015 Bishop Street
Honolulu, Hawaii 96813

MEMORANDUM

TO : TYRONE T. KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : RAMON DURAN, DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
HAWAII MUSIC CENTER - ENTERTAINMENT COMPLEX

We have no comments on the EIS for the proposed Hawaii Music Center.

Warm regards.

RAMON DURAN, Director

RD:sn

cc: Mr. Wilbert Chee

MAR 31 1980

March 28, 1980

Ref. No. 0344

Mr. Tyrone Kusao
Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

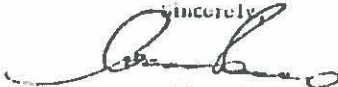
Dear Mr. Kusao:

Subject: Hawaii Music Center - Environmental Impact Statement

We have reviewed the subject EIS and find that it has adequately assessed the major environmental impacts which can be anticipated from the implementation of the proposed project.

Thank you for the opportunity to review and comment upon this document.

Sincerely,



Iddeto Kono

cc: Mr. Wilbert C.F. Chee ✓

GEORGE N. ANTIKUSHI
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF SOCIAL SERVICES AND HOUSING
HAWAII HOUSING AUTHORITY

P. O. BOX 17907
HONOLULU, HAWAII 96817

April 1, 1980

FRANKLIN Y. K. SUNN
EXECUTIVE DIRECTOR

WILLIAM A. HALL
ASSISTANT EXEC. DIRECTOR

IN REPLY REFER

TO: 4-105/732


Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: Hawaii Music Center-Entertainment EIS

Thank you for providing us the opportunity to review the subject EIS. We have no comments to make.

Sincerely,



FRANKLIN Y. K. SUNN
Executive Director

HW:ck

cc: Wilbert Chee
Returned EIS to EQC

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813
PHONE 923-0101



PHENG F. FAN
MAYOR

EDWARD T. HIRATA
MANAGING DIRECTOR

April 7, 1980

BARRY CHUNG
DIRECTOR

MYNA M. TAKASAKI
DEPUTY DIRECTOR

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

P. O. BOX 50008
HONOLULU, HAWAII 96850

7 APR 1980

DEPT. OF LAND UTILIZATION
CITY & COUNTY OF HONOLULU
650 SOUTH KING ST
HONOLULU, HI 96813

SUBJECT: HAWAII MUSIC CENTER

DEAR SIRS:

THANK YOU FOR LETTING US REVIEW
THIS E.I.S. WE HAVE NO COMMENT
AT THIS TIME
THIS REVIEW WAS DONE IN COOPERATION
WITH THE SOUTH CANTON SOIL AND
WATER CONSERVATION DISTRICT.

SINCERELY

W. M. Hyde
Soil Conservation

cc: Mr. Wilbert C. F. Chee

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

Subject: Hawaii Music Center
Environmental Impact Statement

We have reviewed the Environmental Impact Statement
for the Hawaii Music Center and have no comment.

Very truly yours,

Barry Chung
Barry Chung

cc: Mr. Wilbert C. F. Chee
Environmental Quality Commission





THE OUTDOOR CIRCLE 200 No. Vineyard, Honolulu, Hawaii 96817

April 7, 1980

Department of Land Utilization
City & County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Gentlemen:

RE: Environmental Impact Statement
Hawaii Music Center

In regard to your E.I.S. dated March 17th, The Outdoor Circle has no additional comments to those made in our letter of February 15, 1980.

Thank you for giving us this opportunity to express the views and comments of The Outdoor Circle.

Sincerely,

Mrs. Ashby J. Fristoe
President

cc: Mr. Wilbert C. P. Chee
WIL CHEE-PLANNING
Suite 450, Alexander Young Bldg.
1015 Bishop Street
Honolulu, Hawaii 96813

SHAK/mw

February 15, 1980

Mr. Wilbert C.P. Chee
WIL CHEE-PLANNING
Suite 450, Alexander Young Bldg.
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

RE: Environmental Impact Statement Preparation
Notice for the Hawaii Music Center

After reviewing your draft E.I.S. on February 6, 1980, The Outdoor Circle has two comments:

1. Two large, mature banyan trees are growing in the area described in addendum Item I. We recognize that present plans leave this area as is; however, we ask that the E.I.S. recognize the existence of these trees, and their economic and aesthetic value.
2. The area to be developed is now completely paved. We suggest that a description of planned landscaping be included to show the favorable impact tree planting and landscaping would have, both economically and aesthetically.

It is The Outdoor Circle's belief that the value of landscaping must be recognized -- its impact on climate control as well as its contribution to the beauty of the island. Landscaping is part of urban design and is an important factor in visitor satisfaction.

Yours sincerely,

Ann Stubenberg
Acting President

AS/km

cc: Dept. of General Planning, City & County
Environmental Center, University of Hawaii
Waikiki Improvement Assn.
Waikiki Resident Assn.

BRANCHES

1 1015 BISHOP STREET, SUITE 450
HONOLULU, HAWAII 96813

1 1015 BISHOP STREET, SUITE 450
HONOLULU, HAWAII 96813

1 1015 BISHOP STREET, SUITE 450
HONOLULU, HAWAII 96813

1 1015 BISHOP STREET, SUITE 450
HONOLULU, HAWAII 96813

1 1015 BISHOP STREET, SUITE 450
HONOLULU, HAWAII 96813

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

PHOTO P. FARI
1980



April 7, 1980

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163/80-745

MEMORANDUM

TO : TYRONE T. KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : AKIRA FUJITA, ACTING DIRECTOR

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR
HAWAII MUSIC CENTER-INTERMEDIATE COMPLEX

We have reviewed the traffic pattern proposed for the project and recommend that the drive through pattern be from Kalaimoku Street to Kuhio Avenue instead of from Kuhio Avenue to Kalaimoku Street. We believe that the left turns into the site from Kuhio Avenue will cause heavy congestion on Kuhio Avenue.

Particular attention should be given to the possible overload on the bus loading facilities. Appropriate countermeasures should be planned for any such overload, since the stacking of buses on the streets cannot be tolerated. The City transit route is on Kuhio Avenue.

AKIRA FUJITA
Acting Director

✓ cc: Wilbert Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. Akira Fujita
Acting Director
Department of Transportation Services
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated April 7, 1980

Dear Mr. Fujita:

As a result of your comments and similar ones by the HPD, we have requested a further evaluation of the circulation pattern by the project architects. The routing of traffic through the complex from Kalaimoku Street to Kuhio Avenue was re-examined.

The conclusion was that the resulting circulation pattern would cause the majority of buses coming to the HMC to proceed Ewa on Ala Wai to Olohana (or other one-way makai thoroughfares such as Keoniana, Niu or McCully). They would then move makai to the traffic lights at the intersection of Kuhio and Olohana, where congestion occurs due to phasing of lights at the Kuhio/Olohana and Kalakaua/Olohana intersections.

Once buses cross Kuhio, they would be in conflict with municipal buses which make their turn at Kuhio/Olohana to get to Saratoga. Additionally, Kalakaua Avenue is quite congested at the intersection of Kalaimoku and Kalakaua. In entering the HMC from Kalaimoku, buses may have to swing into the left hand lane in order to turn right into the HMC.

We agree with your concern for the possible overloading of the HMC drive-through. Mitigating measures have been planned to minimize the stacking of buses on Kuhio Avenue. In addition to the measure of providing hired police officers for traffic control and scheduling of bus arrivals/departures, Pacific Entertainment is currently negotiating the use of an additional parking area in the immediate vicinity. In a pinch, it is conceivable that buses may be instructed to wait there until the drive-through can accommodate them.

As noted by members of your Traffic Planning Division, the issue may require further discussion. As such we will be happy to continue them at their earliest convenience.

Thank you for your comments and participation in the EIS process. Mahalo!

Sincerely,

Wilbert C.F. Chee

WCFC:tg



University of Hawaii at Manoa

Environmental Center
Crawford 317 • 2550 Campus Road
Honolulu, Hawaii 96822
Telephone (808) 910-7301

Office of the Director

April 7, 1980

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

RE:0306

Dear Sirs:

Environmental Impact Statement
Hawaii Music Center - Entertainment Complex
Waikiki, Oahu

The Environmental Center has reviewed the above cited DEIS with the assistance of Tim Chow, Geography, Urban Planning, John Sorensen, Geography, and Barbara Vogt, Environmental Center.

Our reviewers have expressed strong reservations concerning the adequacy of the DEIS. Of particular concern is the question of appropriateness of the facility in a designated buffer zone, inadequacy of mitigative measures relating to the problems of parking, traffic congestion, and noise, and the lack of alternatives. Furthermore, we do not see any evidence that either the Waikiki Neighborhood Board or the Waikiki Residents Association were consulted in the preparation of the DEIS. Relationship to the land use, policies, and controls for the affected area. (EQC regulation no. 1:42,d).

There is a singular lack of consideration regarding the properties adjacent to the site. Only Kuhio Theater and Hula's Bar and Lei Stand have been specifically mentioned. As presented in the DEIS, the proposed structure would not "blend" with the existing forms in the area, particularly that of the Conlis restaurant. In addition, the extreme height of the building compared to the surrounding structures would block mauka views from Kalakaua Avenue.

The Waikiki Special Design District ordinance specifies that part of the property (fronting Kuhio Avenue) should be used for residences or apartments. The intent of the ordinance was to protect residents in this quarter of Waikiki from the expansion of the resort-commercial facilities which generate inordinate amounts of noise, air-pollution, and traffic congestion. Most of these "spillover effects" will be concentrated during the late evening and early morning hours when most of the 2700 residents in that census tract 20.02 (1976 census figure) are presumably trying to relax or sleep.

If a facility such as is proposed is warranted, there is no inherent reason why it should be located on this parcel of land. If most of the customers will arrive by private bus, then why is this entertainment center located in this portion of Waikiki or even in Waikiki itself? The need for such a facility has not been supported other than through such statements as the "sheer numbers of new tourists" and a possible educational opportunity for a limited number of University of Hawaii students. No efforts were made, for example, to develop functional linkages with the Kuhio Theater nearby.

Probable Impact of the Proposed Action (EQC Regulation 1:42,c) Noise, Traffic, and Air Pollution

We concur with the premise that the levels of noise, air pollution, and traffic congestion in the area are already high. However, this is all the more reason, not less, that high priority should be given to the incremental worsening of conditions. We question the statement, "While nonetheless adverse, the expected additional traffic and noise levels generated by HMC would be consistent with the character of Waikiki" (page 42). This is contrary to the statement on page 27 that "what may disturb nearby residents are noises stemming from tour buses and automobiles departing (or entering) the Center." Tour bus noise levels are quoted as ranging from 72 dBA to 90 dBA (page 27).

Lack of on-site parking will mean that all businesses and residents within walking distance of the center will be adversely affected by the increased traffic and competition for parking. Traffic circulation on two of Honolulu's busiest streets (Kuhio and Kalakaua) will increase the pressure for widening. What kinds of provisions have been made for pedicabs, taxis, or rental cars?

Increases in demand generated by the project for public transportation and police services, particularly in traffic control, will be far from "negligible." The question of adequate sewer capacity has not been answered affirmatively.

Alternatives to Proposed Action (EQC Regulation 1:42,g)

The lack of feasible alternatives to the proposed project contradicts the objectives of the EIS system. Such a facility might be a good idea, if well designed and fit to the surrounding area. Acquiring adjacent land for the project would allow the developed to increase the amount of space for parking and circulation and for landscaping (buffer).

Another alternative would be to scale down the project, reducing height and seating capacity on the existing parcel. Facilities for dining and food preparation and the cocktail balconies could be eliminated since ample opportunities exist within walking distance of the proposed project. More space could be available for parking and landscaping.

We appreciate the opportunity to comment on this document and hope our review will be of use in preparing the Final EIS.

Sincerely,


Donk C. Cox
Director

DCC/lmk

cc: Tim Chow
John Sorensen
Barbara Vogt

April 15, 1980

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

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated April 7, 1980

Dear Dr. Cox:

We have reviewed your letter and offer the following responses to your concerns.

Inadvertently, a copy of the DLU's Preparation Notice was not mailed to the Waikiki Neighborhood Board. The Waikiki Residents Association was mailed a copy of the Preparation Notice and copies of the EIS were mailed to both organizations for review. As of 7 April, the last day of the 30-day EIS review period, only the Waikiki Residents Association had commented on the EIS.

We do not understand your statement "there is a singular lack of consideration regarding the properties adjacent to the site. Only Kuhio Theater and Hula's Bar and Lei Stand have been specifically mentioned." References to adjacent properties other than that cited above occur on pages 1 (3rd paragraph) and 13 (Item 1. The Site and Adjacent Uses).

Granted, the Hawaii Music Center (HMC) will stand above the "surrounding structures" (we presume this refers to the two-story structures) and would block some mauka views from Kalakaua Avenue. But for the most part, these views are voids between the taller structures lining Kuhio Avenue which already obstruct mauka views; (La Casa at 22 stories and the Four Puddles at 25 stories). It should be noted that the proposed building height (116 feet) has been reduced to approximately 100 feet.

Our statement about the HMC "blending well with Canlis Restaurant and Hula's Bar and Lei Stand" (page 38) was in reference to the exterior design of the HMC and not the building per se. Given design similarities---slanting roof lines and exterior moss rock walls---the HMC should blend and relate well to the Canlis Restaurant.

Current City and County zoning maps indicate the property fronting Kuhio Avenue (and surrounding parcels) to be within the Resort Commercial Zone. As such, residences or apartments are not the intended use of the parcel in question.

Dr. Doak C. Cox
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Two

One reason for locating the project in Waikiki is its role as the major resort, recreation, and entertainment center on Oahu. Selecting the subject property as the site of the HMC was predicated on land availability and favorable leasing conditions. As mentioned on page 42, Pacific Entertainment Corporation sought to locate an operation similar to HMC at the Hawaiian Village but definite plans were not made.

Additionally, the number of buses cited are "worst case" assumptions for EIS purposes. It is expected that a number of daily HMC patrons will be walk-in tourists, not associated with specific groups.

We see no reason to explore functional linkages (at this time) with the Kuhio Theater which offers entertainment of a different variety than that proposed for the HMC.

Probable Impact of the Proposed Action (EGC Regulations 1:42e) Noise, Traffic, Air Pollution

Your point in taking exception to the statement on page 42 is well taken. It was included to recognize that the impacts to be expected are those which already exist in the Waikiki environment.

We do not quite understand your comment about lack of on-site parking. As indicated in the EIS parking will be provided in the HMC structure for its patrons. In addition, those parking stalls exclusively devoted to Canlis Restaurant will be accommodated in the HMC parking structure. The Pacific Entertainment Corporation is also presently negotiating a lease for additional off-site parking in the immediate area, to provide more parking for its patrons.

It should be noted that some nearby businesses do not have on-site parking facilities but rely on the existing paid parking lot, the nearby municipal lot, and on-street parking to accommodate the parking needs of their patrons. In the future, it may be possible to provide some parking for these businesses on a space available basis in the HMC parking structure.

Pedicabs and taxis would probably be permitted to discharge passengers but not park in the drive-through when buses are loading/unloading passengers. If patrons are driving rental cars, the cars would be parked in the parking structure as with other vehicles.

At this time, Pacific Entertainment Corporation proposes to make available "blocks of seating" to tour operators who would be responsible for ticket sales and transporting patrons to the HMC. Because of this marketing approach adverse demands posed on public transportation are not anticipated. Walk-in patrons are expected, but will primarily be from the general Waikiki hotel areas, and as such will probably arrive on foot.

Dr. Doak C. Cox
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Three

Pacific Entertainment Corporation is well aware of the potential traffic to be generated by the project and its effects on traffic flow. As one measure to mitigate traffic impacts, off-duty police officers will be employed for traffic control.

The Department of Public Works has informed Pacific Entertainment Corporation (PEC) of the inadequacy of the existing on-site sewer. A relief sewer, along with other possible alternatives, is being considered by the project engineer, and the issue will be resolved with a final determination by the Department concerning what infrastructure will be installed.

Alternatives to Proposed Action

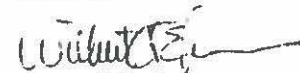
Pacific Entertainment Corporation is not presently considering alternatives to the proposed action presented in this EIS. Therefore, from this standpoint, no alternatives other than the aforementioned Hawaiian Village attempt has been considered.

An attempt to acquire some land adjacent to the project site was made, but unsuccessful due to lack of interest by its owner. As previously mentioned, Pacific Entertainment is currently attempting to lease an additional off-site area close by to further service parking needs of its patrons.

Subsequent to the preparation of the Draft EIS, plans for the structure have been modified to include a reduction in height (from 116 to 100 feet) and maximum capacity (from 1400 to 1300). To eliminate dining and food preparation facilities and the cocktail balconies significantly detracts from the intent of the proposed project. The end result is a theater or concert hall similar to other showrooms in town and contrary to the type of facility envisioned by Pacific Entertainment Corporation.

Thank you for your comments and participation in the EIS process.

Sincerely,



Wilbert C.F. Chee

WCFC:hg

GEORGE R. ANIYOSHI
GOVERNOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
OFFICE OF THE GOVERNOR
810 HALEKALANUI A ST
ROOM 301
HONOLULU, HAWAII 96813

March 31, 1980

RICHARD O'CONNELL
DIRECTOR
TELEPHONE NO.
548 6016

Mr. Tyrone T. Kusao
March 31, 1980
Page 2

Mr. Tyrone T. Kusao, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Kusao,

SUBJECT: Environmental Impact Statement for
Hawaii Music Center - Entertainment Complex

We have reviewed the subject EIS and offer the following
comments for your consideration:

PAGE 1

The existing parking lot should be discussed in more
detail. Is the existing parking lot for paid public parking,
free parking or private parking? How large is the lot? How
many cars will be displaced by the proposed development? Will
the proposed number of stalls be of sufficient capacity to
serve the needs of the restaurant, bar and the music center?

PAGE 9

The HMC is conceived to be an added tourist attraction
in Waikiki. Considering the already large number of exist-
ing tourist oriented shows, have studies been conducted to
determine if this type of facility would indeed attract
large number of tourists? What impact will this project
have on other shows in the area?

Figure 2

The buildings shown in Figure 2 should be identified.
Are these existing buildings or proposed developments?

PAGE 11

Since only a 69 percent capacity attendance figure is
expected, could the project scale be reduced to accommodate
a lesser number of people?

PAGE 15

Will allowable noise levels be exceeded during or after
construction?

PAGE 22

Will construction interfere with operation of nearby
businesses?

PAGE 25

Hours of peak restaurant patronage may conflict with the
7:30 - 9:00 p.m. show times. A discussion of resulting traf-
fic congestion, parking difficulties and impacts on air
quality in the immediate area should be included in the EIS.

PAGE 39-40


The cumulative impacts on existing facilities of the
proposed action together with other projects currently being
constructed or proposed for the Waikiki area in general should
be considered. Will the Board of Water Supply be able to
supply the total demand? Will additional facilities be
required? Are sewer and road capacities adequate?

ENERGY

Have any energy conservation systems been incorporated
into the design of the project? Natural ventilation? Solar
heating and cooling? Others?

We thank you for the opportunity to review the subject EIS
and look forward to the revised statement.

Sincerely,


Richard L. O'Connell
Director

cc: Wilbert C.F. Cheo

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. Richard L. O'Connell
Director
Office of Environmental Quality Control
550 Halekiauila Street, Room 301
Honolulu, Hawaii 96813

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated March 31, 1980

Dear Mr. O'Connell:

We have reviewed your letter and offer the following responses to your concerns.

Page 1

The subject property which totals approximately 30,694 square feet (See pages 1 and 8 in the EIS), serves as a parking lot for both Canlis Restaurant and the general public. The portion exclusively used by Canlis contains thirty-three stalls (including two taxi stalls). The other portion of the site is a paid parking lot as noted in the EIS.

The parking stalls exclusively devoted to Canlis will be accommodated in the HMC parking structure. It should be noted that some nearby businesses do not have on-site parking, but rely on the existing pay lot and the municipal lot one block away to accommodate patrons. It may be possible to provide some parking for these businesses on a space available basis at the HMC.

Page 9

A market analysis for the Hawaii Music Center was prepared for Pacific Entertainment Corporation by ERA/FMA Pacific in August 1979.

As currently envisioned, the HMC will feature a multi-media daytime show; a major, live Hawaiian-themed dinner and cocktail show, plus numerous live specials featuring name entertainers. Because the dinner/cocktail show is Pacific Entertainment Corporation's "base" show, the potential impact of this show on other similar shows in Waikiki will be discussed. ERA/FMC Pacific analyzed current conditions in the dinner/show market in Waikiki. Sixteen of the major shows were surveyed and current annual show attendance estimated to be 2.56 million. Based on annual attendance estimates, three Waikiki shows---a polynesian-themed show and two name headliner shows---do over 30% of the total dinner/cocktail show market.

The current dinner/cocktail show market is projected to reach 2.0 million patrons by 1981. It is believed that the Pacific Entertainment Corporation base show can capture ten percent of the 1981 market. At 10% of the projected 1981 market, the base show could average 1,007 persons per night or 69% of the facility capacity.

Mr. Richard L. O'Connell
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Two

It is the opinion of ERA/FMC Pacific that the Pacific Entertainment Corporation base show can do at least as well as the top dinner shows in Waikiki provided that the show's quality is excellent and well promoted. With the HMC, Pacific Entertainment Corporation will provide a facility far superior to any facility currently existing in Waikiki.

Figure 2

Aside from the Hawaii Music Center, all buildings shown in Figure 2 are existing buildings. These have been identified as such in the Revised EIS.

Page 11

Pacific Entertainment Corporation does not expect only a 69% capacity attendance per show. The 69% was used only to project average attendance potential based on current market information.

Page 15

It is reasonable to expect that noises emanating from construction equipment will exceed allowable noise levels. As stated in the EIS (page 20):

"In general construction noise can be expected to create temporary nuisances to residents and commercial establishments in the immediate area until the HMC is fully constructed."

After construction, noise emanating from within the HMC is not anticipated to adversely affect the surrounding environs. Architecturally and acoustically, the building is designed to minimize sound transmission outside the confines of the showroom.

What may disturb nearby residents are noises stemming from buses and automobiles departing (or entering) the HMC. Tour bus noises range from 72 dBA (while cruising) to 98 dBA (when accelerating from a stop). These noises will probably be louder than existing noises and would mask background noises, thus being the most identifiable source.

All activities at the HMC, to include construction, vehicle traffic and HMC equipment (air conditioning units, vents, etc.) must comply with the provisions of Public Health Regulations, Chapter 44A, Vehicular Noise Control for Oahu; and Chapter 44B, Community Noise Control for Oahu.

Mr. Richard L. O'Connell
Environmental Impact Statement
For the Hawaii Music Center
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Page Three

Page 22

It is conceivable that construction activities, that is the movement of men, materials, and equipment on and off-site, as well as noise, dust, debris, and periodic blockage of access (albeit temporary) may interfere with the operation of nearby businesses.

It is also conceivable that these businesses could provide goods and services that could be purchased by workers on the project. In this context, such businesses would also stand to gain some short-term economic benefits during construction.

Page 25

A discussion of potential traffic congestion and impacts on air quality were included in the Statement.

Parking is a premium in Waikiki. Should a disproportionate share of resident to visitor attendance arise with a concomitant increase in number of automobiles, an additional (but undetermined) number of vehicles can be accommodated in the HMC parking lot by valet type parking. Other vehicles would have to seek on-street parking elsewhere or park at the municipal lot at Kuhio Avenue and Lewers Street. In addition, Pacific Entertainment Corporation is negotiating a lease for more parking space from a nearby site to accommodate HMC patrons.

Page 39-40

In their comments to the EIS, the Board of Water Supply (BWS) has indicated that a water commitment cannot be made for the project until allowable pumpages are established for the Pearl Harbor Basin by the State Department of Land and Natural Resources. As allowable pumpages are now established, the BWS will determine whether the water system has enough reserves to accommodate new developments.

The existing 6-inch sewer line on the property is inadequate for the proposed project. A sewer connection will be constructed by the developer and will tie into a main along Kuhio Avenue, either through the Kuhio Avenue portion of the site or via a relief sewer to Kuhio under Kalaimoku, pending further discussions with the Department of Public Works.

The capacity of Kalaimoku Street and Kuhio Avenue has not been calculated. It is assumed that both thoroughfares can accommodate buses and automobiles entering/departing the HMC. Potential traffic impacts are discussed both in the EIS and the Revised EIS.

Mr. Richard L. O'Connell
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Four

Energy

Although project architects have indicated that conventional solar and heat capture systems were considered in the design process, none have been incorporated into the design.

Natural ventilation, due to the theater uses of the structure was deemed to be incompatible. While the use of natural ventilation for the proposed HMC might be desirable from an energy-savings standpoint the nature of the proposed stage shows is such that it will be necessary to insulate them from the traffic noise and gusty winds that are often a part of the Waikiki outdoor environment. Air conditioning will also be necessary to insure rapid removal of airborne contaminants generated by patrons choosing to smoke within the building.

Thank you for your concern and contribution to our EIS.

Sincerely,



Wilbert C. F. Chee

WCFC:hg

DEPARTMENT OF GENERAL PLANNING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU 9, HAWAII 96813



March 28, 1980

MEMORANDUM

TO : MR. TYRONE T. KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : GEORGE S. MORIGUCHI, CHIEF PLANNING OFFICER

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR HAWAII MUSIC
CENTER, WAIKIKI, DATED FEBRUARY 1980
COMMENTS REQUESTED MARCH 5, 1980

We offer the following comments.

Adequacy of Sewers - The EIS indicates the presence of an existing 6-inch sewer line in a utility easement under the project site (p. 39). There is no discussion as to the nature of the easement (in favor of whom?). It should be noted that the existing sanitary sewer is inadequate to serve the proposed development, and a relief sewer on Kalaimoku Street can be built on Kalaimoku Street and be connected to the Kuhio Avenue sewer. (See letter of February 13, 1980 from Chief Engineer to Wilbert Chee in appendix.)

Air Pollution - The EIS indicates that carbon monoxide concentrations at the two selected receptor sites are likely to exceed air quality standards in 1981 with or without the additional traffic generated by the Hawaii Music Center. It is also indicated that emissions from the indoor auto and bus parking and loading areas are to be collected by a mechanical ventilation system and vented to the atmosphere at a height of about 20 meters above ground level (p. 34). With mechanical ventilation, it may be possible to provide "scrubbing" or absorption facilities so that the carbon monoxide is removed from the air before it is vented outside to the atmosphere.


GEORGE S. MORIGUCHI
Chief Planning Officer

GSM:fmt
cc: Mr. Wilbert Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. George S. Moriguchi
Chief Planning Officer
Department of General Planning
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

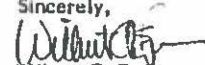
SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated March 28, 1980

Dear Mr. Moriguchi:

We have reviewed your letter of 28 March 1980 and offer the following responses to your comments.

- (1) The disposition of the 6-inch sewer line in the easement is indeterminate at this time pending further discussions between the project engineer for the project and the Wastewater Management Division of the Public Works Department. Your comment on the inadequacy of the present sanitary sewer is acknowledged. Therefore, either a relief sewer under Kalaimoku to the Kuhio Avenue sewer, or a direct link to the Kuhio Avenue sewer from the Kuhio frontage will be provided. This determination would be made in discussions between the project engineer and the Wastewater Management Division, and the Adequacy Permit (Sewer) Review.
- (2) Even with the use of mechanical ventilation it is not now technologically feasible to employ "scrubbing of absorption" as internal engineering control techniques to limit carbon monoxide emissions to the outside air because neither of these techniques is effective in removing this particular pollutant from air at normal ambient temperatures. Other than control devices such as catalytic converters applied directly to individual automobile combustion gas exhaust streams the only other engineering control method for removing carbon monoxide from exhaust streams is the afterburner, a device which burns a lean mixture of fuel in the air in order to recreate the conditions necessary for carbon monoxide to complete the oxidation process and emerge as carbon dioxide. The benefits of installing an afterburner in the mechanical ventilation system would be marginal and required fuel consumption would be a waste of a limited resource. In short, such a method is not cost-effective and has therefore not been employed anywhere except on large industrial emission sources where exhaust gases are already at a sufficiently high temperature to make little additional fuel necessary to complete the combustion process.

Thank you for your comments and participation in the EIS review process.

Sincerely,

Wilbert C. F. Chee

WCFC:hg

ALEXANDER YOUNG BUILDING, SUITE 458 • 1015 BISHOP STREET • HONOLULU, HAWAII 96813 • TEL. 533-6810

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
650 SOUTH BERETANIA
HONOLULU, HAWAII 96843



COPY

FRANK F. FASI, Mayor
YOSHIE H. FUJIMAKI, Chairman
DAI QUON PANG, Vice Chairman
RYONICHI HIGASHIMURA
TERESITA H. JUDINSKY
WALILEA S. MYAHIMA
ROBERT A. SOUZA
CLAUDE T. YAMAMOTO

March 20, 1980

KAZU HAYASHIDA
Manager and Chief Engineer

TO : MR. TYRONE T. KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : KAZU HAYASHIDA
BOARD OF WATER SUPPLY

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR HAWAII MUSIC
CENTER-ENTERTAINMENT COMPLEX, WAIKIKI, OAHU

We cannot, at this time, make a water commitment to this project due to the State Department of Land and Natural Resources' designation of the Pearl Harbor Basin. This basin supplies all of the water for the Pearl Harbor area and a major portion of the water for the Honolulu and Waianae areas.

The State plans to establish the allowable pumpages of all our wells in the Pearl Harbor Basin on March 28, 1980. After the allowable pumpages are established, we will determine whether or not our system will have the excess water reserves to accommodate new developments. Therefore, until the allowable pumpages of our wells are established, we will not be able to guarantee that additional water will be available to accommodate this project.

The applicant should contact the Board of Water Supply after March 28, 1980 to find out if water can be made available to his project.

Should you have questions or require additional information, please call Lawrence Whang at 548-5221.

KAZU HAYASHIDA
Manager and Chief Engineer

cc: Wilbert C. F. Chee
Office of Environmental
Quality Commission

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

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

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated March 20, 1980

Dear Mr. Hayashida:

Thank you for your letter of March 20, 1980 which we have forwarded to Pacific Entertainment Corporation for its information. Pacific Entertainment Corporation or the consulting architects will be submitting project plans in the near future for BWS review. We understand that the BWS now has a water commitment and the issue of allowable pumpages is resolved.

Thank you for your participation in the EIS.

Sincerely,

Wilbert C. F. Chee

WCFC:hg

ALEXANDER YOUNG BUILDING, SUITE 458 • 1015 BISHOP STREET • HONOLULU, HAWAII 96813 • TEL: 633-6810

Speaker
DAME H. WAKAMOTO
Vice-Speaker
DAME I. KHUNO
Majority Leader
HENRY HANABUSA, JR.
Minority Leader
KATSUO YAMADA

HOUSE OF REPRESENTATIVES
THE TENTH LEGISLATURE

STATE OF HAWAII
NAI'AU MAOLI
HONOLULU, HAWAII 96813

April 9, 1980

Deputy Speaker
JACK K. SOWA
Clerk
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KATSUO YAMADA
Deputy Clerk
MITSUO KAWANOE
Floor Clerk
HERBERT HARRIS
Floor Manager
CHRISTOPHER A. BRODER
GERALD K. MATHIAS

Mr. Wilbert C.F. Chee
Alexander Young Bldg., Ste. 45B
1015 Bishop Street
Honolulu, HI 96813

Dear Mr. Chee:

Subject: Draft EIS for the Proposed Hawaii Music Center

Members
HERBERT H. HOGAN
ANTHONY P. LUJANAN
Nancy
ROBERT D. BORN
DORIS B. BANTA
Floor Manager
JACK T. ARMSTRONG
BARBARA STARBUCK

I have reviewed your draft Environmental Impact Statement (EIS) regarding the proposed Hawaii Music Center and the following points reflect my major concerns. I'm sorry that this response is late, but my legislative demands have prevented a timely reply. I hope that my remarks, however, are still relevant.

In particular, my concerns are that:

1. The choice of showtimes given for the proposed project does not seem to take advantage of the Traffic Count in Appendix B in terms of avoiding peak-hour traffic generation. Specifically, afternoon traffic Ewa bound on Kuhio Avenue one hour prior to the start of the 1:30-3:00 p.m. daytime show is at its second highest level of the day, 417, as compared to the highest level of 431.

Furthermore, the 3:30 exit time for this same show coincides precisely with the second highest afternoon traffic peak on Kalaimoku, 411, as compared to the highest afternoon level of 577. I note that there is a higher level of 680 between 11:00 a.m. and 12:00 noon on Kalaimoku Street, but also noticed that there are no shows proposed for the morning hours. Also, the cocktail show seems to have the same scheduling problem because the hour before the 10:30 p.m. - 12:00 midnight show falls exactly within the peak period of traffic flow Ewa bound on Kuhio Avenue. The dinner show also suffers from this scheduling problem although to a lesser degree.

Members
TED J. BROWN
CANTICK Y. YEE
Floor Manager
HERBERT
BERNARD KOBAYASHI
Deputy Clerk
GREGORY KAMATA
PAUL E. LAYNE
Floor Manager
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Floor Manager
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KATHLEEN HUI

Members
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Floor Manager
CLARENCE HANABUSA
DONALD H. HANABUSA

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OREN HANABUSA
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DAME I. KHUNO
DORIS B. BANTA

Mr. Wilbert C.F. Chee
April 9, 1980
Page 2

A slight readjustment of showtimes might alleviate the problem, both from the standpoint of peak hour traffic flows and to the convenience of the tour bus companies which would carry most of the project's patrons.

2. With regard to short-term traffic impacts during construction, some discussion of alternative parking arrangements for Canlis' patrons should be included. Also, proposed construction may cause a blocking of Kalaimoku Street disrupting normal traffic patterns on an artery to Ala Wai Boulevard. Although you speak to this problem, you don't discuss options.
3. My questions about long-term traffic impact are:
 - a) Some discussion of the likelihood and plans for valet parking should be included, especially as they relate to anticipated needs for more parking space when higher local resident attendance of Hawaii Music Center shows can be expected. Such measures are important in order to alleviate some of the pressure of competition for parking in the surrounding community during such occasions. If other alternatives exist to relieve this pressure they should be discussed as well, especially in view of the possibility of using the Hawaii Music Center as an alternative to the Neal Blaisdell Center for resident entertainment activities.
 - b) Another problem seems to be the probability of a queuing up of buses in the left lane Ewa bound on Kuhio Avenue at Launiu Street, the main entrance to the proposed project. Specifically, the traffic flow at the time the shows are scheduled could create a traffic jam, with as many as 6-7 buses waiting to turn left. Therefore, how buses are scheduled to service the proposed project, as well as alternative showtimes, should be more thoroughly discussed in the EIS.
 - c) Arrangements with Canlis' must also include long-range planning. Of particular interest with regard to parking is whether or not Canlis' would have dedicated parking stalls to replace the 50 it would be losing to the proposed project and if not, what arrangements would be made to accommodate Canlis' patrons on crowded nights at the proposed project. Also, further discussion of the likelihood of mixed bus and automobile traffic in the 'drive-through' area of the proposed project would be most helpful.

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

4. Finally, under miscellaneous concerns, I have several:

- a) Increased noise levels from tour buses and their impact on residents of the area;
- b) Construction activities' effects on nearby business concerns specifically with respect to access and containment of dust and debris;
- c) Probable adverse impact on visual environment of adjacent concerns only two stories in height versus proposed project height of approximately ten stories;
- d) Lack of reference to relief sewer proposed by Department of Public Works (City and County of Honolulu) to be built on Kalaimoku Street and connected to Kuhio Avenue sewer in order to remedy inadequate 6" existing sanitary sewer. Particularly important is the effect on the length of time the proposed project will take as a result of this need to change the infrastructure associated with the project; and
- e) In particular, I am troubled by your attitude regarding the seriousness of traffic and noise in Waikiki. I was dumb-struck by your glib summary that:

"Waikiki, especially in the evenings on weekends is invariably expected to be crowded, noisy and congested. Parking at such times, as anyone familiar with Waikiki will know well, is at a premium. Residents of Waikiki have learned to live with these characteristics. While nonetheless adverse, the expected additional traffic and noise levels generated by the HMC would be consistent with the character of Waikiki."

Thank you for this opportunity to comment. I would welcome further discussion of my concerns with you.

Sincerely,



KINA'U BOYD KAMALI'I
House Republican Leader
Eleventh Representative District

KBK:ek

cc: Dept. of Land Utilization
City & County of Honolulu

Representative Kina'u Boyd Kamalii
House Republican Leader
Eleventh Representative District
State Capitol
Honolulu, Hawaii 96813

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated April 9, 1980

Dear Representative Kamalii:

Thank you for your comments. We do in fact consider them relevant and chose to repond and include them in our EIS even though the deadline has passed.

1. You are correct in stating that the P.M. traffic counts are second only to the highest of the day for Ewa bound Kuhio traffic and Kalaimoku traffic, and your point is well taken. The consideration by the Pacific Entertainment Corporation in scheduling avoidance of peak traffic hours was more heavily influenced by evening shows when expected volumes are greater (maximum "worst cases" of 1000 and 1400 versus 400 for the daytime show). Also Koko Head bound Kuhio traffic was a greater influence as it, in general, exceeded Ewa bound levels (by as many as 3.7 times at 5-6 P.M., but less from 12 P.M. to 5 A.M.). Koko Head bound traffic is also greater in the early evening hours.

Other factors such as employee shifts, preparation time, rest time for performers (evening shows) and the anticipated attracting potential of morning shows also influenced the tentative showtimes presented in the EIS. The showtimes chosen are not inflexible and readjustments, based on observations and experiences during the initial "shakedown" months, may indeed be warranted as you suggest. Tour and bus operators will also be consulted during this period.

2. An arrangement with Canlis' Restaurant presently includes the availability of spaces to replace those which are displaced by the HMC, and the added service of maintenance and free use of HMC parking attendants and any valet parking services. Pacific Entertainment Corporation has arranged to accommodate all Canlis' parking on Consolidated Amusement property, immediately across the street.

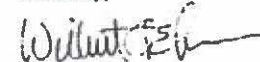
Construction activities may cause temporary blocking of Kalaimoku Street. Blockages of longer duration would be subject to the permission of the police department. Some activities such as tie-ins for utilities cannot entertain alternatives. However others which require some street blockage (such as crane assembly) have the less desirable alternative of occurring on Kuhio Avenue, a heavier travelled roadway. No other open frontages exist for the site.

3. (a) The provision of valet parking at this point in time is an almost certainty. This would increase the parking capacity at the HMC with a more efficient use of available parking area. Pacific Entertainment Corporation is also currently negotiating to lease other parking space in the immediate area. As the final amount of space is not presently known, no definite figure has been given.
- (b) Your concern over bus queues is equally shared by others involved with this project. The maximum capacity of the HMC has recently been reduced to 1300 persons. As a consequence the 5-7 buses anticipated may be 3-5. The primary mitigating measure as you note is scheduling. The Pacific Entertainment Corporation intends to develop a bus staging schedule tentatively based on tour group seating blocks and experiences during its first weeks of operation.
- (c) Arrangements with Canlis' are discussed in item no. 2. All arrangements would be in effect even on crowded nights with full services provided Canlis'.
- Mixed bus and automobile traffic in the drive-through area may be expected to occur.
4. (a) Increased noise levels from tour buses and their possible disturbance to residents of the area has been recognized in the EIS.
- (b) Equipment movement and other construction activities may be expected to at times momentarily hinder access to those businesses immediately adjacent to the site on Kuhio Avenue. Containment of dust and debris will be a requirement of the Contractor although it is inevitable that some airborne dust would be created during the 14 month construction period.
- (c) Although the immediately adjacent parcels contain 2 story structures, the visual environment of the area is also greatly influenced by the La Casa (22 stories), the Four Paddle (25 stories), and the Kuhio Theater.
- (d) The relief sewer suggested by the Department of Public Works is being considered along with other possibilities, and will be constructed if discussions with the Wastewater Management Division determine that it is the best alternative. The projected construction time is not expected to be affected by such sewer improvements.

- (e) Please accept my apology for a statement which troubled you. The intent was to recognize the current unpleasant conditions of noise, congestion and lack of parking in Waikiki today. As with noting that the HMC would also generate the same kinds of traffic and noises, we would be somewhat remiss in our EIS if we did not recognize this point.

We appreciate the devotion of time and effort from your busy legislative schedule to prepare comments to this EIS. Mahalo!

Sincerely,



Wilbert C. F. Chee

WCFC:hq

Waikiki
Residents
Association

B 4 a 1720 Ala Moana Honolulu, HI 96815 537-5384

April 5, 1980

Department of Land Utilization
City and County of Honolulu
650 South King St.
Honolulu, HI 96813

Gentlemen

Thank you for a copy of the Environmental Impact Statement on the Hawaii Music Center-Entertainment Complex, which reached us indirectly and through the office of the Waikiki Improvement Association.

Because we are on-the-spot in the neighborhood, we are concerned about traffic, noise and air pollution problems in this already very congested area of Waikiki. The number of tour buses required to transport people to the Center are a real concern to us and would contribute to the problems we mention and this is all in addition to the auto traffic.

We have in our possession documented statements from neighbors in the area, complaints of the noise and pollution especially. The Hawaii Music Center would seem to compound the problems some more. At the present time we are trying to help work on these problems with the residents, bus companies and proper governmental agencies.

Thank you for taking our comments into consideration.

Sincerely yours
Georgia E. Miller

President Waikiki Residents Association

cc Wilbert C. F. Chee, Wil Chee-Planning

* Lon Breaner, Chair Environmental Quality Commission

* May the Waikiki Residents Association be placed on the Commission's mailing.

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Ms. Georgia E. Miller
President
Waikiki Residents Association
1720 Ala Moana, B4a
Honolulu, Hawaii 96815

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated April 5, 1980

Dear Ms. Miller:

We have reviewed your letter and offer the following responses to your concerns:

A number of reviewers of the EIS have also expressed concern about traffic, noise, and air quality problems in the immediate area that are likely to result from the proposed project.

It is acknowledged that these problems cannot be eliminated, but the operators of the HMC have proposed several measures in attempting to mitigate these impacts. For example, to mitigate potential traffic related problems showtimes have been tentatively scheduled to avoid peak hour traffic, especially on Kulio Avenue and in the high volume Koko Head direction. Another measure is to schedule bus arrivals with tour operators so that buses can be staggered over a period of time. A third measure is to employ an off-duty police officer for traffic control. These measures will be seriously evaluated during the initial "shakedown" period and readjustments to showtimes may be made if warranted.

Noise emanating from within the HMC is not anticipated to adversely affect the surrounding environs. Because it is a showroom (with production capabilities) sound quality and reproduction are essential. Architecturally and acoustically, the building will be designed to minimize sound transmission outside the confines of the showroom. Pacific Entertainment Corporation is aware that noises stemming from buses and automobiles departing or entering the Center could be the source of additional disturbance to the area. It is difficult to mitigate such noises as they are usually predicated on the habits of bus/automobile drivers and the operating condition of the bus. Your letter does, however, suggest another potentially feasible mitigative measure, that is to work with tour operators and bus drivers themselves in an attempt to minimize noises from their buses. This possibility shall be explored further by Pacific Entertainment Corporation.

Thank you for your comments and participation in the EIS process. Mahalo!

Sincerely,

Wilbert C. F. Chee
Wilbert C. F. Chee

WCFC:hq



Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

RE: Hawaii Music Center-Entertainment Complex
Environmental Impact Statement Comments

To Whom It May Concern:

Life of the Land would like to complement Wil Chee-Planning on a good job in preparing this EIS. However, we still have a few comments.

As we stated in our review of the earlier Preparation Notice, our main concern is with parking, traffic flow and related problems. This concern is still valid in light of this EIS.

The present parking to be displaced by construction work, and eventually, by the HMC-EC, remains an unresolved issue. How will this displaced parking be taken care of during and after construction?

We understand that parking will be provided at the HMC-EC for patrons of the Canlis Restaurant. There is no mention, however, of providing parking for patrons of the other surrounding businesses who now use the present parking lot. Our own "casual study" shows that the parking lot is used by patrons of the surrounding businesses at peak hours, not only the diners of the Canlis Restaurant. We recommend that the HMC-EC plan to include the stated 120 parking stalls, rather than the lesser 95 stalls. The remaining 25 stalls could then be reserved for validated parking by patrons of the surrounding businesses.

Thank you for this opportunity to review and comment on this Environmental Impact Statement. We recommend that this project be deferred for further study to answer the above parking and traffic related questions.

Muhalo 6 Aloha,


Jim O'Rourke
LOL staff

JBOR/rls
CC: Wil Chee-Planning

Waikiki NB No.9

April 15, 1980

Mr. Jim O'Rourke
Life of the Land
404 Piikoi Street
Honolulu, Hawaii 96814

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated April 4, 1980

Dear Mr. O'Rourke:

We have reviewed your comments and offer the following responses to your concerns:

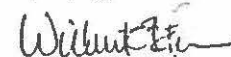
The Hawaii Music Center will be constructed in one phase over a 14 month period. At this time there are no plans to allow public parking on the site during construction.

Those parking stalls exclusively devoted to the Canlis Restaurant will be accommodated in the HMC parking structure. It should be noted that some nearby businesses do not have on-site parking facilities but rely on the existing public parking lot, the nearby municipal lot, and on-street parking to accommodate the parking needs of their patrons. In the future, it may be possible to provide some parking for these businesses on a space available basis in the HMC parking structure.

Additionally, Pacific Entertainment Corporation is now negotiating leasing arrangements for additional parking space in the immediate area of the HMC.

We appreciate your review and comment of our EIS and thank you for your participation in the process. Mahalo.

Sincerely,


Wilbert C.F. Chee

WCFC:hg

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET
HONOLULU, HAWAII 96813



FRANK P. YABI
MAYOR

WALLACE MIYAHIRA
DIRECTOR AND CHIEF ENGINEER

ENV 80-86

March 24, 1980

MEMORANDUM

TO : MR. TYRONE KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : WALLACE MIYAHIRA, DIRECTOR AND CHIEF ENGINEER

SUBJECT: EIS FOR HAWAII MUSIC CENTER - ENTERTAINMENT COMPLEX,
WAIKIKI, OAHU

We have reviewed the subject EIS and have the following comments.

1. The EIS does not satisfactorily discuss the matter of sewage disposal on two matters.
 - a. The disposition of the existing 6-inch sewer in the easement within the site has to be discussed. If the complex is built over the existing sewer, what provisions will be provided for structural protection and access for periodic maintenance?
 - b. Adequate sewer is not available to the complex under present conditions. Will a relief sewer be installed by the developer (owners) on Kalaimoku Street to provide the necessary connection to the Kuhio Avenue sewers?

Wallace Miyahira
WALLACE MIYAHIRA
Director and Chief Engineer

cc: Div. of Wastewater Management
(Planning Section)
Mr. Wilbert C. F. Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. Wallace Miyahira
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated March 24, 1980

Dear Mr. Miyahira:

We have reviewed your letter of 24 March 1980 and offer the following responses:

1. (a) The disposition of the 6-inch sewerline in the easement is indeterminate at this time pending further discussions between the project engineer and the Division of Wastewater Management. As such, a discussion of this topic would be unresolved at this point in time. However, be assured that the requirements of the Division of Wastewater Management on this matter, and final determinations of what structural protection and maintenance access is to be provided, will be adhered to.
- (b) At present, a direct connection to the Kuhio Avenue sewers via the Kuhio frontage of the site, or a relief sewer on Kalaimoku Street as you have noted are being considered. Pending further discussions with your Wastewater Management Division, the review for Adequacy Permit, and the final recommendation of the Division, the developer is prepared to install either of these alternatives to the satisfaction of the Division.

Thank you for your comments and participation in the EIS review process.

Sincerely,

Wilbert C.F. Chee
Wilbert C.F. Chee

WCFC:hg

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU, HAWAII 96813 & 19001 822 4415



March 24, 1980

TYRONE T. KUSAO
DIRECTOR

79/WSDD-23(SM)

Mr. Wilbert C.F. Chee
Page 2

- d. Another "worst case" situation would occur when a cocktail show attracts more local residents. In this case, 95 parking stalls would be totally inadequate. Assuming about 85% resident attendance or 1,200 people at 2.5 people per automobile, this could mean that approximately 400 vehicles would require on-street parking in Waikiki. During a weekend evening, this could be an untenable situation. Are there any plans to increase the parking capacity in such an event?

2. Reference: Pages 34-35

Comment: In the first paragraph, on page 34, 350 meters do not equal 100 feet; it equals about 1,150 feet.

The statement that by 1995, "all Federal AQS can be met at both sites even with the additional HMC traffic" is misleading. This is contingent upon: (1) the development of improved technology for reducing vehicular airborne emissions, and (2) some stabilization of development and traffic in Waikiki. Neither of these developments appears to be occurring at the projected rate.

We hope these comments are useful in the completion of the final EIS. If there are any questions, please contact Mr. Sampson Mar of our staff at 523-4077.

Very truly yours,


TYRONE T. KUSAO
Director of Land Utilization

TTK:ey

Mr. Wilbert C.F. Chee
Alexander Young Building, Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Chee:

Environmental Impact Statement
Hawaii Music Center
Waikiki, Honolulu, Oahu
Tax Map Key 2-6-1B: 10, 74, Por. 73

We have reviewed the above and have the following comments to offer:

1. Reference: Pages 23-26

Comment:

- a. Traffic is a sensitive issue in the Waikiki area, especially in the light of existing traffic congestion and lack of sufficient numbers of parking spaces. Therefore, a circulation plan for the Hawaii Music Center (HMC) should be provided. This plan should show the ingress and egress points for both buses and automobiles.
- b. If bus access is to be provided only from Kuhio Avenue, buses to the HMC would travel in the Ewa direction on Kuhio Avenue and then make a left (makai) into the HMC. This could create some problems of traffic congestion, particularly on a weekend evening around 9:30 p.m. for the proposed cocktail show. Will a storage lane on Kuhio Avenue be required? Will special traffic control, e.g., a policeman be necessary?
- c. If 23 buses were to arrive at the HMC at the same time, the "worst case" queue would be about 1,200 feet long (at 50+ feet per bus including spacing), or the queue would extend from the HMC five blocks in the Diamond Head direction to Seaside Avenue. How can these buses be staggered to minimize such an impact?

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. Tyrone T. Kusao
Director, Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence dated March 24, 1980

Dear Mr. Kusao:

Thank you for your comments on the subject EIS. We offer the following responses to your concerns:

1. (a) A circulation plan showing ingress and egress points for both buses and automobiles has been incorporated into Figure 2---Site Location Plan---of the revised EIS.
- (b) & (c) We concur with your comment that bus traffic turning left into the HMC from Kuhio Avenue could create some traffic congestion, especially on a weekend evening. Such problems would probably be most noticeable when the HMC first commences its operations and will be carefully evaluated by Pacific Entertainment Corporation during this initial "shakedown" period.

A vehicle storage lane along Kuhio Avenue frontage would have been desirable if adequate lot width was available. However a "worst case" bus queue, 1200 feet long as indicated in your letter is also not anticipated. The drive-through for the HMC can be reasonably expected to store 16-18 buses. As such, a more reasonable expectation of queuing would be 5-7 buses and 250-350 feet.

If efficiently staged, it is felt that bus queues along Kuhio Avenue could be avoided or minimized. Toward that end, the following mitigating measures may be employed:

1. Staggering of bus arrivals and requesting tour operators to adhere to the schedules.
2. Hiring of extra duty police officers for traffic control.

Additionally, Pacific Entertainment Corporation has also re-evaluated its design and in light of current concerns, reduced its building height from 115 to 100 feet, and attendance capacity from 1400 to 1300. These changes would help to mitigate some of the concerns for traffic impacts, such as reducing a queue of 5-7 buses to 3-5. Other impacts would also be expected to be reduced.

Mr. Tyrone T. Kusao
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Two

- (d) As indicated in the EIS, parking in Waikiki especially during evening hours is at a premium. In the case where more automobile parking is needed, the parking capacity at the HMC would be increased by valet and theater-style parking. Automobiles not accommodated at the HMC structure would normally have to seek parking at the municipal lot at Kuhio and Lewers or on-street. However, Pacific Entertainment Corporation is currently negotiating to lease an additional parking area in the immediate HMC area to further accommodate its patrons and minimize its parking impact on Waikiki.

2. The correction of 1,150 feet will be made in the Revised EIS.

The year 1995 is still 15 years away. Judging from the fact that average peak hour values of carbon monoxide at the State Department of Health Lab in urban Honolulu have decreased from 6.6 to 2.9 milligrams per cubic meter over the last five years and that annual violations of the State's Stringent one hour ambient air quality standard at this site have decreased from 41 in 1976 to only 10 in 1979 (because of the implementation of currently available vehicular pollution control techniques) it does seem reasonable to assert that all Federal AQ5 can be met in the project area by 1995 with or without the additional HMC traffic. Additionally, the figures used for computing future emissions do not consider the potential development of vehicular propulsion systems which do not require the use of gasoline as fuel. If the current rate of increase in the cost of gasoline persists during the next few years it is possible that traffic levels in Waikiki will decrease at a comparable rate. The estimated future levels of traffic used in the air quality analysis would then appear to be excessively high rather than not high enough.

We hope that we have satisfactorily responded to your concerns. Please call if there are any other issues which need to be discussed. Thank you for your concern and assistance to the EIS.

Sincerely,


Wilbert C. F. Chee

WCFC:ing

TYRONE KUSAO, DIRECTOR

Page 2

March 24, 1980

EFS-JW

March 24, 1980

TO : TYRONE KUSAO, DIRECTOR
DEPARTMENT OF LAND UTILIZATION

FROM : FRANCIS KEALA, CHIEF OF POLICE
HONOLULU POLICE DEPARTMENT

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR THE HAWAII
MUSIC CENTER ENTERTAINMENT COMPLEX

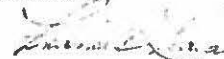
We have only one reservation about the proposed entertainment complex, and that concerns the direction of the one-way drive-through. The current plan calls for traffic to enter the complex from Kuhio Avenue and to exit onto Kalaimoku Street. After consideration of the traffic flow on these streets, we believe that the drive-through should run in the opposite direction.

The environmental impact statement notes (page 24) that "the major bus traffic will approach the HMC via a left turn from Kuhio Avenue." This would mean obstructing three lanes of traffic on Kuhio Avenue while turns are being made by each bus. In addition, the statement advises (page 25) that, "with an expected volume of 23 buses, a potential back-up of vehicles can still occur . . . both before and after each large capacity performance." Given the planned direction of the drive-through, this back-up must occur on Kuhio Avenue.

As the traffic counts in Appendix B of the statement show, Kuhio Avenue is the much busier thoroughfare. In order to avoid obstructing traffic on it any more than is absolutely necessary, we would prefer that the drive-through run from Kalaimoku Street to Kuhio Avenue rather than the other way. This would put any back-up of traffic on Kalaimoku Street, which is better able to absorb it, and would reduce the number of lanes on Kuhio Avenue obstructed by turning buses from three to two.

We do not believe that simply routing bus traffic so that it approaches the Kuhio Avenue entrance from the owa side is sufficient. In order to make the right turn from Kuhio Avenue into the entertainment complex, buses would have to swing into the left-hand, Diamond Head-bound lane, thereby opening the right-hand lane for traffic to attempt to squeeze by them. Given the likelihood that traffic will attempt to squeeze by the buses before they can turn, we feel that this pattern represents a clear safety hazard that should be avoided. The easiest way to avoid this hazard is to route buses into the complex from Kalaimoku Street, where (the plans indicate) there may be sufficient room to permit a gradual turn in from the right lane and thus to avoid this hazard.

Other than the above, the environmental impact statement appears to address adequately all our concerns,



FRANCIS KEALA
Chief of Police

cc: Mr. Wilbert C. P. Chee

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

April 15, 1980

Mr. Francis Keala
Chief of Police
Honolulu Police Department
City & County of Honolulu
Honolulu, Hawaii 96814

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence Dated March 24, 1980

Dear Chief Keala:

Thank you for your comments on potential traffic problems likely to arise from the direction of the one-way drive-through. In response to your concern, the possibility of routing traffic through the complex from Kalaimoku Street to Kuhio Avenue was re-examined by project architects.

However, the resulting circulation pattern would cause the majority of buses coming to the Music Center to proceed Ewa on Ala Wai Boulevard to Olohana Street or other one-way makai thoroughfares such as Keoniana, Niu or McCully streets. They would then move makai to the traffic light at the intersection of Kuhio and Olohana. This intersection currently is congested due to the phasing of the intersection lights at Kuhio/Olohana and Kalakaua/Olohana.

Once the buses cross Kuhio, they would be in conflict with the City buses which make their turn at Kuhio/Olohana to get to Saratoga. In addition, Kalakaua Avenue is quite congested at the intersection of Kalaimoku and Kalakaua. In entering the complex from Kalaimoku Street, buses may have to swing into the left-hand, mauka bound lane in order to make a right-hand turn into the Music Center. Once inside the complex, passengers would be discharged on the makai side of the complex, requiring passengers to cross bus traffic to enter the Music Center proper.

We agree with your concerns regarding right-hand turns into the Center from Kuhio Avenue in approaching the Music Center in a Diamond Head direction.

To avoid obstructing Ewa bound traffic on Kuhio Avenue any more than reasonably necessary from buses turning left into the Music Center, two mitigative measures are proposed:

- (1) Developing a schedule for bus arrivals and requesting tour operators to adhere to the schedule; and
- (2) Employing an off-duty police officer for traffic control.

Mr. Francis Keala
Environmental Impact Statement
For the Hawaii Music Center
April 15, 1980
Page Two

Additionally, Pacific Entertainment Corporation has explored other means of mitigating some of the traffic related impacts it will potentially create. To date it has reduced the size and capacity of the HMC from 116 feet to 100 feet in height; and seating capacity from 1400 to 1300, thereby reducing maximum worst case number of buses from 23 to 21.

Thank you for your concern and contribution to our EIS.

Sincerely,


Wilbert C.F. Chee

WCFC:hjg



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
71 SHAFTER HAWAII WARD

FODED-PV

2 April 1980

Mr. George S. Moriguchi, Director
Department of Land Utilization
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Moriguchi:

The U.S. Army Corps of Engineers has reviewed the Environmental Impact Statement (EIS) for the Hawaii Music Center-Entertainment Complex, Waikiki, Oahu, and offers the following general comments. There are no Corps requirements that are applicable to the proposed project. The proposed project site is located within a designated Zone B, an area subject to 100-year flooding with an average depth of less than 1 foot (Incl 1). The 100-year flood refers to an event having a one percent chance of being equalled or exceeded in any given year. The zoning was determined by the flood insurance study for the island of Oahu, prepared by the U.S. Federal Emergency Management Agency, Federal Insurance Administration, under the National Flood Insurance Program.

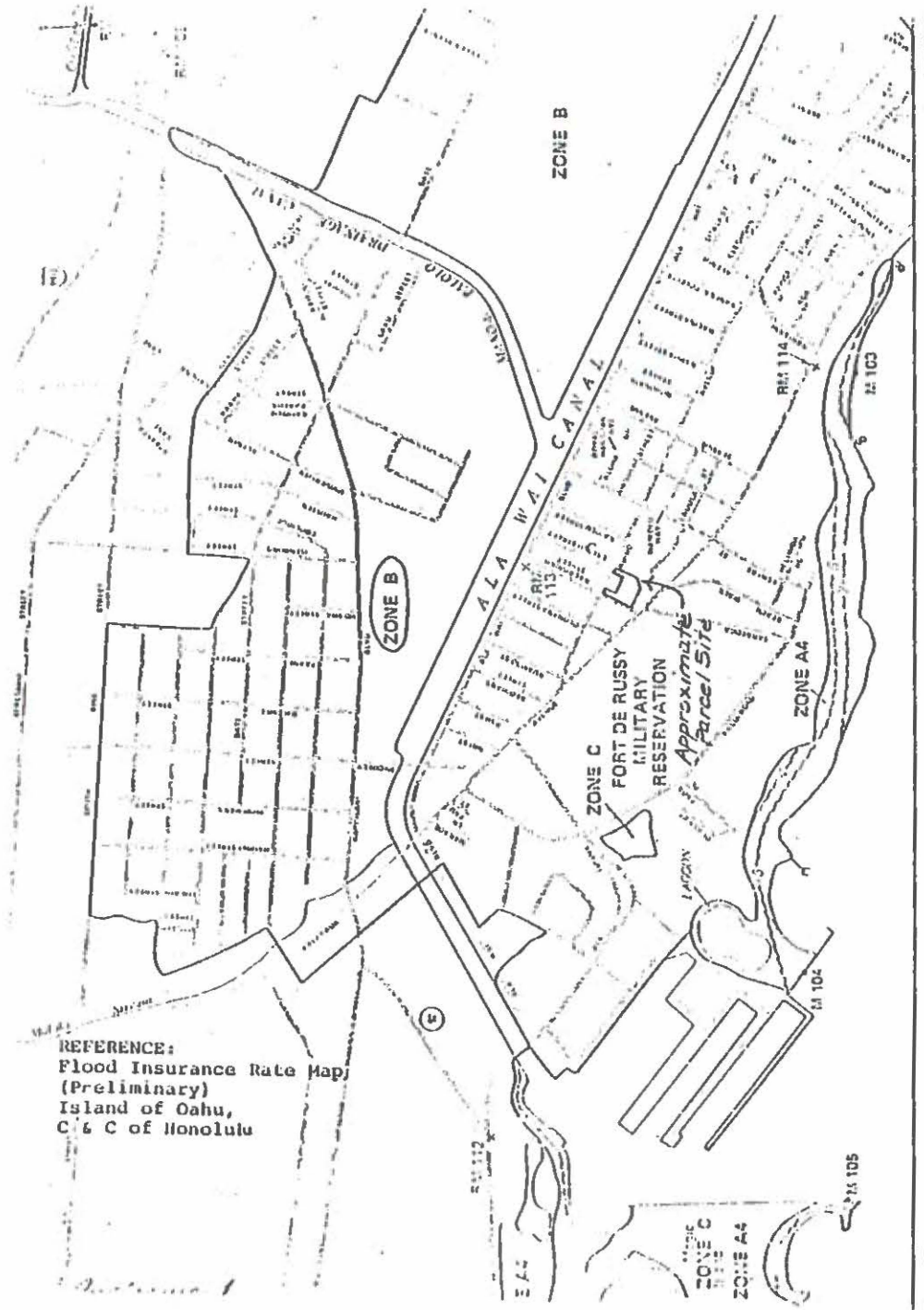
We suggest that the EIS provide a description of the adverse impact of noise, air quality, and traffic during construction and operation of the project. The report could also present a more balanced treatment of both adverse and beneficial impacts of the project. Attached are more specific comments on the EIS. Thank you for the opportunity to comment on the EIS.

Sincerely,

2 Incl
As stated

KISUK CHEUNG
Chief, Engineering Division

CF: w/incl
Mr. Wilbert C. F. Chee
Alexander Young Building
Suite 458
1015 Bishop Street
Honolulu, Hawaii 96813



U.S. ARMY ENGINEER DISTRICT, HONOLULU
SPECIFIC COMMENTS

| Comment No. | Page No. | Para No. | Comments |
|-------------|----------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 3 | 3 | Suggest clarifying the meaning of the 1st sentence. |
| 2 | 3 | 4 | Suggest rewording the 1st sentence to read: "Buses not accommodated in the HMC drive-thru could block traffic in one lane of Kuhio Avenue." |
| 3 | 4 | 3 | Add "... and diesel exhaust odors will also be generated." |
| 4 | 4 | 5 | Suggest discussing the diesel odors generated by a concentration of buses at the entertainment complex. |
| 5 | 6 | 2 | Suggest discussing the effects of project generated noise, air quality, and traffic on people during both construction and operation of the project, i.e., awakening and loss of sleep during the late show traffic, irritation of motorists by impeded traffic on Kuhio Avenue, blocking of sunlight by the completed building, alteration of air circulation patterns, aesthetics of a high-rise building versus a parking lot, blocking of views, etc. |
| 6 | 6 | 3 | Suggest discussing how the visual environment will be improved. Also consider discussing the blocking of views and any changes to the character of the immediate neighborhood. |
| 7 | 6 | | The language in the discussion of utilities leaves the impression that present utility capacities may not be adequate to service the completed project. We suggest that these tentative indications be clarified or updated. Any additional project generated excavation of public streets for utilities could cause additional traffic congestion in the project neighborhood. |
| 8 | 10 | 2 | Suggest discussing the possibility that employees will have to park outside of the HMC building and permanently add to the general congestion of Waikiki street parking. |
| 9 | | | On Figure 2, show the units used on the graphic scale, and show where sections A-A and B-B are taken. |
| 10 | | | Suggest including a figure number on the sectional view. |
| 11 | | | On Table 1, should "Convention and Local Public" be closed up under the line above? |
| 12 | 12 | 1 | Sixty and eighty-five degrees are extremes, what are the summer and winter averages? |

| Comment No. | Page No. | Para No. | Comments |
|-------------|----------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13 | 14 & 15 | | Suggest the noise scenario of the survey be more thoroughly described and specific times of day for the noise readings be provided. L_{dn} (Day-Night Average Sound Level) may have been preferred rather than meter readings at each location. Also consider adding an obtrusiveness penalty of 10 dB(A) to any sound level readings taken between the hours of 10 p.m and 7 a.m. because of quietening of the neighborhood. |
| 14 | | | Table 3 could show Hawaii's Air Quality Standards as a footnote, for reader convenience. |
| 15 | 21 | 6 | The odor of diesel engine exhaust should be discussed. |
| 16 | 22 | 1 | Add to the last sentence "... and emission devices are used." |
| 17 | 22 | 6 | Suggest discussing the impacts of the project on the sales and profits of adjacent businesses during construction. |
| 18 | 23 | | Consider the impacts of HMC employee parking on the already congested street parking situation in Waikiki. Consider the cumulative impacts of HMC drawing more patron traffic into the already crowded Waikiki area. Consider impacts of the project if Kalakaua Avenue is turned into a pedestrian mall. |
| 19 | 27 | | Discuss the fact that the cocktail show occurs during normal sleeping hours and that permanent residents live in the area. Discuss the fact that sleep interference occurs at 70 dB(A) and that accelerating buses exceed this value, i.e., 98 dB(A). Discuss the effects of sleep interference generated by bus noises. Discuss concentrated bus noise and diesel exhaust odors in the immediate neighborhood and the cumulative effects of same in Waikiki. |
| 20 | | | On Table 7, we suggest that you show percentage increases "with HMC" for each type of emission. |
| 21 | 36 | | Item 4, suggest discussing the impacts of the odor emitted by diesel buses inside and immediately outside the HMC complex. Discuss the impacts, if any, of trash odors on the Cullis Restaurant, immediately downwind of the trash room of HMC. |
| 22 | 36 | | Suggest providing a more balanced discussion of the socio-economic impacts. |
| 23 | 38 | 1 | It summarily concludes that the HMC will be more pleasing than a parking lot. We suggest you consider an objective discussion of the pros and cons, including aesthetics, of a 10-story building versus a ground-level parking lot. |

Wil Chee-Planning

PLANNING • RESEARCH • ENVIRONMENT ASSESSMENT

| <u>Comment No.</u> | <u>Page No.</u> | <u>Para No.</u> | <u>Comments</u> |
|--------------------|-----------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 24 | 38 | | Considering including discussion of adverse effects. |
| 25 | 38 | | Item 7 add "road" demands to the facilities listed. |
| 26 | 40 | | Item C suggest including the energy-use intensiveness of the project. |
| 27 | 41 | | Consider adding to the potentially adverse impacts list, "Increased use of fuels" and "Odor emissions into the surrounding area," plus any other adverse impacts addressed in the preceding text. Consider addressing the cumulative impacts of additional noise, odors, and traffic congestion generated by IMC. |
| 28 | 44 | | Suggest adding "fuel" to the commitments. |

April 15, 1980

Mr. Kisuk Cheung
Chief, Engineering Division
U.S. Army Engineer District, Honolulu
Department of the Army
Building 230
Fort Shafter, Hawaii 96858

SUBJECT: Environmental Impact Statement
for the Hawaii Music Center;
Your Correspondence Dated April 2, 1980

Dear Mr. Cheung:

The following responses are numbered in the sequence of your comments.

1. "The generation of automobile traffic is seen as a function of appeal to local residents", has been clarified to read "The amount of automobile traffic generated by the HMC is seen as a result of the appeal of a specific event to local residents".
2. The intent of this sentence is to identify and label possible queues as a "potential impact" and the intent of wording in its present form is not reflected in your suggested rewording.
3. This item will be added to the EIS.
4. See response to Comment 21.
5. The object of this section is to summarize the body of the EIS. As such, the concerns of this comment are found later in the document.
6. See response to Comment 23.
7. Utility requirement estimates are presented in the EIS (pages 38-40). The Board of Water Supply has notified Pacific Entertainment Corporation that they cannot guarantee water for the project until pumping limits are established for the Pearl Harbor Basin. As these have now been established, the developer will apply for a water allotment.

The Department of Public Works has notified the applicant that an existing 6" sewer line on the property is inadequate for the development. They suggest installing a relief sewer which would tie into sewer lines on Kuhio Avenue. As such, this would require excavation of a public street as your comment indicated. This would result in incremental blockage of traffic lanes thus contributing to traffic congestion. To mitigate this effect installation will proceed as quickly as possible and flagpersons positioned to guide motorists around the excavation site.

8. Employees driving to work will have to park outside the HMC. However it cannot be determined at this time how many will drive, be dropped-off, car-pool, ride the bus, walk or use other modes of transportation.
9. Figure 2 has been revised to indicate a labeled graphic scale and section notations.
10. A figure number has been included.
11. Yes.
12. Approximately 72°F and 81°F, respectively.
13. The EIS erroneously stated that sound levels were measured during daylight hours (page 15). Only a nighttime survey was conducted for reasons given in the EIS. The hours of the survey were between 8:30 - 10:45 P.M., 22 January 1980.

We prefer the meter-reading approach at selected locations. We do not think it quite realistic to add an obtrusiveness penalty of 10 dB(A).

14. A Summary of Air Quality Standards will be included as Appendix C in the Revised EIS.
15. See response to Comment 21.
16. The phrase ". . . and appropriate emissions devices are used" will be added.
17. We do not think this is necessary. Moreover, sales and profits figures are generally confidential.
18. See response to comment 8.

Although there has been much discussion about converting Kalakaua Avenue into a mall, its implementation is purely speculative and undefined. As such it is difficult and perhaps conjecture to evaluate the effects on the proposed project at this time. It would appear, however, that the impact would depend on the form of alternative circulation plans implemented for all Waikiki and Kuhio Avenue, and Kalanokou Street in particular.

19. As presented in Item D (EIS page 11), the cocktail show is scheduled between the hours of 10:30 - 12:00 P.M. which we presume may be sleeping hours for some. Noise from accelerating buses exceed 70 dB(A) which can be considered a level at which effects become significant. We would like to point out that sleep interference may even occur at noise levels of 40 dB(A).

20. Percentage increases will be reflected for this table in the revised EIS.
21. The statement "Buses may be expected to cause some diesel odors in the drive-through" has been added on page 36.

No trash odors are expected to affect Canlis Restaurant.
22. We feel that the discussion of socio-economic impacts is adequate, and that potentially significant and adverse socio-economic impacts are not anticipated for the project.
23. The comparison is not of a 10-story building versus a ground-level parking lot, but of the aesthetics of the intended design and appearance of an \$8 million structure versus the parking lot as it exists today.
24. The adverse aesthetic effect of the HMC structure's adjacency to other two story structures will be included in the Revised EIS.
25. "Road" demands will be added to the facilities listed.
26. We have made the assertion that electrical consumption at the HMC will be somewhat higher than normal due to the showroom nature. Other than such a statement, we are not secure in defining and subjectively judging what you refer to as "energy-use intensiveness".
27. Use of fuels and diesel odors may be a result of the HMC both during and after construction, but in the realistic context may not be significantly adverse as this section is intended to denote.

The cumulative impact of additional noise, odors and traffic congestion will be mentioned in this section.

28. The concept of "fuel" resource commitment will be included.

Thank you for your concern and contribution to our EIS.

Sincerely,


Wilbert C.F. Chee

WCFC:hg