



EXECUTIVE CHAMBERS

HONOLULU

GEORGE R. ARIYOSHI  
GOVERNOR

September 15, 1983

Mr. Roy R. Takemoto, Chairman  
Environmental Quality Commission  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Takemoto:

Based on the recommendation of the Office of Environmental Quality Control, I am pleased to accept the environmental impact statement for the Aloha Tower Plaza Development Plan as a satisfactory fulfillment of the requirements of Chapter 343, Hawaii Revised Statutes.

This environmental impact statement will be a useful tool in deciding whether this project should be allowed to proceed. My acceptance of the statement is an affirmation of its adequacy under applicable laws and does not constitute an endorsement of the proposal.

When the decision is made regarding this action, I expect the proposing agency to carefully weigh the societal benefits against the environmental impact which will likely occur. This impact is adequately described in the statement, and, together with the comments made by reviewers, provides a useful analysis of alternatives to the proposed action.

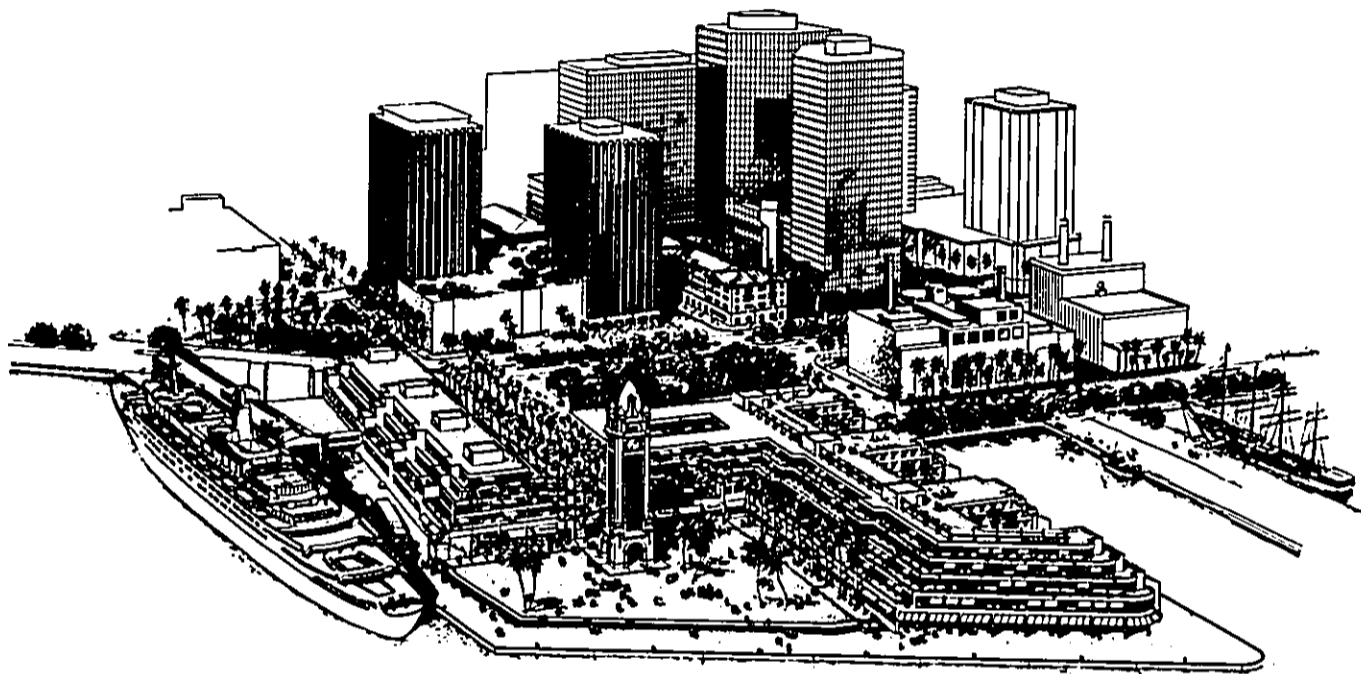
With warm personal regards, I remain,

Yours very truly,

  
George R. Ariyoshi

cc: Mr. Robert Holman  
Aloha Tower Development Corporation

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**ALOHA TOWER PLAZA DEVELOPMENT PLAN**  
**Final Environmental Impact Statement**

**Aloha Tower Development Corporation**

OA  
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FINAL  
ENVIRONMENTAL IMPACT STATEMENT  
AUGUST 1983

PROJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN

LOCATION: HONOLULU  
ISLAND OF OAHU  
STATE OF HAWAII

PROPOSING AGENCY: ALOHA TOWER DEVELOPMENT CORPORATION  
ALOHA TOWER, EIGHTH FLOOR  
HONOLULU, HAWAII 96813  
CONTACT: ROBERT HOLMAN  
TELEPHONE: (808) 548-5327

ACCEPTING AUTHORITY: GOVERNOR GEORGE ARIYOSHI  
STATE OF HAWAII

CONSULTANT: GROUP 70  
924 BETHEL STREET  
HONOLULU, HAWAII 96813  
CONTACT: MARILYNN METZ  
TELEPHONE: (808) 533-4445

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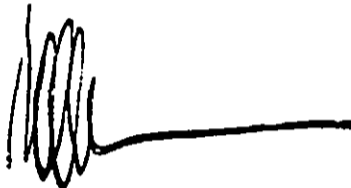
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FINAL  
ENVIRONMENTAL IMPACT STATEMENT

Aloha Tower Development Corporation  
Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii



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Robert Holman  
Chief Executive Officer

Prepared  
by  
Group 70  
Honolulu, Hawaii

August 1983

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## SUMMARY

Although maritime activities are still an important use of the site, interest in the redevelopment of the Aloha Tower area has increased in recent years. Because the need to revitalize the area is evident, the State initiated investigations to determine the most feasible uses (in addition to maritime uses) and means of redeveloping the site.

Several studies were made to determine the optimum use of the Aloha Tower complex. The most recent, prior to this undertaking, was done by the American City Corporation (ACC) in 1981. The results of the ACC study were reviewed by the Legislature, and it was agreed that the basic utilization concepts for the site (including maintenance of maritime activities) would include an office building, a medium-sized executive-type hotel, retail and commercial areas, and a park area, with the attractiveness of Aloha Tower emphasized in the site plan.

Based on the information provided in the ACC study, the Legislature passed H.B. No. 1874, H.D. 2, S.D. 1, a measure to create the Aloha Tower Development Corporation (ATDC). The bill was signed into law as Act 236, Session Laws of Hawaii 1981, by Governor George R. Ariyoshi on June 23, 1981, and has been codified in the Hawaii Revised Statutes as Chapter 206J. Chapter 206J, HRS states in part that: "The purpose of this chapter is to establish a new public body corporate and politic and public instrumentality of the State for the purpose of undertaking the redevelopment of the Aloha Tower complex to strengthen the international economic base of the community in trade activities, to enhance the beautification of the waterfront, and in conjunction with the Department of Transportation to better serve modern maritime uses, and to provide for public access and use of the waterfront property. Properly developed, the Aloha Tower complex will further serve as a stimulant to the business community and help transform the waterfront into a 'people place'."

The Aloha Tower Development Corporation (ATDC) was attached to the State Department of Planning and Economic Development (DPED) for administration purposes.

The ATDC is charged with defining, protecting and maximizing the public interest during the redevelopment of the Aloha Tower site. Because the proposed redevelopment project is not slated for direct government funding for the physical improvements, the ATDC is also committed to the enhancement of the commercial feasibility and financial attractiveness of the proposed redevelopment in order to enlist the participation of private enterprise.

Because a readily developable site will allow the private investor-developer to concentrate on the design, market, and financial opportunities of the project, the ATDC will rezone the property from B2 to B4; identify specific development parcels; and, identify all governmental pre-conditions to development, prepare appropriate documentation, and undertake steps to obviate necessary hurdles to implementing the proposed project.

This Environmental Impact Statement (EIS), which is based on the urban design plan and implementation program that was adopted by the ATDC in May 1983, was prepared to satisfy one governmental pre-condition to development which is necessitated by the fact that the project will be located on State lands and will utilize, to some extent, State funds.

The Aloha Tower Plaza project will integrate cruise ship and inter-island vessel terminal facilities with hotel, office, retail and restaurant use. These proposed uses will define and reinforce a 1.6 acre open space (plaza) planned as the focus for the project. The continuation of an active working waterfront is expected to intensify the vitality of new development on the site.

The Aloha Tower will create a distinctive terminus for the Fort Street Mall, which will be extended into the project to connect downtown with the water's edge. Active ground level uses such as shops along the Fort Street Mall, and restaurants and cafes surrounding the plaza will encourage both day and nighttime use of the open space.

The parking level of the project will be below grade; approximately three to four feet below pier level. The flow of ground level activities from inside spaces to outside spaces will be an important element of the project. In addition, both the hotel and office buildings will present an elevation of terraces and lanais to the waterfront plaza; rooftop terraces, with recreational amenities, are to be carefully designed to be an attractive part of the complex. Landscaping and lighting will enhance the aesthetic qualities of the new development.

In order to provide public waterfront access, the hotel will provide generous public terraces above the maritime facilities along Piers 8 and 9 and the office will include a covered second-level walkway along its periphery. Irwin Memorial Park will be restored to open space. The vegetation in the park will be preserved and enhanced making it an attractive transition and forecourt between the hotel development and the busy Nimitz Highway.

The ATDC will demolish the pier sheds, the vehicular ramp leading to the podium level and the second level terminals. The site will be cleared and leveled to present pier grade and conveyed to the developer/lessee. The Pier 11 gallery, Hale Awa Ku Moku (the DOT Harbors Division office building), Irwin Memorial Park and the Aloha Tower will be maintained and protected during construction. In addition, the ATDC will provide construction fences, canopies and temporary ramps necessary for the continuation of cruise ship operations along Piers 10 and 11.

It should be emphasized that the project is conceptual; it has not yet been designed. The plan sets forth specific uses, a space program, design guidelines and building envelopes. The specific design of the private improvements will be the responsibility of the selected developer and his architect. The public improvements will be designed by firms selected by and under contract to the ATDC.

The construction of public and private improvements will be closely coordinated, both in terms of design and execution. Demolition and site preparation will be undertaken while private improvements are being designed. In addition, the ATDC has established a construction strategy that will permit continued maritime operations along Piers 10 and 11, and continued use of Aloha Tower, during construction.

Adverse environmental effects which have been identified include: construction noise, the relocation of some existing businesses, traffic, maritime activities during the construction period, and maritime activities during the operation of the project.

One tradeoff of Aloha Tower redevelopment involves the displacement of a few existing businesses in return for higher density commercial development. The proposed action is expected to enhance the long-term vitality of this presently under-utilized urban site by upgrading infrastructure necessary for redevelopment and by providing additional public improvements and amenities.

The construction and operation of the proposed project would involve the irretrievable commitment of certain natural and fiscal resources. Major resource commitments include land, money, construction materials, manpower and energy. The impacts of using these resources should, however, be weighed against the significant economic benefits to the residents of the State which will occur as a result of implementation of the project.

During the preparation of the development plan, a conscientious effort was made to identify and provide for the mitigation of adverse impacts that could result from the development of the proposed project. Two aspects of the proposed project, however, cannot be resolved at this time: the availability of water and the adequacy of the existing municipal sewage system to service the project.

PURPOSE OF THIS ENVIRONMENTAL IMPACT STATEMENT

This Environmental Impact Statement has been prepared to accomplish the following:

1. to comply with Chapter 343, Hawaii Revised Statutes;
2. to inform the public of the proposed Aloha Tower Plaza Development Plan and to obtain comments on the proposed actions;
3. to assess the environmental setting of the project site and surrounding area;
4. to evaluate the possible environmental impacts of the proposed actions;
5. to outline mitigating actions for the proposed actions; and,
6. to consider alternatives to the proposed project and the impacts of those alternatives.

Comments received during the public review period were addressed and incorporated into or appended to the Final Environmental Impact Statement.

## PART I: INTRODUCTION

### A. BACKGROUND

The State of Hawaii recognizes that its Aloha Tower site is a very valuable asset to be used in the best interests of the citizens of the State. Although maritime activities are still an important use of the site, interest in the redevelopment of the Aloha Tower area has increased in recent years. Because the need to revitalize the area is evident, the State has initiated investigations to determine the most feasible uses (in addition to maritime uses) and means of redeveloping the site.

Several studies were made to determine the optimum use of the Aloha Tower complex. The most recent, prior to this undertaking, was done by the American City Corporation (ACC) in 1981. An advisory committee on the Aloha Tower project, consisting of business and government representatives, was involved in a thorough evaluation of the ACC report. The results of the ACC study were reviewed by the Legislature, and it was agreed that the basic utilization concepts for the site (including maintenance of maritime activities) would include an office building, a medium-sized executive-type hotel, retail and commercial areas, and a park area, with the attractiveness of Aloha Tower emphasized in the site plan.

Based on the information provided in the ACC study, the Legislature passed H.B. No. 1874, H.D. 2, S.D. 1, a measure to create the Aloha Tower Development Corporation (ATDC). The bill was signed into law as Act 236, Session Laws of Hawaii 1981, by Governor George R. Ariyoshi on June 23, 1981, and has been codified in the Hawaii Revised Statutes as Chapter 206J. Chapter 206J, HRS states in part:

"The legislature further finds that the Aloha Tower complex still serves a vital maritime function that must be maintained to insure adequacy and viability for existing and future maritime activities.

The purpose of this chapter is to establish a new public body corporate and politic and public instrumentality of the State for the purpose of undertaking the redevelopment of the Aloha Tower complex to strengthen the international economic base of the community in trade activities, to enhance the beautification of the waterfront, and in conjunction with the Department of Transportation to better serve modern maritime uses, and to provide for public access and use of the waterfront property. Properly developed, the Aloha Tower complex will further serve as a stimulant to the business community and help transform the waterfront into a 'people place'."

The Aloha Tower Development Corporation (ATDC) was attached to the State Department of Planning and Economic Development (DPED) for administration purposes.



## B. ALOHA TOWER DEVELOPMENT CORPORATION

The ATDC is composed of seven voting Directors. Of the seven Directors, four are ex officio public officers and three are appointed by the Governor from the public at large. The four ex officio members are: the State Director of Planning and Economic Development, who is designated by law as Chairperson; the State Director of Transportation; the Chairperson of the State Board of Land and Natural Resources; and the Mayor of the City and County of Honolulu.

The Board of Directors appointed Mr. Robert W. Holman as Chief Executive Officer to manage the Corporation.

Act 17, Special Session Laws of Hawaii 1981, authorized the ATDC to issue up to \$33,260,000 in revenue bonds for the public participation portion of the redevelopment project. Act 17 stipulates, however, that the revenue bonds cannot be issued under the Act nor can demolition or site development proceed until redevelopment proposals have been incorporated in firm contractual commitments. Besides the authority to issue revenue bonds, other powers of the Corporation are specifically set forth in Chapter 206J, HRS.

The ATDC is charged with defining, protecting and maximizing the public interest during the redevelopment of the Aloha Tower site. Because the proposed redevelopment project is not slated for direct government funding for the physical improvements, the ATDC is also committed to the enhancement of the commercial feasibility and financial attractiveness of the proposed redevelopment in order to enlist the participation of private enterprise.

To prepare for the issuance of revenue bonds after the designation of the project developer, the ATDC has selected the Merrill Lynch White Weld Capital Markets Group to be the Corporation's investment banker for the proposed project.

## C. ALOHA TOWER DEVELOPMENT PLAN APPROACH

It is important to the success of the project that the development plan for the Aloha Tower Plaza be both a reflection of present community values and a projection of the desires of Hawaii's people. It must integrate a functioning harbor facility with the cultural, social, economic and architectural potentials of the site. The plan must also be flexible, adapting to changing circumstances and markets and private enterprise investor ideas and programs.

In order to stimulate the interest of private developers, and encourage quality development, the ATDC will provide incentives such as parks, landscaped plazas, views to the harbor and ocean, pedestrian access to downtown, and certain infrastructure. The ATDC wishes to encourage the liveliest possible mixture of public and private uses.

The principal reasons the ATDC development plan approach is favored over the approach of offering the site directly to private enterprise through the bid process are:

- a. To create a public orientation for the area in order to stimulate and channel private investment in the Aloha Tower Project to maximize both public and private benefits;
- b. To influence the quality, size, variety, and liveliness of the new development;
- c. To leverage relatively limited ATDC revenue bond funds to attract much larger amounts of private investment; and,
- d. To provide the framework for timely decision-making by both public and private sectors so that the waterfront can be opened to the people as soon as possible.

#### D. PRE-DEVELOPMENT ACTIVITIES

As a way of inviting private participation, the ATDC will issue a prospectus to private investors and development professionals in mid-1983. The prospectus will set forth investment and project implementation terms and guidelines. To assist with preparation of the prospectus, ATDC contracted with an experienced waterfront planning and financial team consisting of ROMA Architects, Williams Kuebelbeck & Associates, Inc. and Donald Wolbrink. The team has broad experience in mixed use development, public and private joint development, and waterfront renewal projects.

ATDC's prospectus contains a presentation of facts, criteria, ideas, legal documentation, and developer selection procedures. It includes a narrative design manual and urban design plan; a complete economic orientation to the Aloha Tower project; a Pro Forma lease document, outlining the terms and conditions of the long term lease; development/construction schedules, and development agreement drafts; and criteria for developer selection.

Because a readily developable site will allow the private investor-developer to concentrate on the design, market, and financial opportunities of the project, the ATDC will rezone the property from B2 to B4; identify specific development parcels; and identify all governmental pre-conditions to development, prepare appropriate documentation, and undertake steps to obviate necessary hurdles to implementing the proposed project.

This Environmental Impact Statement (EIS), which is based on the Aloha Tower Urban Design Plan and Implementation Program that was adopted by the ATDC in May, 1983, was prepared to satisfy one governmental pre-condition to development which is necessitated by the fact that the project will be located on State lands and will utilize, to some extent, State funds.

#### E. PROJECT CHANGES SINCE PUBLICATION OF THE NOTICE OF PREPARATION OF EIS

Certain modifications and/or additions to the project have been made since the publication of the NOP on April 8, 1983. Major changes include:

1. Maritime operations will continue at Piers 10 and 11 during the construction period, they will not be temporarily relocated to Pier 2;

2. Irwin Park will be converted to 100 per cent park, it will not be used for DOT parking;
3. DOT employee parking will be relocated to Pier 5/6, after the existing ramp is removed; ATDC will pave and restripe the parking area to accommodate these vehicles;
4. The signalization at Fort Street and Nimitz will not be modified as previously proposed. It was determined that the cost of the modification (due to the adjustments that would have to be made downstream) would be more costly than a pedestrian overpass; and
5. The second-level walkway which connects to the pedestrian overpass has been extended along the periphery of the office building in order to allow pedestrian access and views to the water's edge along Piers 10 and 11 without interfering with maritime operations.

## PART II: DESCRIPTION OF THE PLAN

### A. ALOHA TOWER SITE

The Aloha Tower site is located at Piers 8 through 11 on Honolulu Harbor and is bordered by Nimitz Highway on its northeastern edge. It is separated from the central business district (CBD) of Honolulu by Nimitz Highway. (Figure 1) The site lies almost equidistant between Honolulu International Airport (5 miles to the north), and Waikiki (4 miles to the south). (Figure 2) It consists of approximately 13 acres, and includes the famous landmark, Aloha Tower, as well as Irwin Memorial Park (Figure 3).

The Aloha Tower complex (TMK 2-1-1: various parcels) is on land which is designated Urban, and zoned B-2 with Hawaii Capital District height and setback controls. The site is not included in the Special Management Area. It is designated for Public Facility/Roadway in the current Development Plan for the downtown area.

The Aloha Tower site currently houses the DOT Harbors Division offices in three areas: Hale Awa Ku Moku; the Aloha Tower; and on Pier 10. In addition, parking space for DOT employees is provided on the site. DOT also currently leases out space on Piers 8 to 11 and in Aloha Tower on a 30 day revocable basis. Space on Piers 10 and 11 is used for cargo handling and stevedoring equipment storage, and for office and storage space for cruise ship operators.

### B. DEVELOPMENT OBJECTIVES

The following development objectives have been adopted by the ATDC, and are the basis for the urban design plan and design guidelines:

- o Create a major public gathering place at this historic waterfront location.
- o Create new activities which will bring people to the waterfront.
- o Enhance the physical, public use and visual characteristics of the historic Aloha Tower.
- o Eliminate visual and physical barriers between the waterfront and downtown.
- o Create strong pedestrian linkages between downtown and Aloha Tower, particularly along Fort Street.
- o Enhance public access to and along the water's edge, and create opportunities for a variety of water's edge experiences appropriate to the downtown waterfront.
- o Maintain and enhance passenger ship operations.

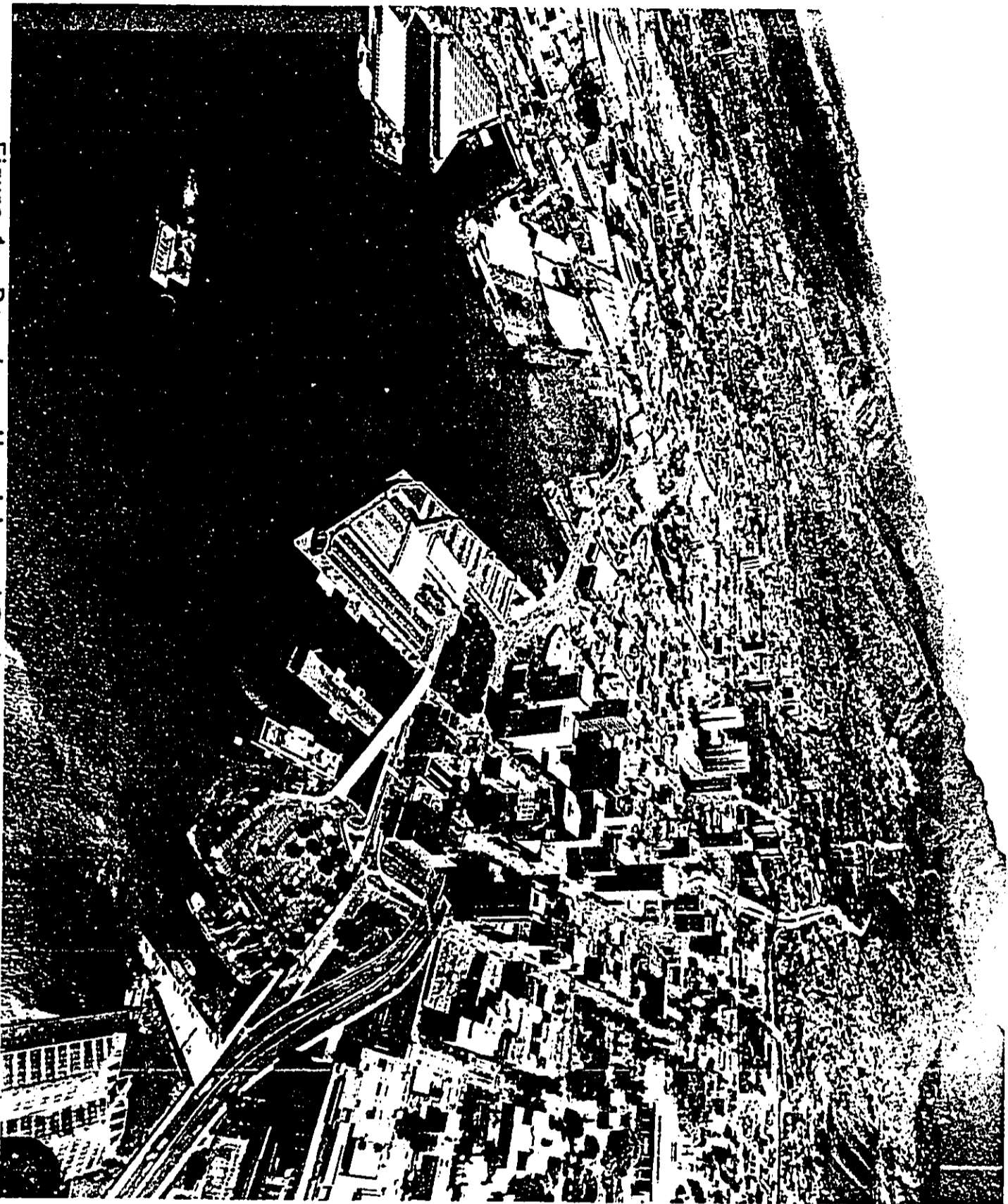


Figure 1 - Downtown Honolulu and Project Site  
**ALOHA TOWER**

PLAZA DEVELOPMENT PLAN

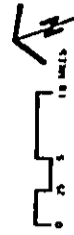
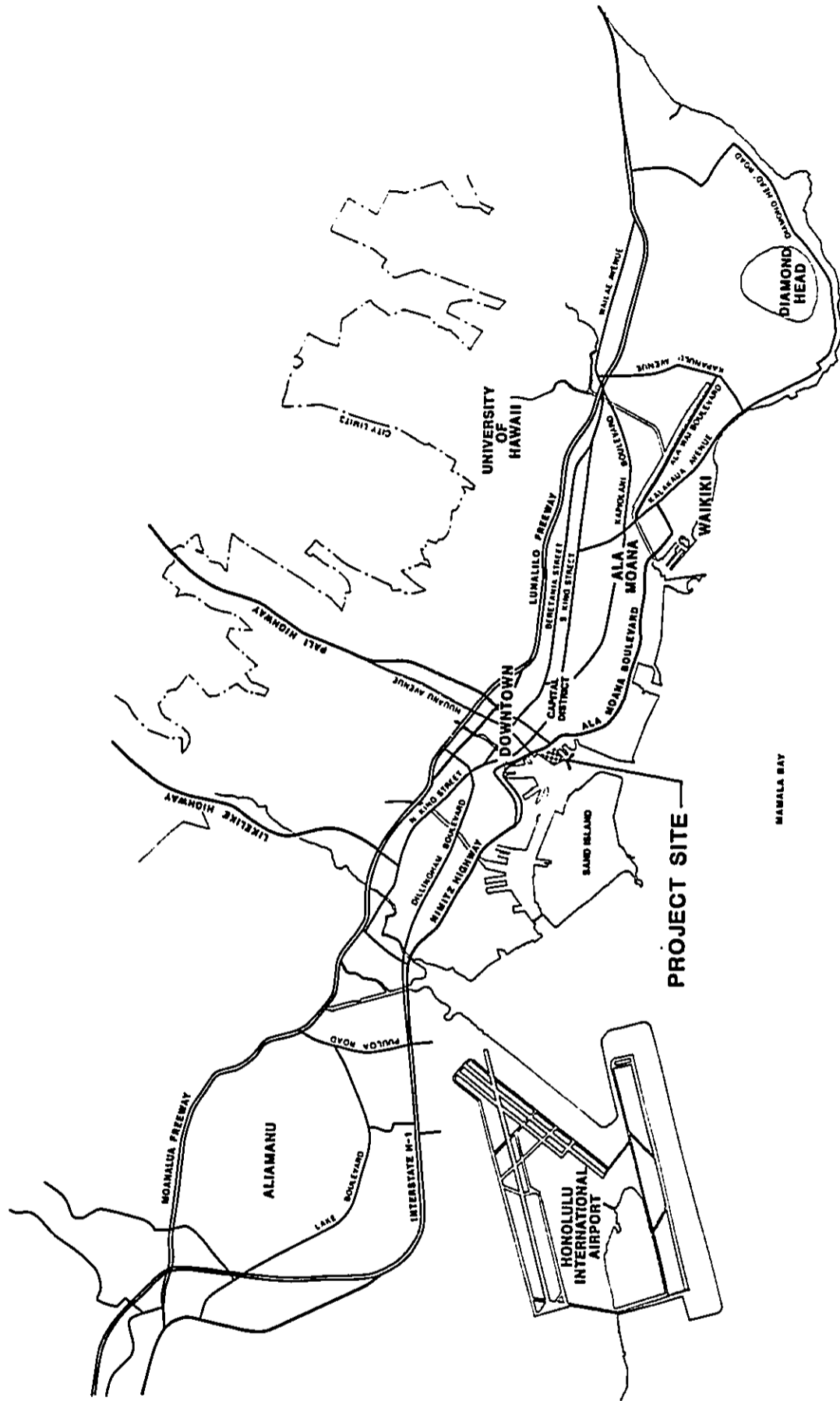


Figure 2 - Vicinity Map  
**ALOHA TOWER**  
 URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM  
 Prepared for Aloha Tower Development Corporation, State of Hawaii by ROMA Urban Design in association with Williams Architects & Donald W. Nelson, Planning and Zoning



- o Maintain the richly vegetated Irwin Memorial Park.
- o Promote a development that is sensitively scaled to the pedestrian and to the Aloha Tower, Irwin Memorial Park, and Honolulu Harbor, and one that becomes a transition between downtown high-rise development and the harbor waters.
- o Design buildings and open spaces to be of the highest quality, in the Hawaiian tradition and in the tradition of waterfronts.
- o Create a naturally comfortable microclimate and energy efficient design.
- o Provide good vehicular access to and from the site.
- o Create a parking strategy which minimizes the impact of parking on the waterfront and its public cost.
- o Establish a construction phasing strategy, which maintains continuous maritime operations.
- o Create a financially feasible and self supporting project.

#### C. DESIGN CONCEPTS

The design proposals which have evolved from the current planning process are a refinement and modification of the concepts developed in earlier studies. Because the site is located at the most visually critical point on the Honolulu waterfront, the ATDC believes that the property should not be treated as a ordinary city block in Honolulu's central business district, subject to maximum development by its private owner, but that the public purpose would best be served by developing the area at less than its maximum intensity.

The Aloha Tower Plaza project will integrate cruise ship and inter-island vessel terminal facilities with hotel, office, retail and restaurant uses. These proposed uses will define and reinforce a 1.6 acre open space (plaza) planned as the focus for the project. The continuation of an active working waterfront is expected to intensify the vitality of new development on the site.

The Aloha Tower will create a distinctive terminus for the Fort Street Mall, which will be extended into the project to connect downtown with the water's edge. Active ground level uses such as shops along the Fort Street Mall, restaurants, and cafes surrounding the plaza will encourage day and nighttime use of the open space.

The parking level of the project will be below grade; approximately three to four feet below pier level. The flow of ground level activities from inside spaces to outside spaces will be an important element of the project. In addition, both the hotel and office buildings will present an elevation of terraces and lanais to the waterfront plaza; rooftop terraces with recreational amenities are to be carefully designed to be an attractive part of the complex. Landscaping and lighting will enhance the aesthetic qualities of the new development.



In order to provide public waterfront access the hotel will provide generous public terraces above the maritime facilities along Piers 8 and 9 and the office will include a covered second level walkway along its periphery. Irwin Memorial Park will be restored to open space. The vegetation in the park will be preserved and enhanced making it an attractive transition and forecourt between the hotel development and the busy Nimitz Highway.

It should be emphasized that the project is conceptual; it has not yet been designed. The plan sets forth specific uses, a space program, design guidelines and building envelopes. (Figure 4 conceptually reflects the development plan criteria.) The specific design of the private improvements will be the responsibility of the selected developer and his architect. The public improvements will be designed by firms selected by and under contract to ATDC.

Each plan element will be described in greater detail in the following sections.

#### D. GOVERNMENTAL JURISDICTION

The 13 acre planning area is presently under DOT jurisdiction. Through an inter-agency lease, DOT Harbors will transfer 10.2 acres of this area to the ATDC. As required by Chapter 206J, HRS, the ATDC will provide replacement maritime facilities and offices within the Aloha Tower Plaza project. This 10.2 acre ATDC area will include the planned waterfront plaza, the Fort Street Mall extension, Irwin Memorial Park, access roads, and a 4.8 acre development parcel. This private development parcel includes a 3.4 acre hotel site and a 1.4 acre office site (Figure 5) and will be leased directly to the developer-lessee by the ATDC.

The 2.8 acre DOT parcel and the terminals subsequently constructed by the developer-lessee (which are leased by ATDC and will be given to DOT Harbors), will both be under the jurisdiction of DOT pursuant to Chapter 206 J, Section 6(d):

"The development corporation or its lessees shall not exercise any jurisdiction over the provided replacement facilities located within the project required for necessary maritime purposes and activities; jurisdiction over the replacement facilities shall be in the department of transportation. [L1981, c236, pt of sec. 1]"

The 2.8 acres that will remain under DOT jurisdiction are comprised of a 30-foot wide apron along Pier 8, a 35-foot wide apron along Pier 9, and a 35-to-155-foot wide apron along Piers 10 and 11 (Figure 5). DOT will also have sole jurisdiction over the passenger terminals which are incorporated into the private development structures.

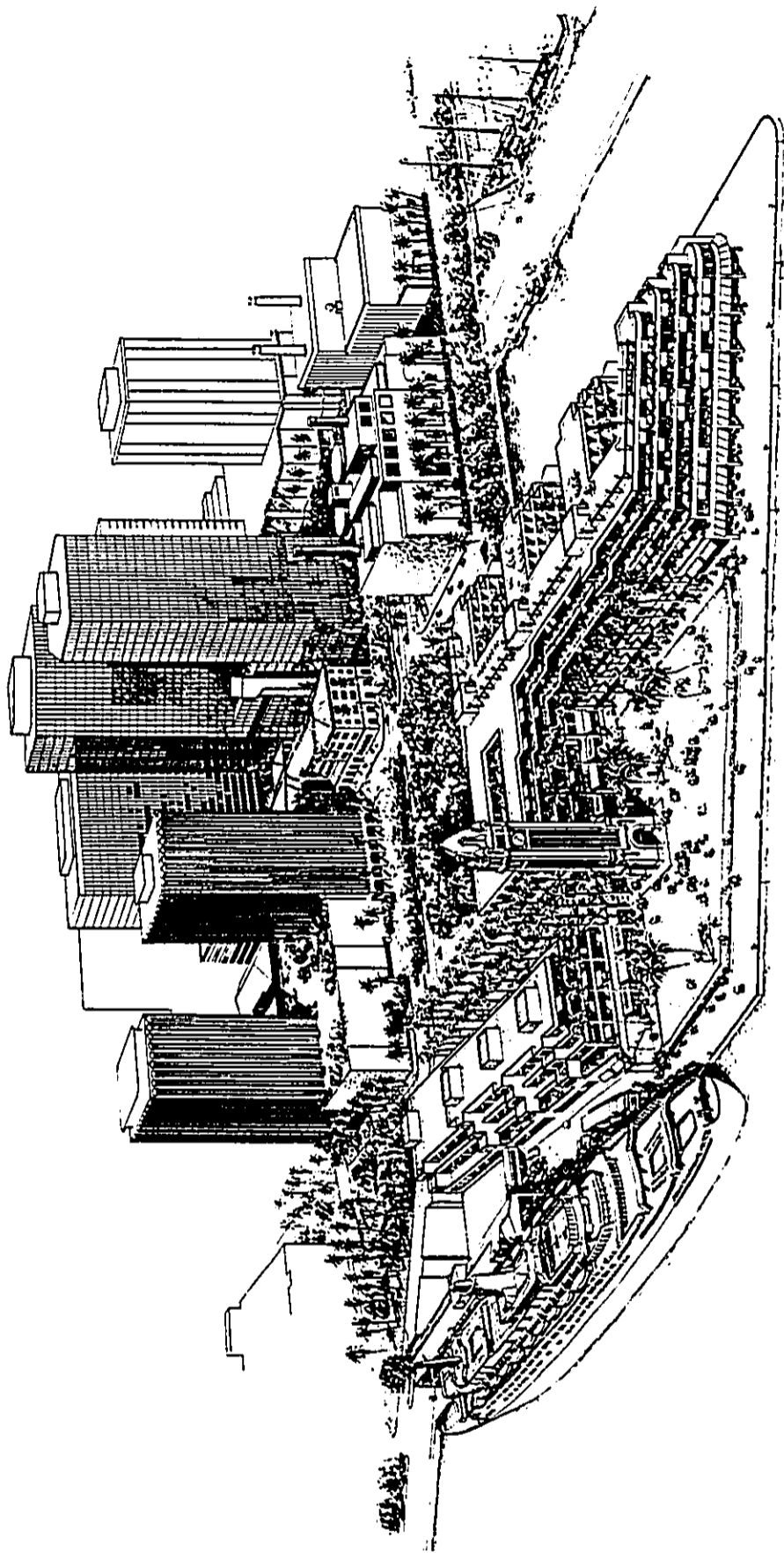
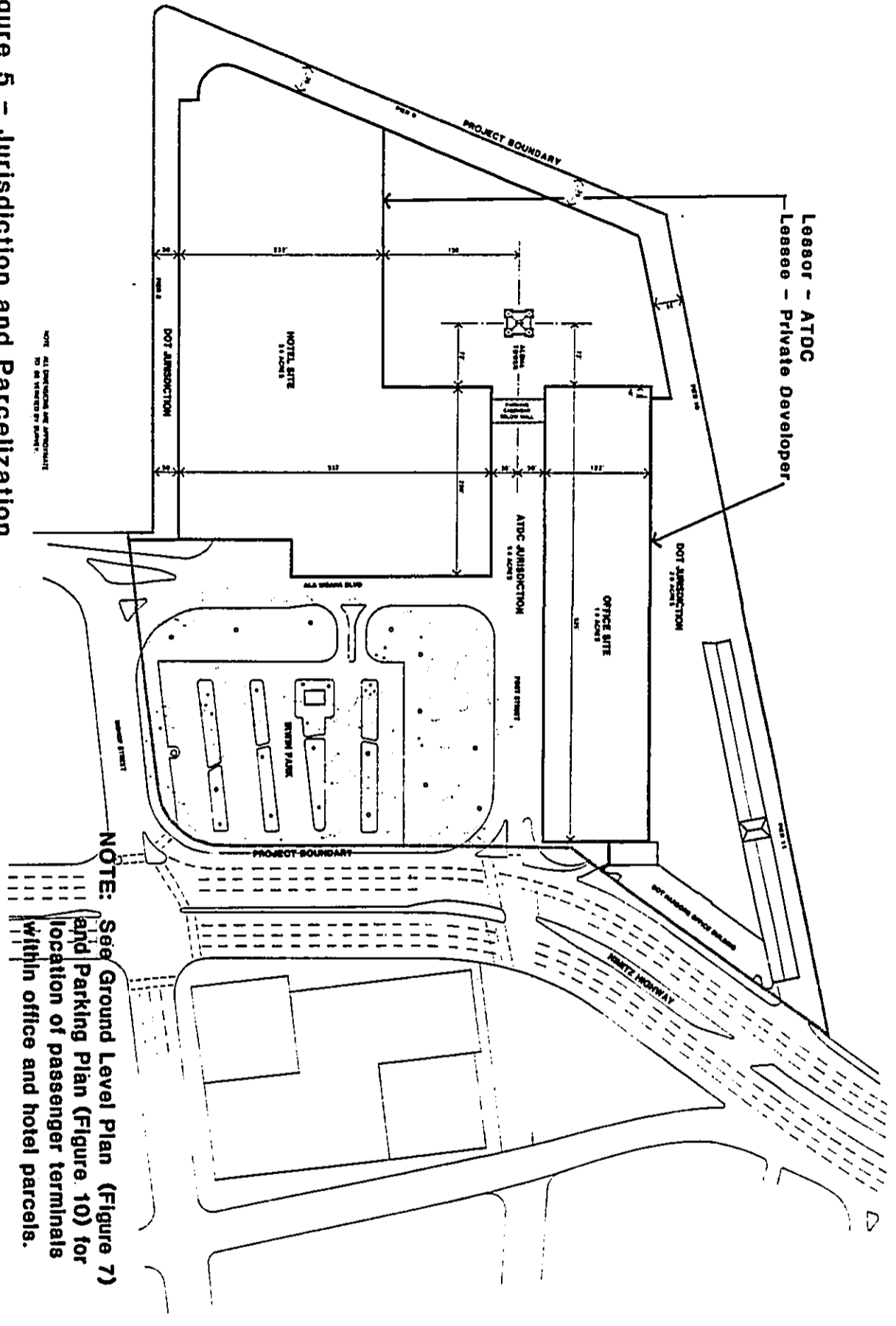


Figure 4 - Development Concept  
**ALOHA TOWER**  
Prepared for Aloha Tower Development Corporation, State of Hawaii by HEMA Urban Design in association with Williams Architects, Engineers & Donald Waldstad, Planning and Zoning  
URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM  
**NOTE: TREES ON NIMITZ HWY ARE NOT PART OF THE ADOPTED URBAN DESIGN PLAN.**

**Figure 5 - Jurisdiction and Parcelization**  
**ALOHA TOWER**

**URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM**

Prepared for Aloha Tower Development Corporation, State of Hawaii by SHoP/Urban Design in association with Williams Architects & Associates, Engineers & Architects, Honolulu, Planning and Zoning



## E. ELEMENTS OF THE PLAN

### 1.0 Private Development Program

#### 1.1 Description

The private development program (currently estimated at \$88-\$100 million) includes a hotel and an office building with an associated subsurface common parking facility. The structures will conform to the 65-foot height limit required under the Capital District Ordinance, approximately one-third the height of the 185-foot Aloha Tower. Stepback requirements for each facility have also been established to ensure visual interest and an appropriate scale relationship to the waterfront, open space and Aloha Tower.

Rooftops will be designed with attractive materials in a manner that will protect them from trade winds and sun exposure. Building materials will be light and pastel in color, reflective glass or cladding will not be permitted. Final selection of exterior materials and colors will be coordinated with the ATDC in order to ensure compatibility with the rehabilitated Aloha Tower.

A major development design concept is to incorporate the marine terminals, necessary to service the cruise ships at Piers 9, 10 and 11 and future inter-island vessels at Pier 8, within the hotel and office building structures. The developer will be required to provide a continuous terrace along the length of Piers 8 and 9 at the main floor elevation of the hotel and above the interisland and Pier 9 terminals, in order to insure pedestrian access along the periphery of the project without conflicting with maritime operations. The developer will also provide pedestrian access via an elevated walkway above the arcade of the office building (along the Fort Street Mall extension), and along the waterfront plaza and Pier 10.

Ground-level retail space, in covered arcades, will be developed along the Fort Street Mall extension. The developer will also be required to provide major restaurant frontage along the waterfront plaza. Restaurant and retail uses will be an important component of the project. The developer will be encouraged to provide a wide range of restaurant types to serve all segments of the population. This range could include a first-class dinner restaurant, cafes, a specialty restaurant, a coffee shop, and a take-out delicatessen which would encourage picnicking on the plaza and mall.

Retail uses, directly related to the other programmed uses of the site, will be required. These uses could include gift and camera shops, small boutiques, travel agencies and food-related businesses. The developer will be encouraged to expand the retail complex beyond the required 15,000 square feet.

In addition to the other specified uses, the design guidelines suggest that the hotel contain meeting rooms and

banquet facilities for both public and hotel guest use. Past studies have identified the need for such facilities in close proximity to the downtown area. (Figure 6 illustrates the relationship of the proposed uses and Figure 7 shows a conceptual ground level plan for the proposed development.)

### 1.2 Executive Hotel

A key component of the private development program will be a 400-to 500-room executive hotel. The hotel is planned to be located on a 3.4 acre "L-shaped" parcel just Diamond Head of the Aloha Tower. (Figure 5) The site is defined by Pier 8 on the south, Pier 9 on the west, the planned waterfront plaza and Fort Street Mall extension on the north, and Ala Moana Boulevard and Irwin Memorial Park on the east.

The targeted market for the hotel will be the business traveler. This type of visitor makes up approximately 3 per cent of the total westbound travelers destined to Hawaii. (Although there are no similar estimates for eastbound business travelers, the economic consultants to the Aloha Tower project estimate that that figure could approach 2 per cent of total eastbound visitors.)

The hotel building facade fronting the planned Aloha Tower Plaza will be required to be built to the property line and stepped back at an angle of at least 45 degrees above the +30 foot elevation. Facades facing Piers 8 and 9 will be required to step back at an angle of at least 45 degrees at an elevation no higher than +43 feet. Development along Pier 8, however, will be required to set back 20 feet from the property line, creating a landscaped edge adjacent to the inter-island terminal. (Figure 8 depicts the building envelopes prescribed in the design guidelines.)

The lobby of the hotel will front on a landscaped circular auto court which will be confined to a 100-foot frontage along Ala Moana Boulevard, north of the parking and service entrances (Figure 7). This feature will allow the loading and unloading of hotel guests and visitors around a one-way loop. It will provide an attractive entrance to the hotel itself and also allow the lobby to open on to the adjacent waterfront park. A central planting or water feature may be included to enhance the attractiveness of the area.

Service functions will be confined to the interior of the hotel building, with the exception of a 100-foot frontage along Ala Moana Boulevard that will be reserved for hotel receiving and the parking garage entrance. Service areas will be screened from view.

### 1.3 Office Building

An office building of approximately 100,000 to 150,000 square feet gross leasable floor area is programmed for a 1.4

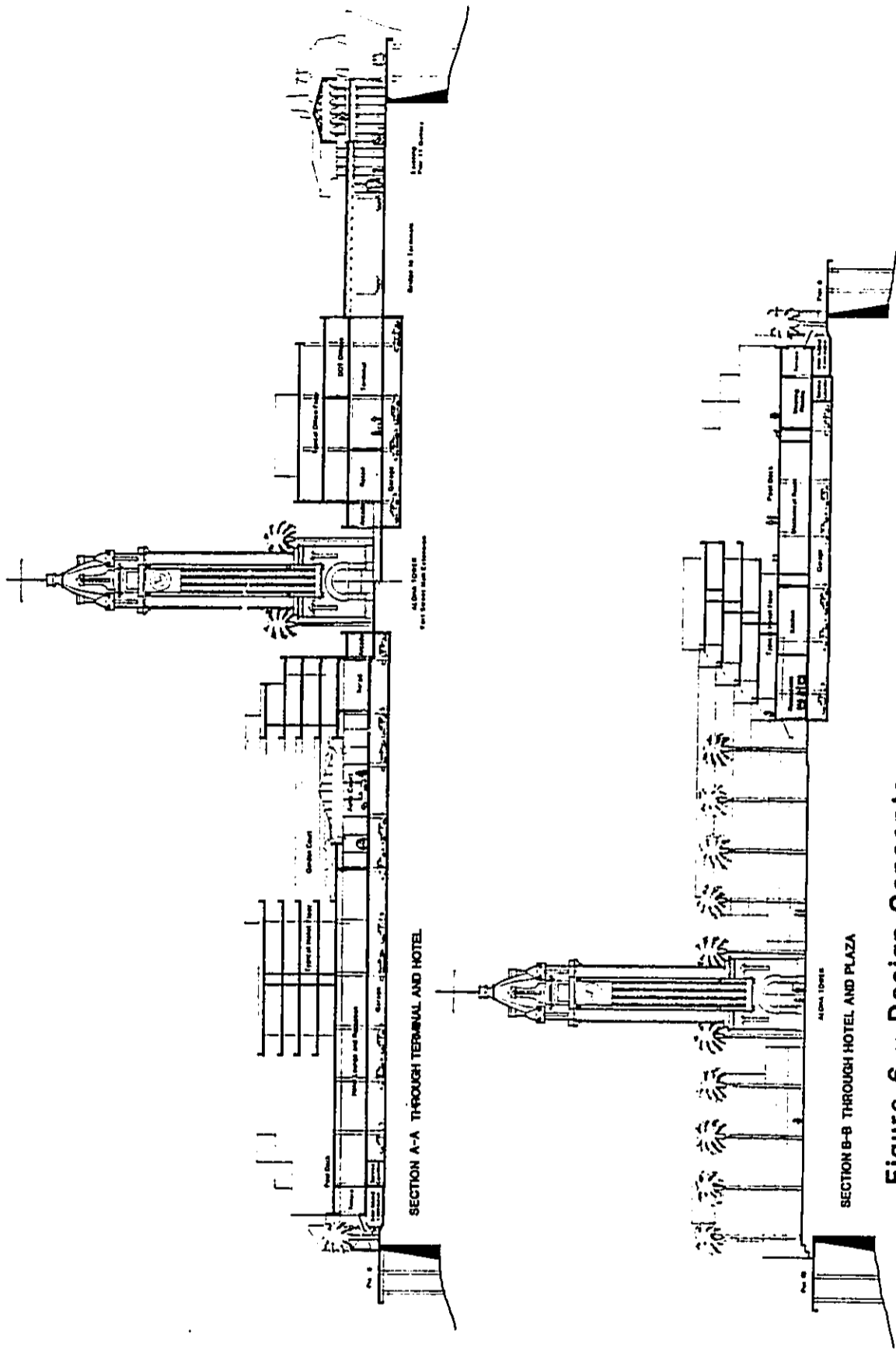
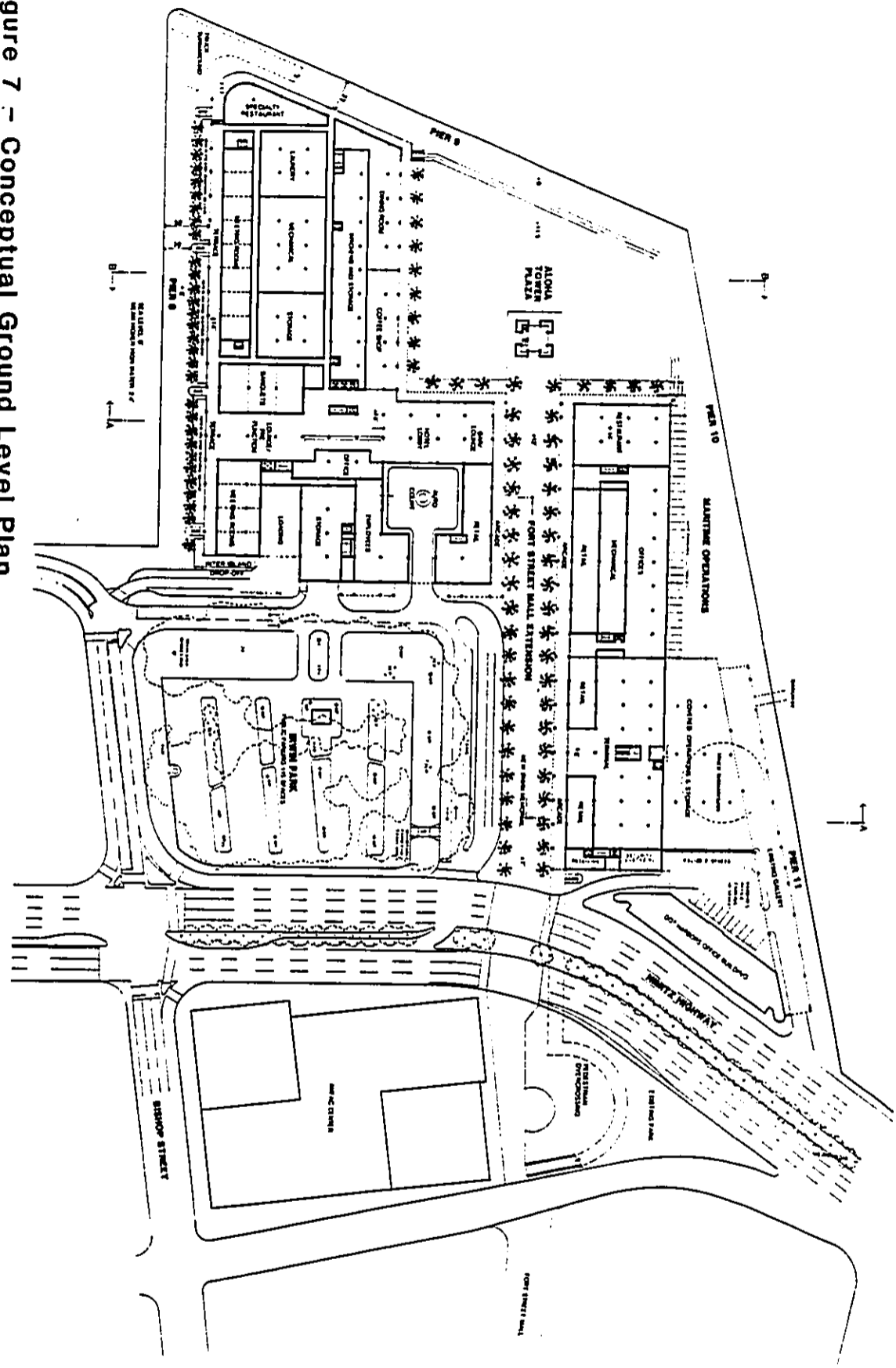


Figure 6 - Design Concepts  
**ALOHA TOWER**  
 URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, State of Hawaii by ROMA Urban Design in association with Williams Barthelme & Associates, Economics & Donald Welford, Planning and Zoning

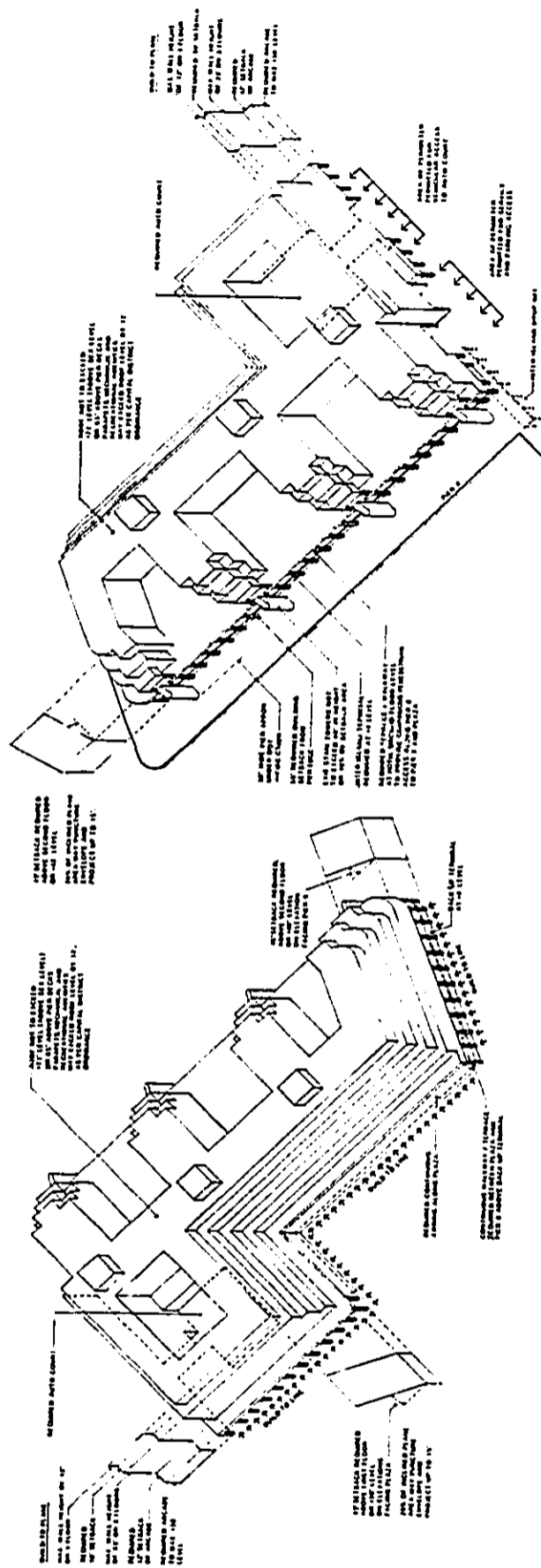
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



**Figure 7 - Conceptual Ground Level Plan**  
**ALOHA TOWER**  
**URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM**

Prepared for Aloha Tower Development Corporation, San Francisco, by RMA Urban Design in cooperation with Williams Architects & Associates, Engineers & Planners, and Zoning  
**NOTE: TREES ON NIMITZ HWY ARE NOT PART OF THE ADOPTED URBAN DESIGN PLAN.**

Scale: 1" = 100'  
 Date: 11/19/70  
 Author: RMA  
 Date: 11/19/70





acre rectangular parcel, located 60 feet across the Fort Street Mall extension from the proposed hotel site. The site is situated slightly west of the former Matson Building and essentially parallel to Piers 10 and 11. (Figure 5) The western edge is set back from Pier 9 between 200 and 250 feet, and the northern edge from Piers 10 and 11 between 55 and 155 feet.

The main entrance to the building will be off of the new Fort Street Mall extension. The primary cruise ship terminal within the Aloha Tower complex, together with accessory maritime warehouse space, is to be incorporated into the lower level of the building.

The building facades which front on the planned Fort Street Mall extension and Pier 10 will be stepped back a minimum of 12 feet above the first level (no higher than +30 foot elevation) and a minimum of 10 feet at an elevation no higher than +63 feet. A continuous frontage of retail use, broken only by entrances to the building and the main cruise ship terminal, will be required along the Fort Street Mall extension side of the building.

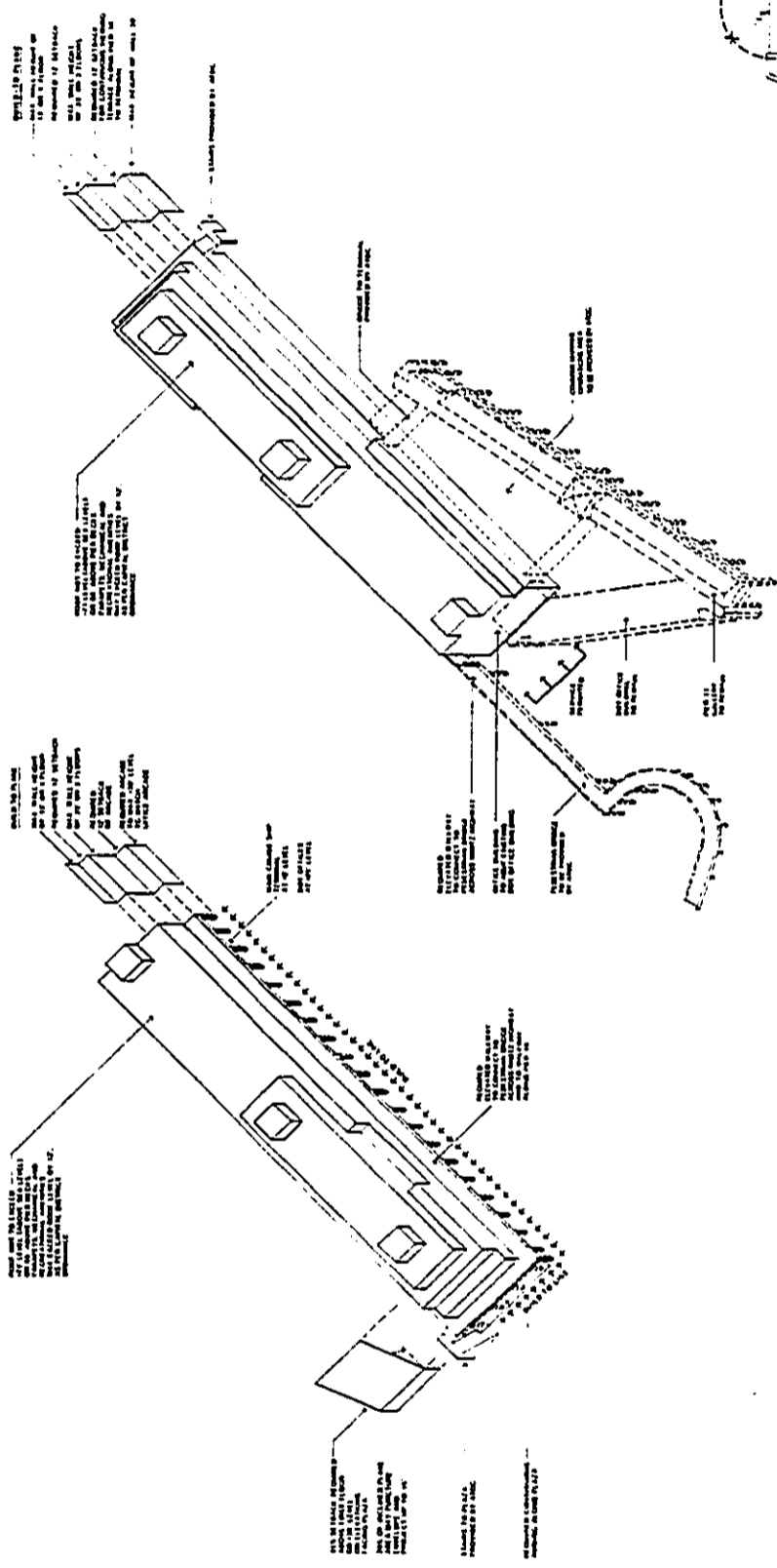
The second-level terrace of the eastern end of the office building will be the Aloha Tower Plaza terminus for the proposed pedestrian bridge over Nimitz Highway. An elevated walkway from this terminus will continue along the Mall extension, the waterfront plaza and Pier 10. This walkway will be connected to the vertical circulation cores of the office building, to provide access to ground level during business hours. (Figure 9 illustrates building envelopes for the office building.)

The office development is intended to complement the hotel and diversify the uses of the site. A world trade center, comprised of headquarter offices of international trade and shipping businesses, is seen as an appropriate concept for this commercial site.

#### 1.4 Parking Garage

The private developer will be required to construct a subsurface parking garage, containing a maximum of 550 spaces, below present pier grade (Figure 10). The deck of this garage will be at an approximate average elevation of +2.4 feet above mean higher high water. Preliminary engineering and soils studies have confirmed that such an underground structure is feasible on the Aloha Tower site.

The garage will have a single entrance and exit which is proposed to be located on Ala Moana Boulevard, just south of the driveway to the hotel auto court. It is anticipated that this parking area will be primarily used by hotel guests and customers of the offices and hotel facilities on weekdays and by the general public during the evenings and on weekends. Parking rates and operating rules, like all other downtown private parking, will be set by the developer/owner.



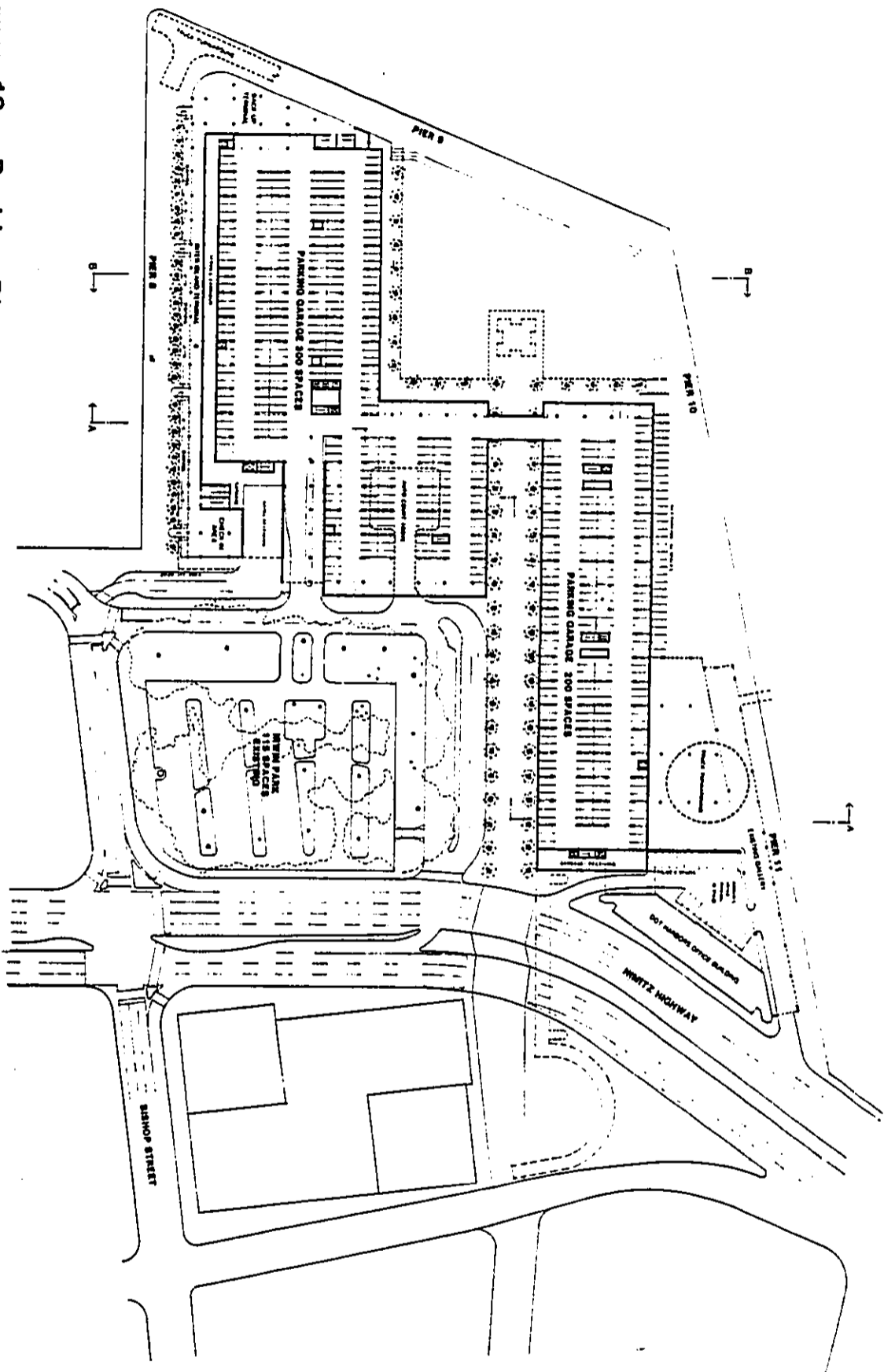
VIEW A FROM PLAZA AND MALL  
NOTE: SETBACKS SHOWN IN DASHED LINES TO INDICATE LUMP SETBACKS.  
 SETBACKS SHOWN IN SOLID LINES TO INDICATE LUMP SETBACKS.

VIEW B FROM PIER 11 AND NIMITZ HIGHWAY  
NOTE: SETBACKS SHOWN IN DASHED LINES TO INDICATE LUMP SETBACKS.  
 SETBACKS SHOWN IN SOLID LINES TO INDICATE LUMP SETBACKS.

KEY PLAN  
NOTE: ALL DIMENSIONS AND LOCATIONS ARE IN FEET.

APR 21, 1963

Figure 9 - Office Building Envelope  
**ALOHA TOWER**  
 Prepared for Aloha Towers Development Corporation, State of Hawaii by RIMA Urban Design in association with Williams-Kuehler & Associates, Engineers & Donald W. Fisher, Planning and Zoning



**Figure 10 - Parking Plan**  
**ALOHA TOWER** URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, Maui, Hawaii, by KHAHA Urban Design in association with William A. Beckwith & Associates, Honolulu, & Donald W. Johnson, Planning and Zoning

1-11  
 May 21, 1988

Planning the major on-site parking area below the hotel and office structures has allowed the project to provide more usable public open space and landscaping amenities. The garage will be mechanically ventilated by means of vertical shafts that exhaust and intake at roof level.

## 2.0 Maritime Program

### 2.1 General Description

The Aloha Tower Plaza development will continue to function as a working waterfront, presently serving up to 120 cruise ship calls per year. Planning for the area also anticipates the eventual resumption of rapid inter-island service such as the hydrofoils that were recently operated by SeaFlite.

The Aloha Tower enabling legislation (Chapter 206 J HRS) requires that the Development Plan incorporate the maritime needs of the Department of Transportation (DOT). A new feature, unique in Honolulu, will be the integration of new passenger terminals as mixed uses in the hotel and office structures (Figure 11). The private developer will be required to construct these facilities to DOT specifications to be leased back by the ATDC at a rate that compensates the developer-lessee for his costs, currently estimated at \$2.7 million. ATDC will immediately turn over the facilities to DOT under the terms of the interagency lease. The lease stipulates that DOT should have sole jurisdiction over the maritime activities.

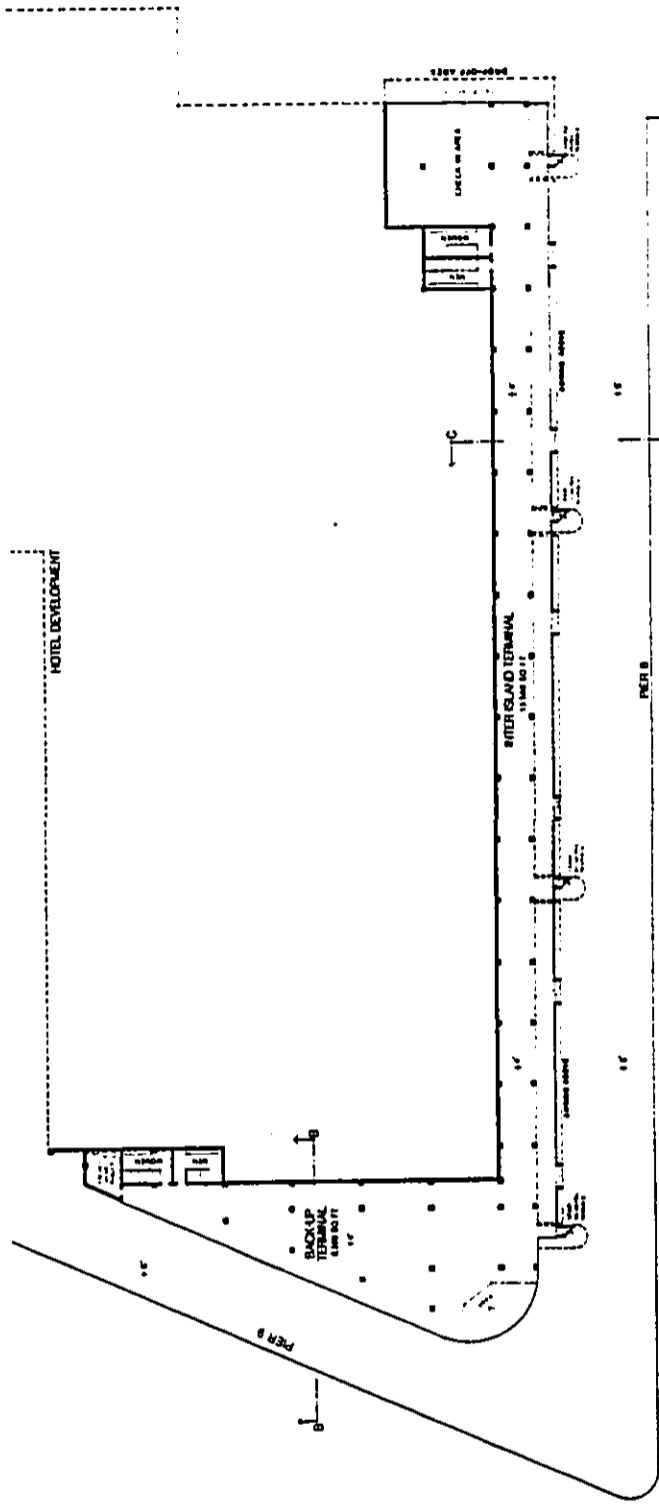
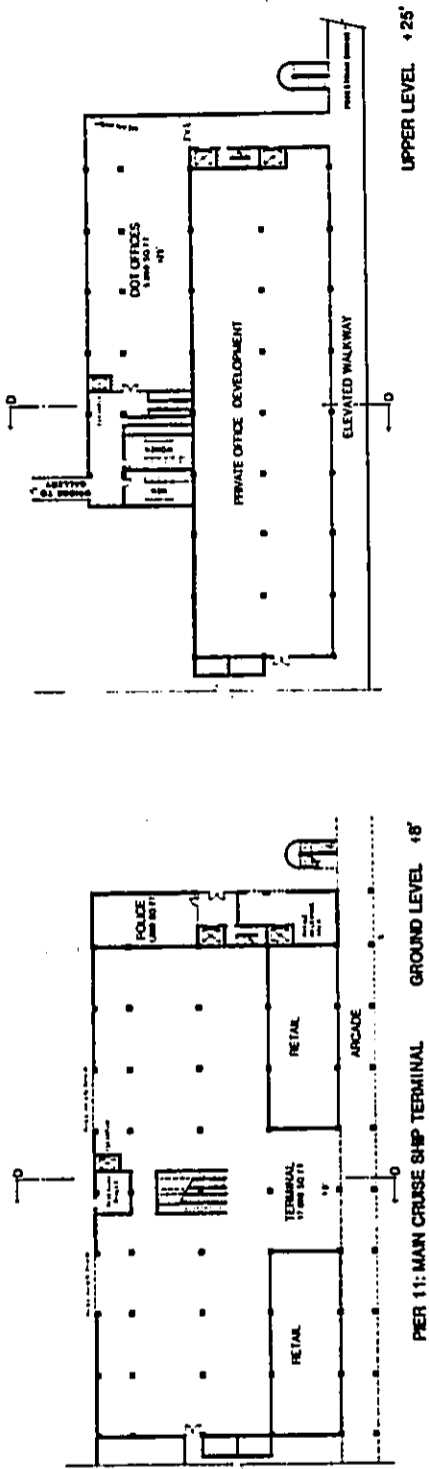
Terminals will be open to the air (as is the case at present), with roll-down doors or gates to insure security. For each of these facilities, the developer will provide shell space with basic improvements such as stairways, elevators, escalators, restrooms, and lighting where required. (Figure 12)

### 2.2 DOT Harbor Division Offices

The DOT Harbors Division will continue to occupy the 26,900-square foot Hale Awa Ku Moku for its executive and administrative offices. Because of its prominent location along Nimitz Highway, and close proximity to the proposed project, improvements to this building have been suggested to DOT Harbors.

New DOT office space will be provided in a 5,000-square foot second floor area of the new Pier 10 and 11 terminal, which will be incorporated into the new office building. (Figure 12) A 1,000-square foot ground-level area for security and custodial personnel will be provided adjacent to the new terminal. The DOT will also retain a 500-square foot area in the Aloha Tower for operations.





PIER 8 & INTER-ISLAND AND BACK-UP TERMINALS +4'

**Figure 12 - Passenger Terminal Plans**

**ALOHA TOWER**

URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, State of Hawaii by ROMA Urban Design in association with Williams Kaufman & Associates, James A. Donald, Waldman, Planning and Zoning

DATE: 11/83

Sixteen existing ground-level parking spaces for visitors to DOT Harbors Division offices will be retained in their present location behind the Hale Awa Ku Maku Building. Six spaces for Harbor police vehicles will be located in the same area. (Figure 7) DOT employee parking will be relocated to the Pier 5/6 area. (Figure 13). The expansion of the Piers 5/6 area for DOT employee parking will be provided by the ATDC.

### 2.3 Main Cruise Ship Terminal: Piers 10 and 11

The 12,500-square foot gallery fronting Pier 11 will be maintained and continue to operate as an integral part of the cruise ship terminal. (Figure 14) DOT Harbors intends to continue leasing some office space on the gallery to maritime-oriented users.

The maritime facilities at Pier 10/11 will total 25,000 square feet, including two 8,500-square foot baggage handling areas which will be located at ground level. A covered maritime area will be constructed between the main cruise ship terminal and the gallery at Pier 11. It will be used for the storage and staging of provisions and equipment, and allow approximately 15-foot clear space for operations. (Figure 7)

A covered walkway between the Pier 11 gallery and a 1,300-square foot arrival area at the main terminal will be constructed across the roof at the +25 foot elevation. Passengers will proceed across the walkway to the arrival area where elevators and/or escalators will take them to the baggage and customs area at street-level. A taxi-auto-bus drop-off and pick-up area is being provided at the Ewa end of Irwin Memorial Park, to serve the cruise ship passengers. An arcade, which runs along the office building's Fort Street Mall frontage, will front the terminal space.

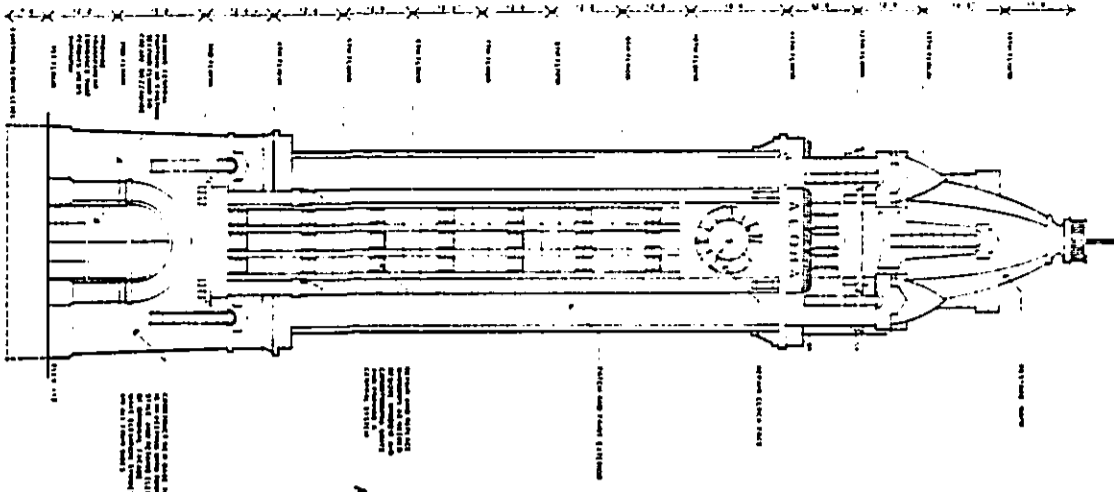
Open areas will be provided at pier-level all along Piers 10 and 11 to accommodate stevedore operations, truck turnaround, cargo and baggage handling, ship servicing, and other activities necessary to support maritime operations. Thirty-two parking spaces for official vehicles will also be located along the office building edge of Pier 10.

### 2.4 Second Cruise Ship Terminal: Pier 9

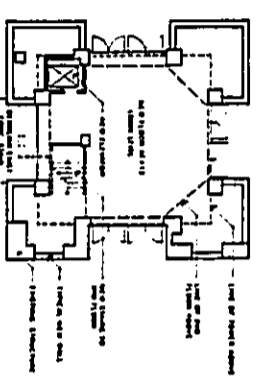
The DOT Harbors Division feels that additional terminal space should be provided in close proximity to Pier 9, rather than have passengers proceed to the main terminal at Pier 11. Customs regulations and security are the main reasons for this requirement. This terminal is also planned to accommodate future increases in passenger vessel calls at Aloha Tower.







ALLOHA TOWER: TYPICAL ELEVATION  
SCALE: 1/8" = 1'-0"

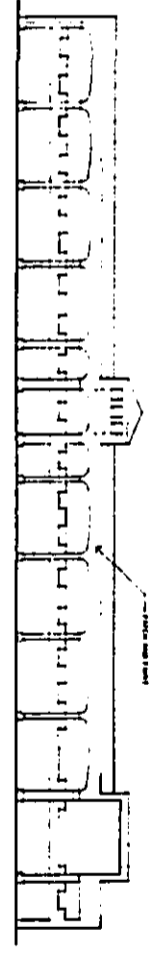


ALLOHA TOWER: TYPICAL UPPER FLOOR PLAN  
SCALE: 1/8" = 1'-0"

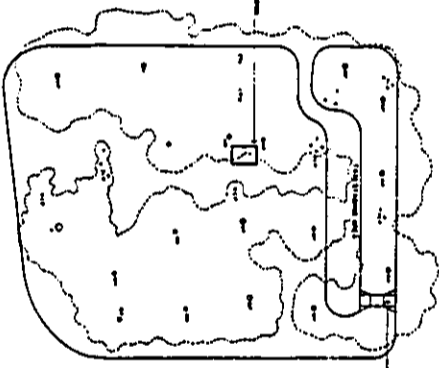


ALLOHA TOWER: GROUND LEVEL PLAN  
SCALE: 1/8" = 1'-0"

PERI 11: EWA ELEVATION  
SCALE: 1/8" = 1'-0"



ETWAL PARK RESTORATION  
SCALE: 1/8" = 1'-0"



ETWAL PARK RESTORATION  
SCALE: 1/8" = 1'-0"

# Figure 14 - Rehabilitation Strategy ALLOHA TOWER

Prepared for Aloha Tower Development at Corporation, West of Hawaii by JENNY Urban Design in association with William Barthelb & Associates, Architects, A Donald Wicks, Planners and Zoning

June 21, 1983

The 8,500-square foot facility will be located beneath the hotel at the +4-foot elevation; a ramp leading from the pier apron service area to the terminal will permit fork lift and service vehicle access. A continuous rail along the perimeter of the terminal will provide separation from the pier apron. (This facility was originally referred to as a "back-up terminal"; Figures 8, 10, 11 and 12 reflect this earlier designation.)

### 2.5 Inter-Island Terminal

A third maritime facility will be provided along the length of Pier 8, at the +4-foot elevation. This 13,000-square foot facility will also serve as a passenger concourse between Pier 9 and an auto and taxi drop-off and pick-up area along Ala Moana Boulevard.

The Pier 8 terminal will be partially covered by the hotel terrace and by canvas awnings along the length of the pier. A change in elevation of 2 feet, and a continuous row of planting, will separate the facility from maritime operations along the pier apron. (Figure 11)

DOT has received indications from private enterprise of their interest in providing inter-island service which would use the Pier 8 facility.

## 3.0 Public Amenities/Improvements Program

### 3.1 General Description

The Aloha Tower Plaza will be a co-development project between the State sponsored ATDC and a private developer. The ATDC has determined that the Aloha Tower Plaza development should be a "people" place, easily accessible to downtown, therefore, they will provide pedestrian facilities and open space to encourage public use of the facilities. In addition, the Corporation will improve vehicular access to the site, renovate Aloha Tower, and provide other improvements that will encourage private sector involvement in the redevelopment project.

Public improvements will be financed by approximately \$12.5 million in special revenue bonds which will be issued by ATDC. These bonds were authorized by the legislature in Act 236, Session Laws of Hawaii, 1981. Interest and principal will be repaid by revenues generated by developer-lessee rental payments.

### 3.2 Public Open Space

#### 3.21 Aloha Tower Plaza Waterfront Park

Open space will be established around a free-standing Aloha Tower to become a new 1.6-acre plaza/waterfront park at the water's edge. (Figures 4 and 7) The plaza will be

elevated approximately 6 feet above the adjacent piers, planted with grass and landscaped with Coconut Palms and other foliage. A terraced retaining wall is planned as an attractive place for people to sit.

Fronting on the plaza and leading to it will be outdoor cafes, shops, and other pedestrian-oriented facilities. The plaza will also provide a location for public-oriented recreation, both active and passive, including outdoor performances. It is envisioned that the plaza will become a "gathering place" and the waterfront gateway to Honolulu.

### 3.22 Fort Street Mall Extension

A new 60-foot wide extension of the Fort Street Mall will be developed from Nimitz Highway to the Aloha Tower. This pedestrian mall will incorporate the existing intersection and access road (Fort Street) into the Aloha Tower complex. A new Fort Street intersection will be built south of its present location. (Figure 7)

It is proposed that this mall will be attractively paved and contain tropical landscaping; its edges will be lined with palm trees. It is anticipated that retail shops, cafes, and food places will locate along this mall extension, to capture the traffic attracted to the Plaza.

### 3.3 Aloha Tower Renovation

The second-level podium structure and pier sheds which now surround the base of Aloha Tower will be removed. The total "Tower" structure will then be entirely visible from both the Harbor and the Fort Street Mall. Proposed improvements to the "Tower" include: constructing a new base; providing a new transparent entrance that permits mauka-makai views; constructing stairs from the new ground floor to the third floor; and, patching and painting the entire exterior of the building. A new central air conditioning system will allow window units to be removed, thus improving the appearance of the tower. (Figure 14) The public improvement program also proposes general illumination and spot lighting of the Tower to reinforce its nighttime significance.

### 3.4 Irwin Memorial Park

It is the intent of the ATDC to remove the 115 public parking spaces from the park and restore the site as public open space, when the project is operational. (Figure 14) The northern edge of the park will be modified in order to accommodate the Fort Street Mall extension, the proposed roadway realignment and taxi staging area. The detailed design of Irwin Memorial Park will be undertaken during the public improvement phase of the project and will be directed towards preservation and enhancement of the rich vegetation which currently exists there.

### 3.5 Highway Modifications and Circulation Improvements

#### 3.51 On-Site Circulation Improvements (Figure 15)

##### a. Fort Street and Ala Moana Boulevard

In order to create the Fort Street Mall extension, it will be necessary to realign Fort Street southward (Diamond Head) from its existing location. Both Fort Street and Ala Moana Boulevard (within the project site) will be reduced in width and combined with Bishop Street will serve as a new two-way loop road around Irwin Park. This loop road will provide access to the cruise ship terminals, and the hotel and office developments. Along the Fort Street portion, drop-off lanes will be provided adjacent to the main cruise ship terminal. The intersection of Bishop and Ala Moana will be reconfigured as a four-way stop with the exit lanes of the inter-island drop-off becoming an integral part of that intersection.

##### b. Drop-off Lanes and Taxi Staging

Loading and unloading of private automobiles near the passenger terminal is planned for the drop-off lanes adjacent to the Fort Street Mall extension. Curb-space would be shared with tour buses. The number of buses being loaded at the terminal, however, would be limited and a staging area along Ala Moana Boulevard, between Piers 7 and 8 would be used for temporary storage. Buses would be directed to the terminal as space becomes available.

A smaller loading area can be provided at Pier 8 for private automobile and taxi use. Buses serving disembarking passengers in this area would load in the staging area between Piers 7 and 8.

It is anticipated that taxis will queue along a pull-out lane adjacent to the realigned Fort Street and the main cruise ship terminal area drop-off area. When full, taxis can proceed around to a staging area in the northernmost aisle of the existing Irwin Memorial Park parking lot. (Figures 14 and 15) A driveway connection should be provided so these taxis can be directed to the loading lane as needed. The staging area is expected to accommodate approximately twenty vehicles and would be entered from Ala Moana Boulevard, near the hotel entrance.

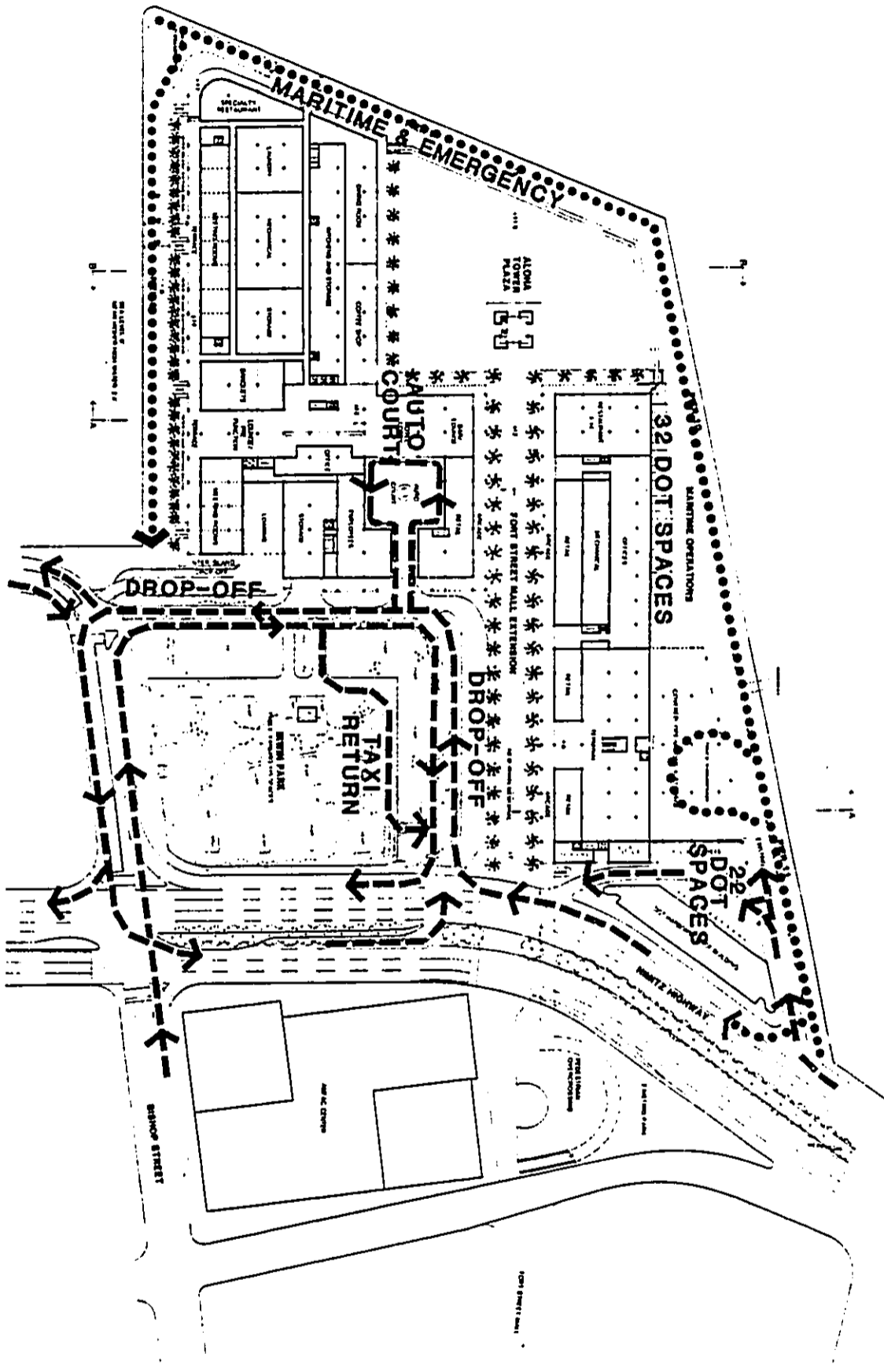
The taxi loading lane can also serve the hotel. No conflicts are anticipated because of the sufficient capacity, and because of the different periods of peak use. When not in use by arriving or departing passengers, the drop-off areas can be used for additional taxi staging, tour buses and deliveries.

# Figure 15 - Circulation Plan ALOHA TOWER

## URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Urban Design Development Corporation, State of Hawaii, by HNTB/Urban Design Corporation with William Kishimoto & Associates, Inc., a David M. Walker, Pines and Young

NOTE: TREES ON NIMITZ HWY ARE NOT PART OF THE ADOPTED URBAN DESIGN PLAN.



Access to the passenger terminal from Nimitz Highway would be via a new left turn lane from the Kokohead direction. Right turns from the ewa direction would also be allowed. Exiting traffic will rejoin the circulation road around Irwin Memorial Park at the makai end of the loading area and exit through Bishop Street (left or right turn onto Nimitz Highway), Ala Moana Boulevard (Kokohead bound) near Pier 4 or Fort Street.

Ingress and egress to Pier 8 will be similar, except that direct access to the area can be from Bishop Street or Ala Moana Boulevard via Richards Street.

### c. Maritime Circulation

Truck access to and egress from the pier aprons will be gained by a right turn in and out at Pier 11 and Nimitz Highway. Service vehicles destined for the maritime operations area along Piers 10 and 11 will enter at Pier 11 and proceed through a control gate. Sufficient turning radii will permit service vehicles to return from the Pier 10 and 11 area, and from the corner of Piers 8 and 9. Continuous maritime service access will be available along Piers 9, 10 and 11, with Pier 8 reserved for inter-island operations. Emergency access will be permitted along all four piers.

## 3.52 Off-Site Circulation

### a. Pedestrian Access to the Project

The ATDC will improve pedestrian access across Nimitz Highway by means of new at-grade crossings and a pedestrian bridge at Fort Street. These improvements are designed as extensions of the on-site pedestrian circulation system which is comprised of the mall, plaza, arcades, canopies and terraces.

The Fort Street crossing can be improved by providing a wider median at Nimitz Highway, which will decrease the crossing distance and the psychological barrier that the highway now presents. The at-grade crossing at Bishop Street can also be improved if a traffic island off the northeast (mauka-Ewa) corner of the Bishop/Nimitz intersection is constructed. This island will channel right turning traffic from Bishop Street and offer a new landing for pedestrians. Construction of this traffic island and expansion of the existing island on the northwest corner (makai-Ewa) will serve to decrease the effective crossing distance of the highway.

The ATDC will construct a pedestrian bridge across the Nimitz Highway, connecting the Fort Street Mall with the mall extension and the office building development. The bridge will be designed as an attractive extension of the project.

The bridge would be built to ramp up in a semi-circular plan from the park adjacent to the Amfac Center, extend across Nimitz Highway and link directly to a second level walkway above the required arcade of the office building. Stairs will provide access to grade at the eastern (mauka) end of the Fort Street Mall extension, and at the plaza. Additional access to grade may be provided through the elevator cores of the office building. Detailed design of this bridge will be done as part of the public improvements program.

b. Off-Site Roadway Improvements

The ATDC has suggested certain modifications to adjacent off-site facilities in order to conform with the proposed circulation plan. These proposed modifications will be reviewed by the DOT. Proposed off-site roadway improvements that are currently being evaluated follow (these proposals may be changed or modified when the facilities are actually designed):

1. The restriping of Nimitz Highway on the northbound roadway between Alakea and Fort Streets. Traffic could then be shifted one lane to the east between Bishop and Fort Streets to provide a storage lane for traffic waiting to turn left into Fort Street;
2. Restriping of Bishop Street between Nimitz Highway and Queen Street so the distribution of traffic turning left and right onto Nimitz Highway could be improved;
3. Modifications to the exit lane from the DOT Harbors office building to conform with the proposed mall extension; and,
4. The restriping and paving of the State parking lot at Piers 5 and 6 in order to create 195 replacement parking stalls for DOT Harbor's use.

3.6 Site Utilities

The ATDC will design and provide the storm drainage system for the site, and realign existing fuel lines where they conflict with the development parcel. All other utilities will be designed and provided by the developer-lessee, in close coordination with the ATDC's public improvement program. (Figure 16)

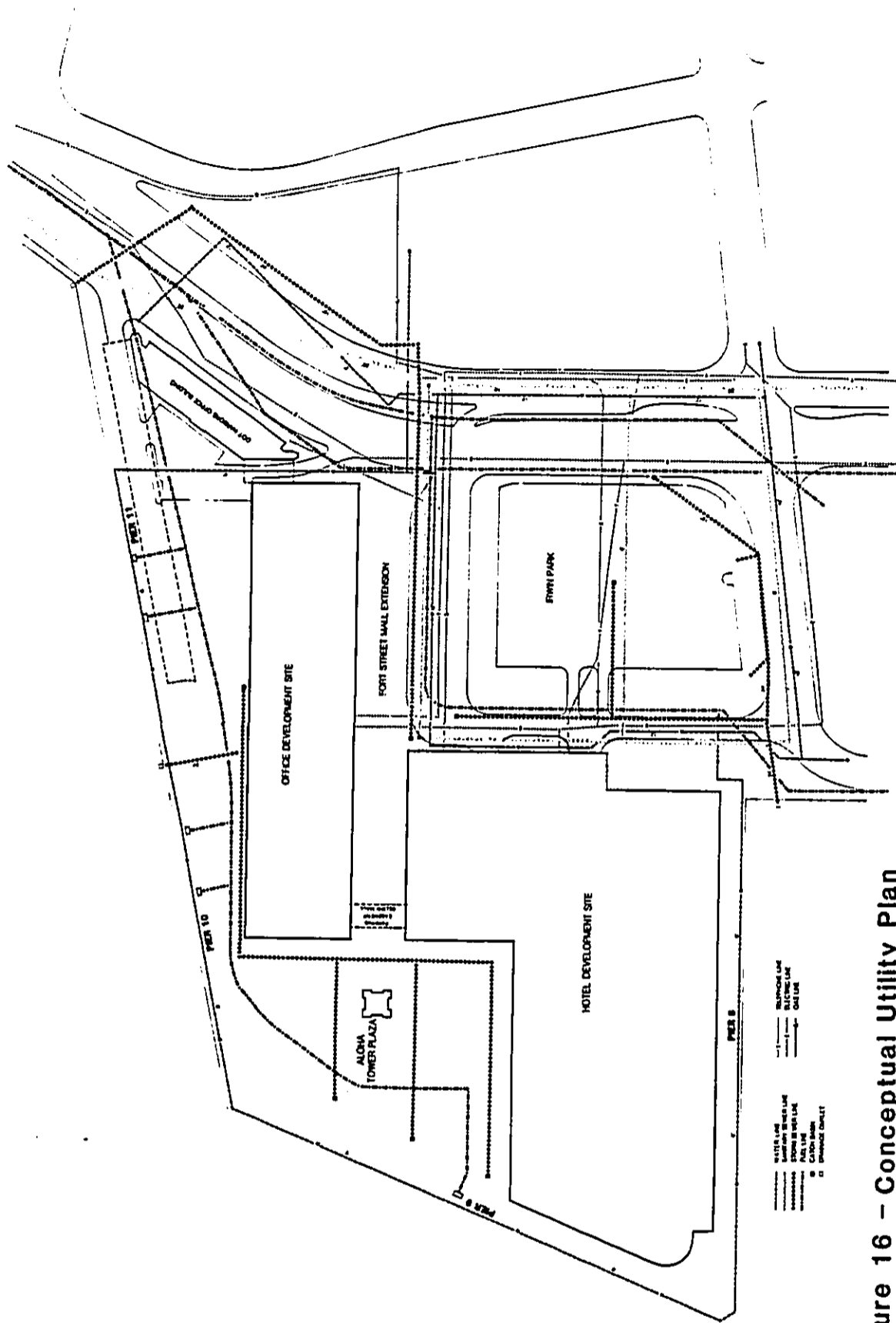


Figure 16 - Conceptual Utility Plan  
**ALOHA TOWER**  
 Prepared for Aloha Tower Development Corporation, State of Hawaii by BERMA Urban Design in association with Williams Barthelb & Associates, Trimmer & Donald Wilford, Planning and Zoning  
 URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM



## 4.0 Demolition and Construction

### 4.1 Demolition and Site Preparation

The ATDC will demolish the pier sheds, the vehicular ramp leading to the podium level and the second level terminals. The Pier 11 gallery, the DOT Harbors Division office building, Irwin Memorial Park and the Aloha Tower will be maintained and protected during construction.

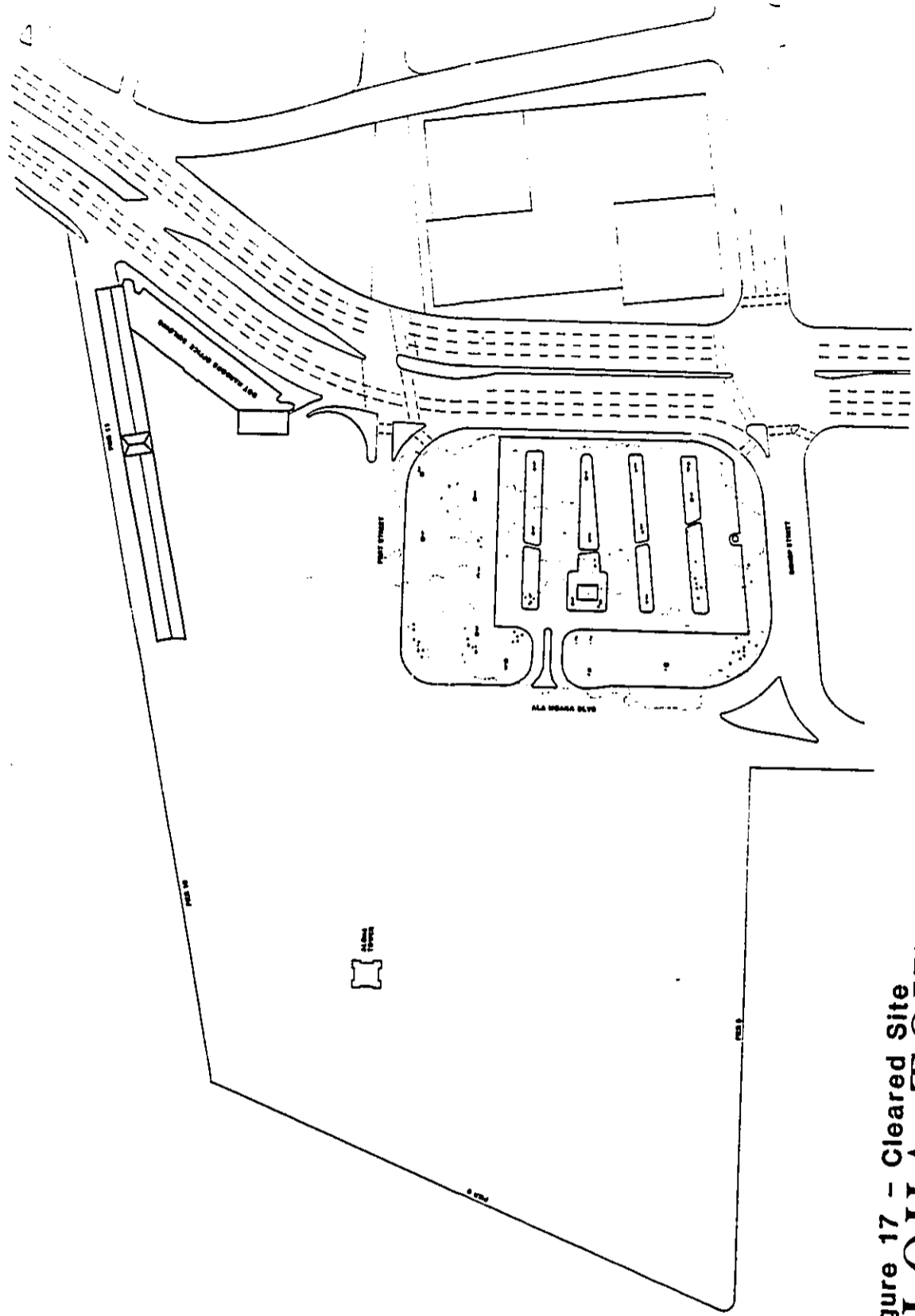
Demolition will include the removal of existing pier shed pile caps to the water table line, and the removal of abandoned fuel and utility lines that conflict with the private development parcels. The site will be cleared and leveled to present pier grade and conveyed to the developer lessee for development. (Figure 17) In addition, the ATDC will provide construction fences, canopies and temporary ramps necessary for the continuation of cruise ship operations along Piers 10 and 11.

### 4.2 Construction Strategy

The construction of public and private improvements will be closely coordinated, both in terms of design and execution. Demolition and site preparation will be undertaken while private improvements are being designed. In order to meet the construction schedule, it is anticipated that the developer-lessee will undertake project construction in two phases. Phase 1 will be the construction of the foundations and garage; the buildings will be constructed in Phase 2. It is further anticipated that the office building will be completed prior to the larger and more complex hotel structure. (Figure 18)

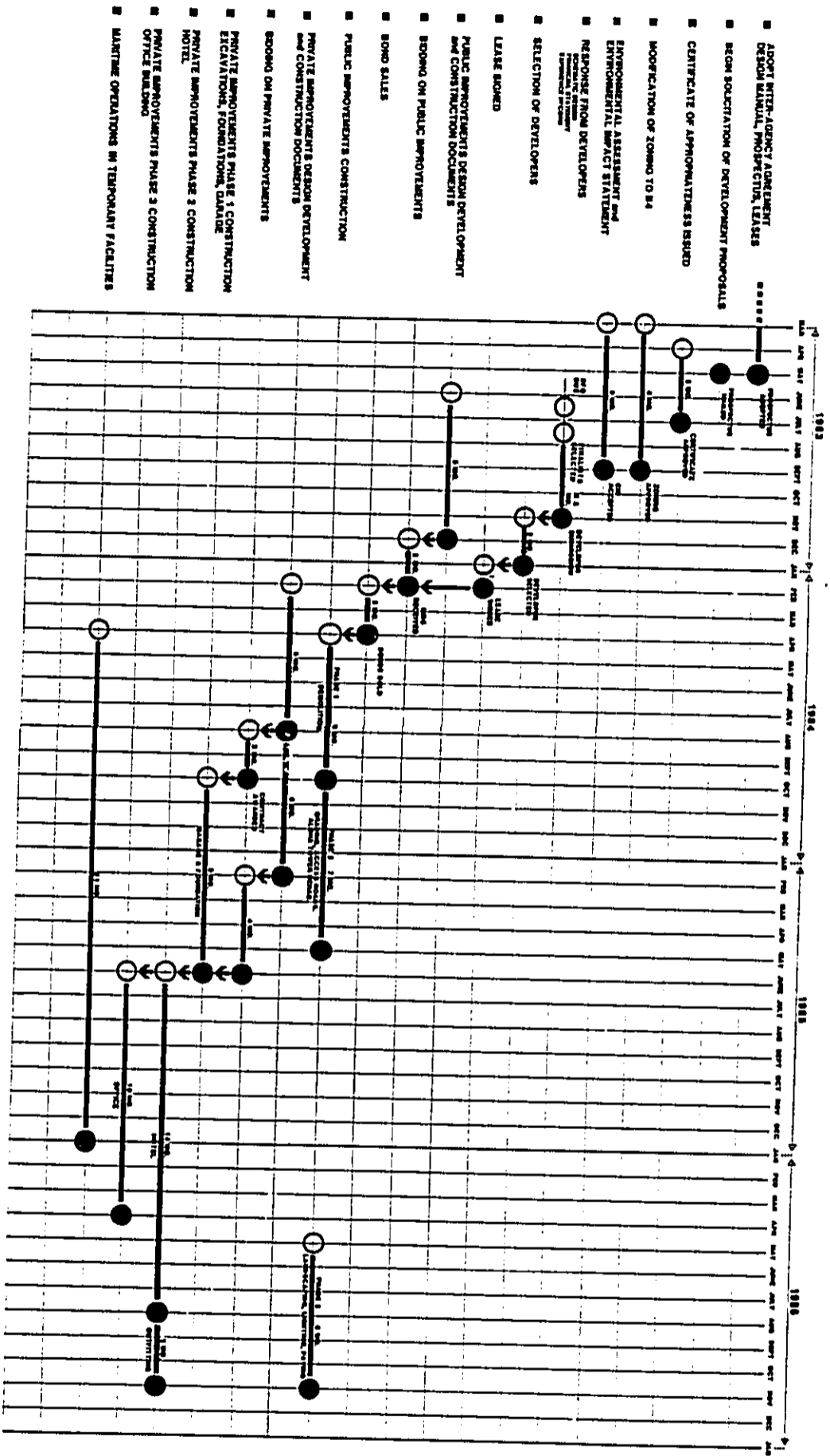
The ATDC has established a construction strategy that will permit continued maritime operations along Piers 10 and 11, and continued use of Aloha Tower, during construction. (Figure 19) A temporary passenger terminal will be constructed on the Pier 11 gallery during demolition and construction, with temporary ramps constructed to grade. Construction fences will channel passengers to the existing loop road around Irwin Memorial Park, which will be maintained for vehicle drop-off and construction access. In order to minimize this interruption of normal cruise ship operations, the main terminal at Piers 10 and 11 will be scheduled for early completion. (The estimated time for completion of this terminal is 21 months.) During construction, on double "ship days", the second ship will be accommodated at Pier 2, or elsewhere in Honolulu Harbor.

A fenced and covered passage between the hotel and office sites will be constructed at present pier grade to provide safe pedestrian access to the Aloha Tower. A construction fence will also be built around the base of the Tower to protect the structure from construction activities. Construction of the subsurface parking easement between the hotel and office building sites should be phased to permit continuous access to the Tower.



**Figure 17 - Cleared Site**  
**ALOHA TOWER**  
 Prepared by Aloha Tower Development Corporation, State of Hawaii in cooperation with Williams Architects & Donald Wilford, Planning and Zoning  
**URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM**  
 Prepared by Williams Architects & Donald Wilford, Planning and Zoning

# DEVELOPMENT and CONSTRUCTION STAGING SCHEDULE



**Figure 18 - Staging Schedule**

## ALOHA TOWER

URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, State of Hawaii by ROMA Urban Design in association with Williams-Konikow & Associates, Engineers & Donald W. Hirsch, Planning and Zoning

June 25, 1983

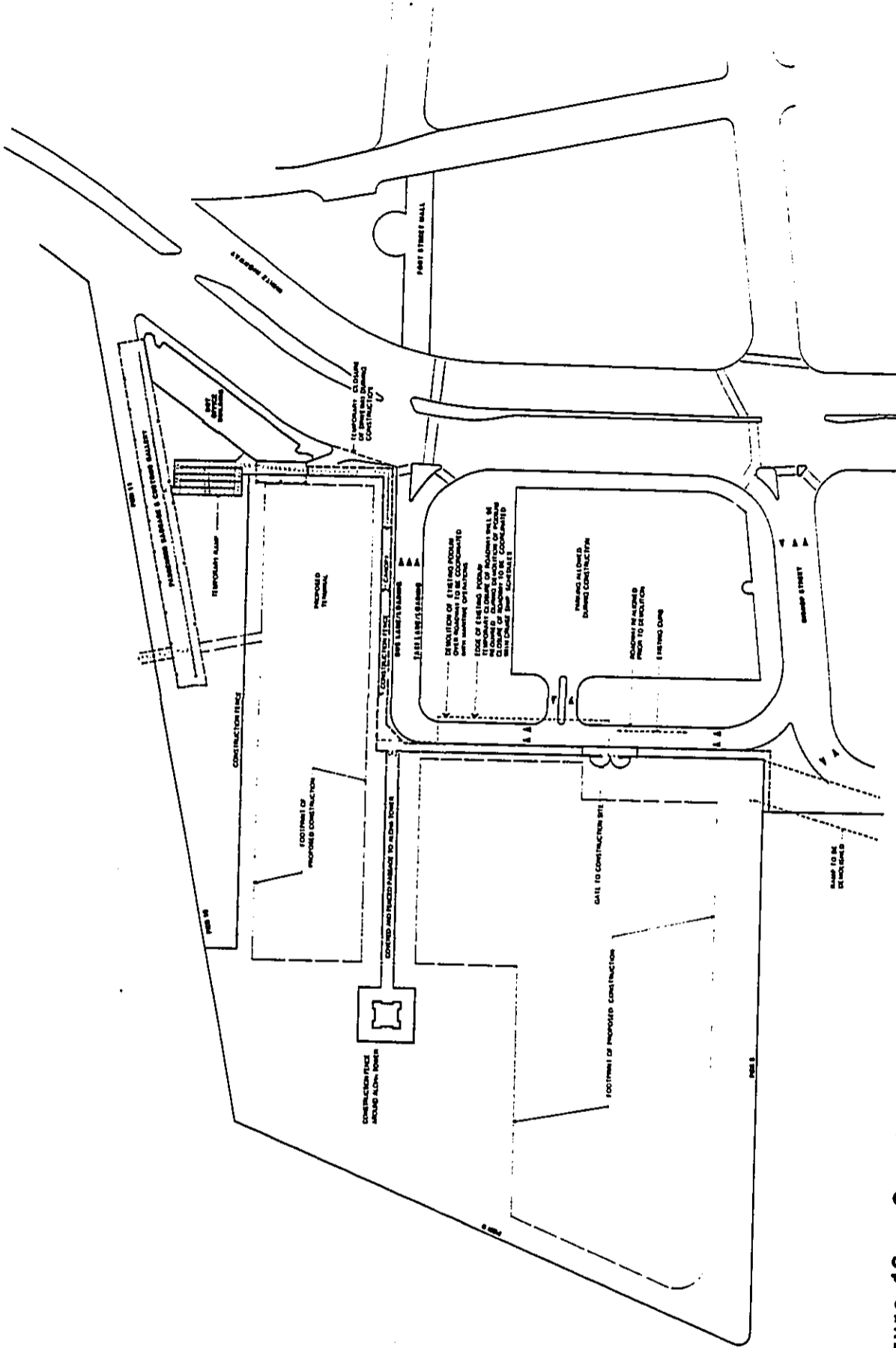


Figure 19 - Construction Strategy  
**ALOHA TOWER**  
 Prepared for Aloha Tower Development Corporation, State of Hawaii by HRTMA Urban Design in association with Williams, Korblick, K. Associates, Engineers, K. Donald Witherell, Planning and Zoning  
 APRIL 21, 1982

The construction site will include the Pier 8 and 9 aprons, but will exclude 1.4 acres along Piers 10 and 11, Irwin Memorial Park, adjacent roadways, and the passage to Aloha Tower. It is proposed that access to the construction site will be from Ala Moana Boulevard across from Irwin Memorial Park, in line with the proposed garage entrance. In this way, when the garage is completed, it can be used as a parking and construction staging area.

#### 5.0 Maintenance

It is the current intent of the ATDC to maintain all areas under its jurisdiction, and to establish an independent entity to program events in the open space. The developer-lessee is seen as an active participant of this organization.

PART III: ENVIRONMENTAL IMPACTS  
AND MITIGATING MEASURES

A. ENVIRONMENTAL SETTING

1.0 The Region

The State of Hawaii is made up of eight major islands and 124 minor islands. The eight major islands are Oahu, Kauai, Molokai, Lanai, Maui, Hawaii, Niihau (privately owned), and Kahoolawe (an uninhabited island, presently being used by the military). The State encompasses 6,450 square miles, of which 6,425 are land and 25 are inland waters, and features a total coastline of some 750 miles, fourth greatest among the states and territories of the nation.

Oahu is the third largest island in area in the State of Hawaii, its 593 square miles of land comprise 9.4 per cent of the State's total area. It is the most populous of all the islands, holding over 80 per cent of the population. The State capital is located on Oahu. (Figure 20).

The islands lie in the northern fringe of the Tropic of Cancer, placing them within the belt of northeasterly trade winds which persist for the major part of the year. These "trades" are occasionally interrupted by southerly or "Kona" winds. Intermittent breakdown of typical tradewind flows occurs when deep low-pressure centers form and move slowly from west to east. This produces southerly winds and more rain in many otherwise dry areas.

On Oahu, the trade winds are prevalent for 90 per cent of the time between May to October. From November to April, Hawaii's winter season, the "trades" drop in frequency to about 50 per cent. The "winter" season brings intense rains that account for practically all of the rain that falls on the leeward plains.

Roughly half of the island's population lives in Honolulu. This concentration of population in Honolulu continues a trend begun in the 1800's when the city, with its protected deep water harbor, became a center of commercial exchange. Today, metropolitan Honolulu extends to the waterfront shoreline, making the harbor area an integral part of the city.

Like many American cities, downtown Honolulu experienced significant office/commercial growth throughout the sixties and seventies, expanding from 580,000 square feet (s.f.) in 1959 to 4,760,000 s.f. in 1982. The central business district serves as the financial center for the islands, and is immediately adjacent to the Capital District, site of the State Legislature, Iolani Palace, and other State and County office buildings. The Aloha Tower site is within five to ten minutes walking distance from both areas.

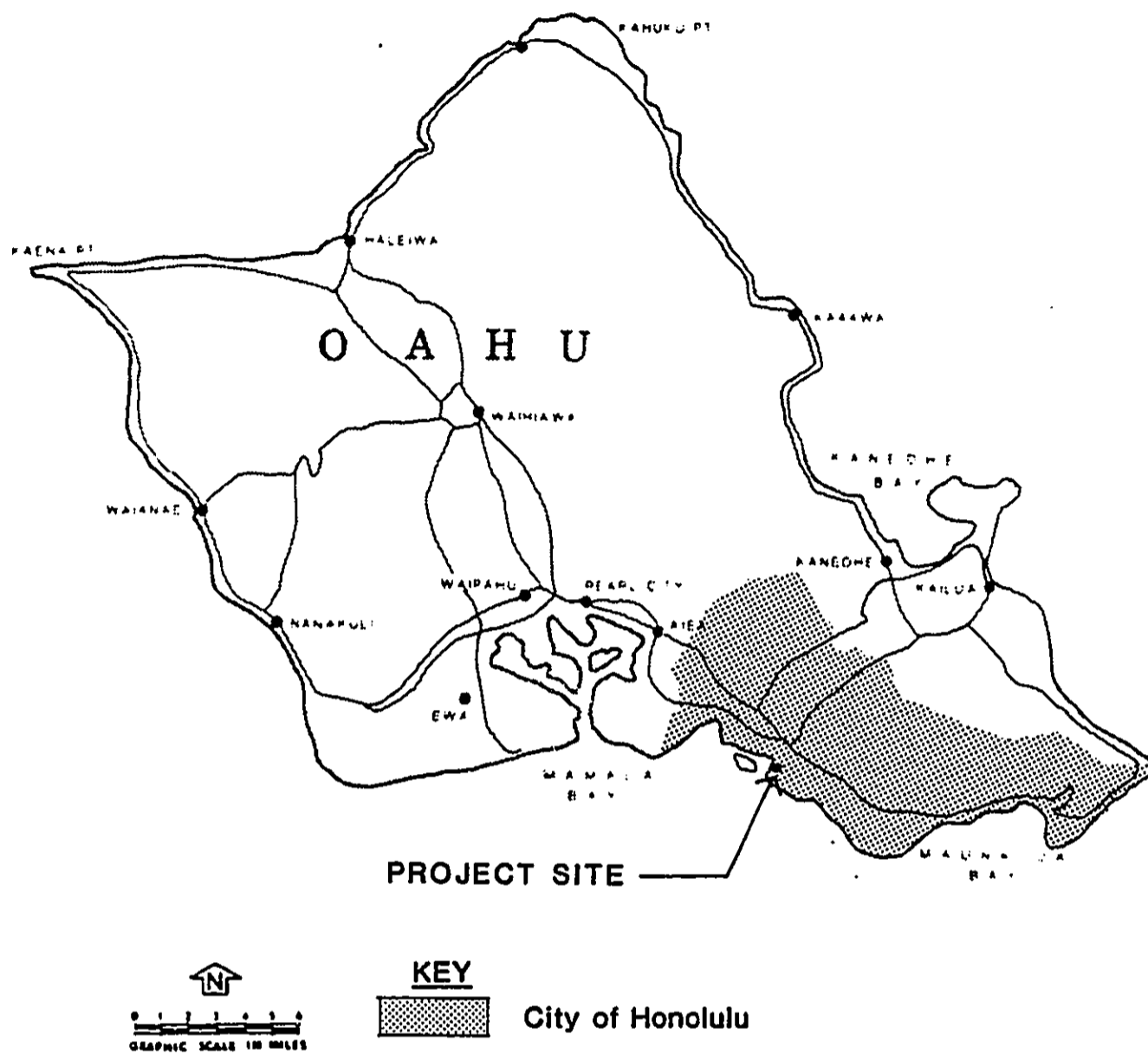


Figure 20 - Location Map  
**ALOHA TOWER**

PLAZA DEVELOPMENT PLAN

## 2.0 Honolulu Harbor

Honolulu Harbor is a natural protected embayment created by the flows of the Nuuanu Stream. First "discovered" in 1794 by Captain William Brown of the merchant ship Butterworth, the limited harbor became a popular port of call and winter haven for ships engaged in Pacific trade. The first wharf is said to have been an old ship's hull sunk for that purpose in 1825 at the foot of Nuuanu Street.

Honolulu became an American port in 1898 when Hawaii was annexed by the United States. The first large appropriation by the U.S. Congress was made for harbor improvements in 1905. By 1914, there were 20 wharves at about the same location as the existing Piers 1 to 10. Piers 8, 9 and 10/11, and the passenger terminal, were rebuilt in the period between 1919 to 1928.

Honolulu Harbor is the largest civil port in the State and the only commercial deep draft harbor on Oahu (Figure 20). The harbor is the major commercial shipping port in the islands, accommodating over 6,800 incoming vessels each year. In 1982, Honolulu Harbor handled about 7.5 million short tons of foreign and domestic cargo. Principal commodities shipped in and out of the harbor are gasoline, motor vehicles, fabricated metal products and fruits and vegetables. The State operates over 40 piers off Nimitz Highway and Ala Moana Boulevard, and on Sand Island.

In addition to commercial piers, the waterfront is fringed by light industry. The Hawaiian Electric Company (HECO) Honolulu Power Generating Station uses harbor waters for cooling purposes. A U.S. Coast Guard base is located on Sand Island.

The harbor is fairly well sheltered from northerly winds but is exposed to westerly, northwesterly and southwesterly winds. These winds are especially strong during winter storms. Sand Island acts as a bulwark against westerly and southerly winds so the main harbor basins are protected.

The mean sea level recorded for Honolulu Harbor is 0.8 feet. Tidal range is from 1.3 feet below mean lower low water (MLLW) to 3.5 feet above MLLW. The mean tidal range between MLLW and mean higher high water (MHHW) is 1.9 feet. The maximum extreme tidal range is 4.8 feet.

Movement of tidal currents is generally in a clockwise direction during flood tides and counter-clockwise during ebb tides. These tidal currents are the predominant currents and play a major role in the flushing characteristics of the harbor. Thermal studies conducted by HECO estimated the harbor flushing time at about 6 hours<sup>1</sup>.



Benthic life is poorly developed in Honolulu Harbor, except for fouling organisms on pilings and bulkheads<sup>2</sup>. Corals are nearly absent from the harbor with the exception of the cooling water discharge basins for the HECO Power Plant on the southeast side of Pier 7. Coral growth in that location (occurring at depths from -3 feet to -23 feet (-1m to -7m) on vertical surfaces), probably is stimulated by the enhanced water circulation. Porites lobata dominates, and Pocillopora meandrina, Montipora patula, and M. verrucosa are common<sup>3</sup>. Species of phytoplankton present are typical of those found near shores and in semi-enclosed marine embayments (Appendix A, Table A-1). Planktons perform an important role in the harbor ecosystem.

The harbor is the habitat for a variety of reef fishes (Appendix A, Table A-2)<sup>4</sup> and are most abundant in the vicinity of the HECO thermal outfall. Reef fish such as moorish idols (Zanclus canescens), butterfly fish (Chaetodon sp.), damsel fish (Dascyllus albisella), tangs, numerous parrot fish and moray eels were observed during a survey conducted for HECO.<sup>5</sup>

Honolulu Harbor is one of several primary sources of baitfish for the Hawaiian skipjack (aku) industry; the nehu (Stolephorus purpureus) is the preferred species of bait. According to the National Marine Fisheries Service, the nehu fishery is located off the harbor side of Sand Island and is second only to the Pearl Harbor and Kaneohe Bay fisheries.<sup>6</sup>

### 3.0 Project Area

The climate in the area of the project site is typical of the leeward coastal lowlands of Oahu. This climate is characterized by: long southern exposure; temperatures ranging from an average daily maximum of 79.9° to an average daily minimum of 70.7°; persistent northeasterly trades, ranging from 8 to 18 mph; and, average mean rainfall of 26.7 inches, with a record 24 hour rainfall of 15.6 inches.

Generally, the project site and the surrounding area is a highly altered urban environment, providing little habitat for any terrestrial flora or fauna. Major trees on the project site are located at Irwin Memorial Park. There are approximately 15 Monkeypod trees (Samanea saman), 27 Coconut trees (Cocos nucifera) and 2 Banyan trees (Ficus var.).

Because of its highly urbanized location and exotic vegetation, it is highly unlikely that the site is a habitat for native Hawaiian or endangered avifauna. A few indigenous or migratory birds may occasionally be seen flying in the immediate project area. Those species presumed to inhabit the site are those common to urban areas and include: Common mynah, House finch, Barred dove, House sparrow, Brazilian cardinal and Spotted dove.

## B. METHODOLOGY

### 1.0 Introduction

Environmental impacts that might be generated by the proposed development could affect both the immediate project site and other areas of the CBD, the island of Oahu, and the State. These primary (direct) and secondary (indirect) impacts can be either positive or negative, short-term or long-term. Direct impacts are those which are related to the construction and operation of the facilities, while indirect impacts are those which may occur in other areas of the region as a result of on-going activities on the site.

The proposed project will significantly change the land on the site as a result of demolition, site clearance, and new construction. Land transformation activities will occur during the pre-construction and construction phases of the project, a period estimated to take approximately 30 to 32 months.

The existence of the new development, including new landscaping and open space, may result in a permanent modification of certain environmental systems. Among these are drainage flows and wind patterns. In addition, the operation of the new Aloha Tower Plaza development, and the resulting increased activity on the site, will generate long-term direct and indirect impacts which could be either positive (beneficial) or negative (adverse).

### 2.0 Assessment Process

In order to evaluate the impacts of the proposed project, the various actions and changes which could occur while developing and operating the project were related to one or more of the following areas of environmental concern:

- o Soils and Subsurface Conditions
- o Hydrological/Water Quality
- o Traffic/Circulation/Parking
- o Noise
- o Air Quality/Micro-Climate
- o Visual/Aesthetics
- o Utilities
- o Public and Private Services
- o Energy
- o Historic Attributes

- o Socio-Economic Factors
- o DOT Harbors and Maritime Activities

The project was then broken down into separate potential impact-producing actions and modifications. Each activity was analyzed in relation to how it would affect the twelve areas of concern listed above. The results of these analyses are summarized in Figure 21 and discussed below. The words in parentheses indicate the sections under which the activities will be assessed later in the chapter.

### 3.0 Impact-producing Actions

#### 3.1 Land Transformation

- a. Pre-construction activities (6 to 7 months)
  - o Termination of certain existing leases (socio-economic, DOT Harbors and maritime activities);
  - o Permanent and temporary relocation of Aloha Tower tenants and activities (socio-economic, maritime activities);
  - o Temporary relocation of maritime activities to the Pier 11 Gallery for 21 months (traffic/circulation, socio-economic, DOT Harbors and maritime activities);
  - o Relocation of on-site parking (traffic/parking, DOT Harbors and maritime activities, socio-economic);
  - o Demolition of existing structures and ramp (air quality, noise, visual, traffic/circulation, socio-economic); and
  - o Clearing and hauling (soils and subsurface conditions, air quality, noise, visual, traffic/circulation/parking).
- b. Foundation, Garage, Basic Infrastructure, Aloha Tower Rehabilitation (8 months)
  - o Excavate garage (soils and subsurface, air quality, noise, traffic);
  - o Grade and fill site (soils and subsurface, air quality, noise, traffic);
  - o Construct foundations (soils and subsurface, air quality, noise, traffic);

Figure 21  
**RELATIONSHIP BETWEEN  
 PROPOSED ACTIONS AND  
 AFFECTED ENVIRONMENT**

		PROJECT-RELATED ACTIONS										AFFECTED ENVIRONMENT	
		Relocation	Demolition, Site Clearance	Construct Garage, Foundations	Construct Public Improvements	Construct Private Improvements	Construct Public Open Spaces, Pedestrian Facilities- Landscape, Pave	New Physical Form	New Landscaping, Open Space, Rehabilitated Aloha Tower	New Access, Parking	Operate New Maritime Facilities		Operate Hotel, Office, Commercial
Soils and Subsurface Conditions				●	●		●						
Hydrological/ Water Quality					●			●	●				●
Traffic/ Circulation/ Parking		●	●	●	●	●	●			●	●	●	●
Noise			●	●	●	●					●	●	●
Air Quality/ Micro-Climate			●	●	●	●		●	●	●	●	●	
Visual/ Aesthetic			●		●	●		●	●	●			
Utilities					●						●	●	●
Public and Private Services											●	●	●
Energy											●		
Historic Attributes					●		●		●				●
Socio-Economic Factors		●	●	●	●	●	●				●	●	●
DOT Harbors and Maritime Activities		●	●		●			●		●	●	●	
		Land Transformation					Perma- nent Modifi- cation			Opera- tion and Maint- enance			
		CONSTRUCTION								CON- TINUAL			

# ALOHA TOWER

## PLAZA DEVELOPMENT PLAN

- o Construct access and circulation improvements (air quality, noise, traffic/circulation);
- o Relocate and/or construct basic infrastructure/utilities to private parcel boundaries (hydrological, air quality, noise, traffic/circulation, utilities); and,
- o Rehabilitate Aloha Tower (historic attributes, DOT Harbors and maritime activities).
- c. Construction of Hotel, Office Building, Maritime Terminals (14 months)
  - o Delivery and storage of construction materials (traffic, visual);
  - o Presence of construction machinery on site (visual);
  - o Construction activities (air quality, noise, traffic/circulation, socio-economic).
- d. Public Open Spaces and Pedestrian Facilities (6 months)
  - o Regrade Irwin Memorial Park and fill plaza area (soils and subsurface, historical attributes);
  - o Construct pedestrian overpass from Walker Park to office building (traffic, visual, historical attributes).

### 3.2 Permanent Modifications

- a. New Physical Form (hydrological, energy micro-climate, visual, historic, maritime operations)
- b. New Landscaping, Open Space, Rehabilitated Aloha Tower (hydrological, energy, micro-climate, visual, historic)
- c. New Access, Parking (air quality, visual, traffic, DOT Harbors and maritime operations)

### 3.3 Operation and Maintenance

- a. Operation of New Maritime Facilities
  - o Operation of new passenger terminals and offices (traffic, public and private services, socio-economic, DOT Harbors and maritime activities);

- o Cargo handling, stevedoring, ship servicing (circulation/traffic, air quality, DOT Harbors and maritime activities);
- o Inter-island service (parking/circulation/traffic, maritime activities).
- b. Operation of Hotel, Office Building, Commercial Space
  - o New employment opportunities (socio-economic);
  - o Increased number of persons and vehicles on-site (air quality, noise, visual, traffic/circulation/parking, utilities, public and private services, socio-economic, DOT Harbors and maritime activities);
  - o Operation of building mechanical systems (air quality, noise, energy);
- c. Operation and Maintenance of Public Spaces, Pedestrian Facilities, Aloha Tower
  - o Maintenance of landscaping (water quality, public and private services, socio-economic);
  - o Operation of Plaza (noise, traffic, visual, public and private services);
  - o Aloha Tower (traffic, public and private services, historic attributes, DOT Harbors and maritime activities).

## C. IMPACTS ON AFFECTED ENVIRONMENT

### 1.0 Soils and Subsurface

#### 1.1 Existing Conditions

The Aloha Tower site is located in an area which once supported marginal coral growth. An old map constructed circa 1810 indicates a margin of a coral reef off the then existing shore. According to preliminary studies by the engineering firm, Dames & Moore, it is estimated that this reef is an older reef level (120,000 years old), representative of the +5 (highest growth) level upon which most of downtown Honolulu is supported. The existing pier complex falls seaward of the shoreline of 1810.

According to U.S. Soil Conservation Service, the soil on the project site is classified as Fill land,

mixed (FL). This soil type consists of material dredged from the ocean or hauled from nearby areas. Historical maps indicate that the main part of the existing pier complex was produced by filling of a shallow offshore area between 1810 and 1843. It is expected that the long time interval combined with the heavy traffic that this area has been subjected to has contributed to consolidation of the underlying materials.

Generally, all of the land around the harbor is flat. The coastal plain, within which the harbor complex is located, ranges in elevation from 0 to 10 feet above sea level. Pier level on the site is approximately +6 feet above sea level.

### 1.2 Anticipated Subsurface Conditions

Existing subsurface information about the site comes from borings conducted during past construction and pier extensions. In 1980, Dames & Moore reviewed existing information, inspected existing foundations and observed structure performance. They found that, in general, relatively good foundation conditions seemed to be available in the western and landward portions of the site and that more questionable conditions were present in the southeastern half of the site. Some of the past borings, however, did not extend deep enough to evaluate the lower strata.<sup>7</sup>

Figure 22 denotes the location of three different classes (zones) of subsurface conditions based on the Dames & Moore analysis. The zones are described as follows:

a. Zone 1 - Coral Reef Deposits Occuring at Elevations Higher Than -10 Feet:

Many of the structures constructed in this area are on spread footings located on coralline materials below soft mud and cinder sand fill. Because the data is limited, additional investigation is needed in the areas where no information is available from actual borings.

Dames & Moore concluded that for shallow spread footings located on good coral in Zone 1, bearing pressures on the order of 2,500 to 3,000 pounds per square foot could be anticipated. They did, however, notice some structural distress in the landward portion of the site, and suggested that careful examination of the subsurface conditions be undertaken before shallow spreads are recommended for specific structures.<sup>8</sup>

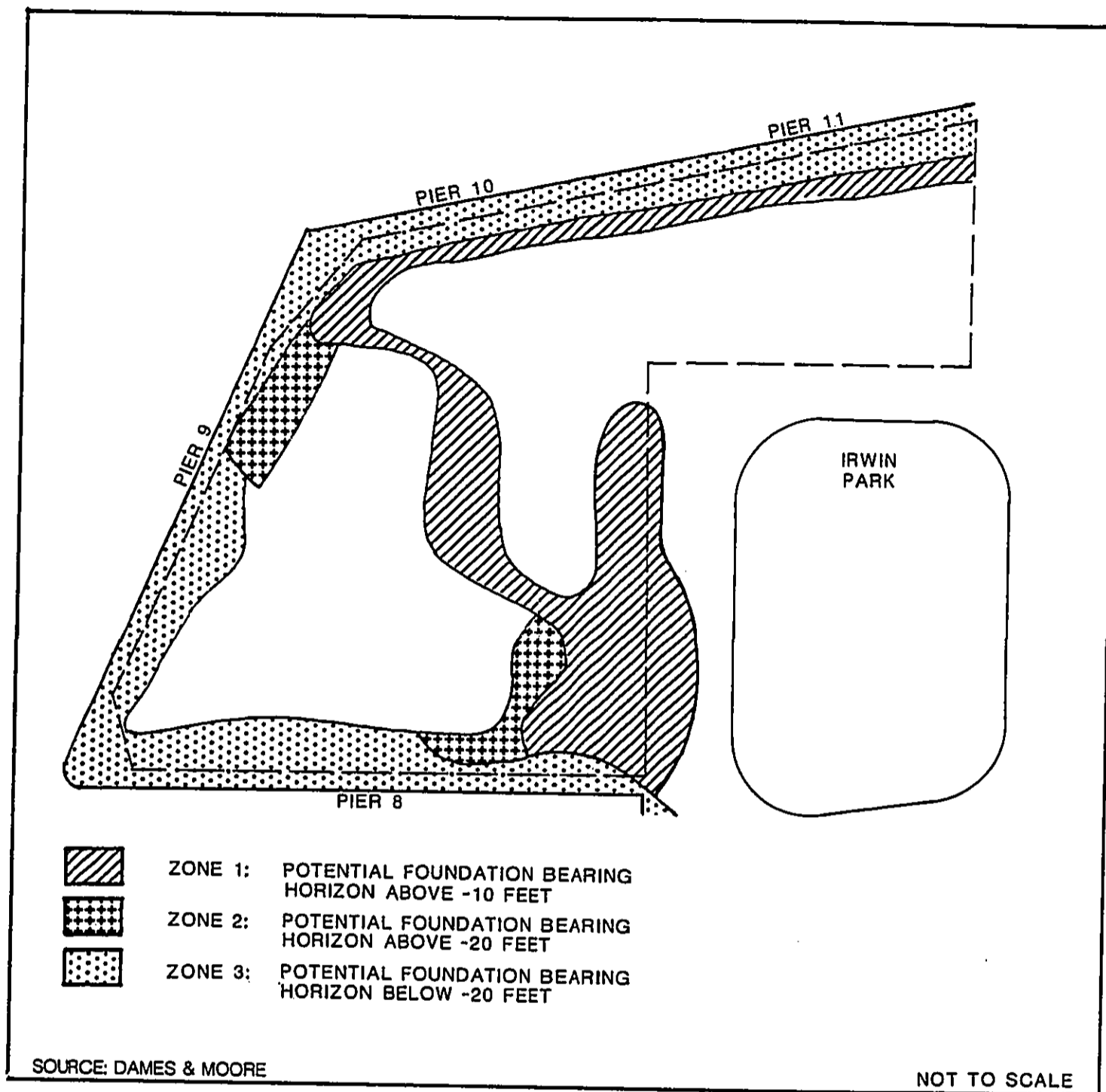


Figure 22 - Subsurface Soil Conditions  
**ALOHA TOWER** PLAZA DEVELOPMENT PLAN



b. Zone 2 - Coral Horizons at Elevations Between -10 and -20 Feet:

Areas in Zone 2 where no specific boring information is available cannot be projected with any confidence. Building plans for the Aloha Tower show that it is located on spread foundations on a coral ledge at roughly -14 feet.

Although Aloha Tower has no obvious foundation distress, because the structure is relatively light, it does not necessarily reflect building loads which the type of buildings proposed by the Plan could impose. It is anticipated that conditions in the zone will require pile foundations to support the proposed structures, possibly 40-ton piles bearing at elevation -25.

c. Zone 3 - A Miscellaneous Zone:

Suitable foundation bearing conditions exist in this area at elevations greater than -20 feet. In most borings that were examined, coral or cinder sand of significant thickness was encountered at elevations between 30 and 40 feet below sea level, however, a number of isolated borings in the southeast quadrant of the pier complex did not encounter suitable foundation bearing conditions until they reached elevations as great as -50 feet.

It is anticipated that conditions in Zone 3 will require pile foundations to support structures in the area, possibly 40-ton piles bearing at elevation -50. This must be verified. Higher capacity piles may be justified after more detailed subsurface information is available; bearing horizons for higher capacity piles are not adequately defined.

1.3 Modifications and Impacts

- a. Although based on incomplete data, it appears that reasonable foundation conditions are present on the site for the proposed development. The decision as to whether piles or spread-footings should be used in specific areas will be dependent on obtaining more detailed subsurface information.
- b. Excavation for the subsurface garage will remove some of the existing land fill beneath the private development parcels. Wherever possible, this excavated material will be used in other areas of the site. Material that is unsuitable for fill will be hauled to a suitable disposal site.

- c. The proposed development plan indicates that the site will be "graded-up" from approximately +7.5 feet at street level to +13.0 feet at the base of Aloha Tower. The elevation of the plaza will be at +11.5 feet. This may require that some fill material be brought from outside the project area. (Figure 23)

## 2.0 Hydrological System and Water Quality

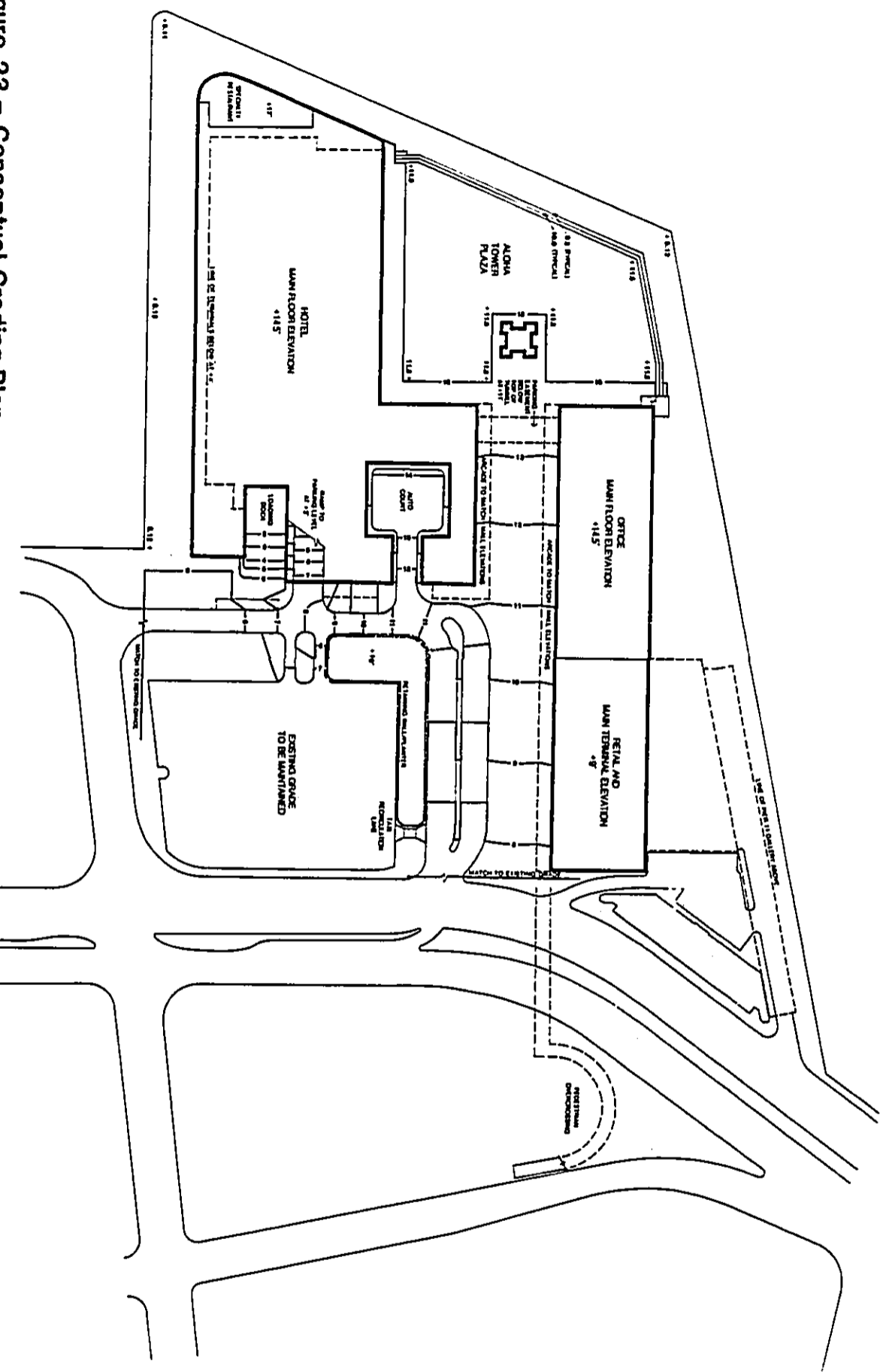
### 2.1 Existing Conditions

Surface runoff from Irwin Memorial Park and from the portions of the streets that are within the project area is collected at catch basins and discharged into Honolulu Harbor at four locations: Nimitz Highway near the mauka-ewa corner of Pier 11 via a 30" outlet; at the Pier 10-11 bulkhead via a 24" outlet; and, between Pier 8 and Pier 7 via an 18" outlet and a 24" outlet.<sup>9</sup> (Figure 24). Only the 24" pipe discharging through the Pier 10-11 bulkhead, passes under an existing pier structure. Roof and floor runoff from the existing Pier 8 - 11 structures is carried in underground drains through the bulkhead wall into the harbor at various locations around the periphery of the piers.<sup>10</sup>

Honolulu Harbor is the receiving body of two freshwater inputs, numerous ditches and storm drains. The freshwater inputs are sources of organic matter, pollutants and nutrients, industrial waste and urban runoff picked up during their courses through residential and business districts of Honolulu. During periods of high rainfall, trash and debris also enter the harbor.

The waters of Honolulu Harbor have been designated by the Department of Health (DOH) as Class A waters under Section 6, Chapter 37A of the DOH Public Regulations. Class A waters are to be protected for "recreational purposes and aesthetic enjoyment." Water quality in Honolulu Harbor is generally considered poor when compared to Class A standards. A 1970 study done by Cox and Gordon<sup>11</sup> states that pollution in the harbor has long been noted, citing references as early as 1920 which describe the pollution. The most noticeable pollutants in the harbor are oil, debris and silt. Oil contamination from ship traffic, causing sheens on harbor waters, is the most visible of these pollutants<sup>12</sup>.

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

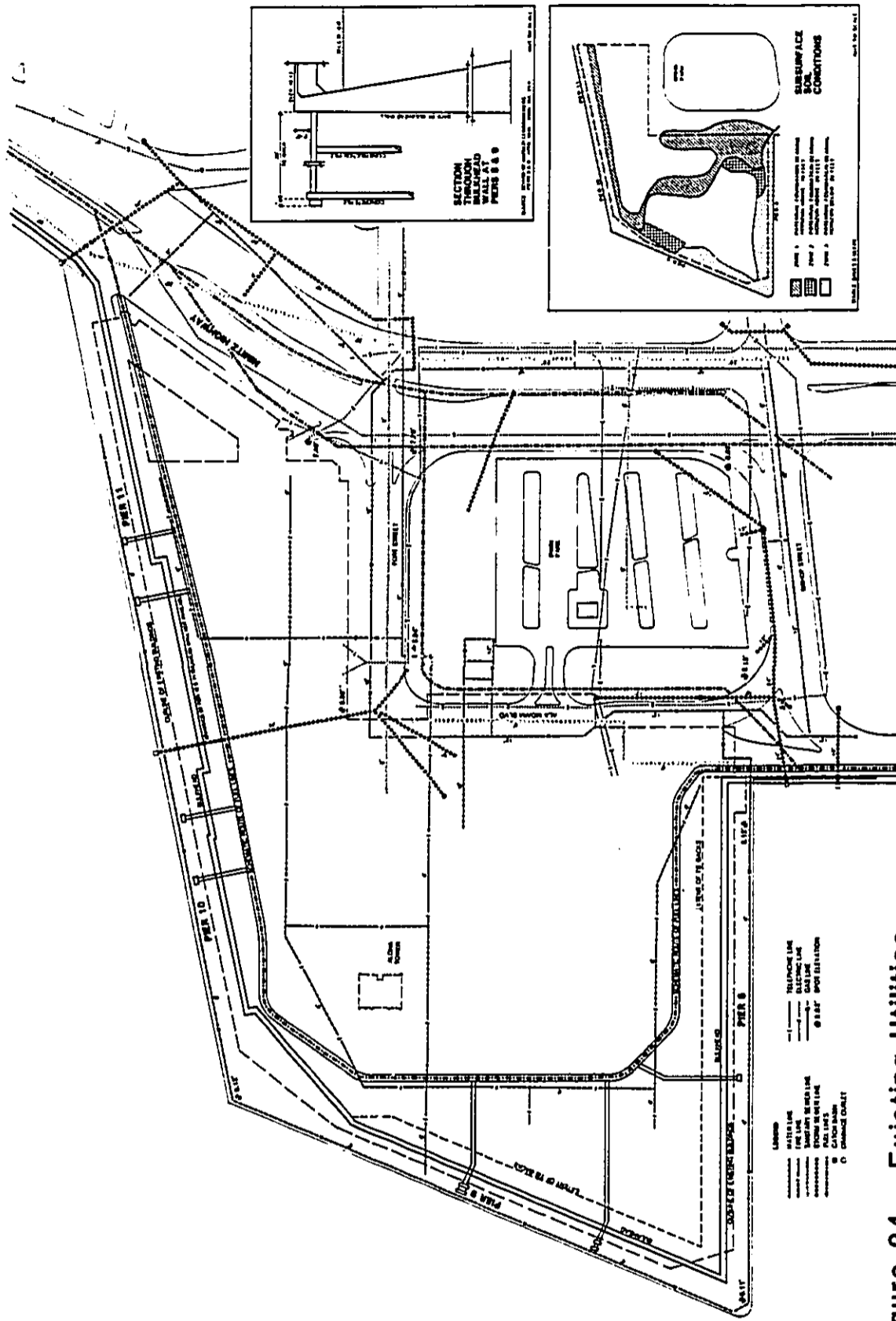


# Figure 23 - Conceptual Grading Plan ALOHA TOWER

## URBAN DESIGN PLAN AND IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, State of Hawaii by HNTB, Urban Design in association with William Barthelme & Associates, Engineers & Architects, Honolulu, Planning and Zoning





Data from the State Department of Health indicates that between 1978 and 1981, the total coliform, fecal coliform and nitrogen levels in the coastal waters around Sand Island have exceeded the State's water quality standards.<sup>13</sup> Data from Pier 11 obtained during DOH sampling studies from January 1973 to October 1975 show a high concentration of coliform in the area. Table 1 shows coliform levels.

TABLE 1  
WATER QUALITY DATA FOR PIER 11

(Mean Data From the Period January 1973 to December 1975)

<u>Determination</u>	<u>Units</u>	<u>Level*</u>
Total Coliform	/100 ml	3941.32
Fecal Coliform	/100 ml	1671.13
pH	SU	8.03
Total Phosphorus	mg/l P	0.03
Total Nitrogen	mg/l	0.23
Total Kjeldahl	mg/l	0.21
NO <sub>2</sub> + NO <sub>3</sub>	mg/l	0.01
Dissolved Oxygen	mg/l	6.27
Temperature	Centigrade	26.26
Turbidity	Hach FTLL	1.88

\*Rounded

SOURCE: Department of Health

Honolulu Harbor is situated in the Keehi portion of the Mamala Bay Water Quality Segment. This designation indicates that the water quality within this segment does not meet existing water quality standards and is not expected to, even after effluent limitation requirements are applied.

According to the State Civil Defense's Tsunami Inundation Maps (Figure 25), the project site is not in a tsunami inundation zone. The highest tsunami runup recorded in Honolulu Harbor was 4.9 feet (1.5m) at Pier 8<sup>14</sup>

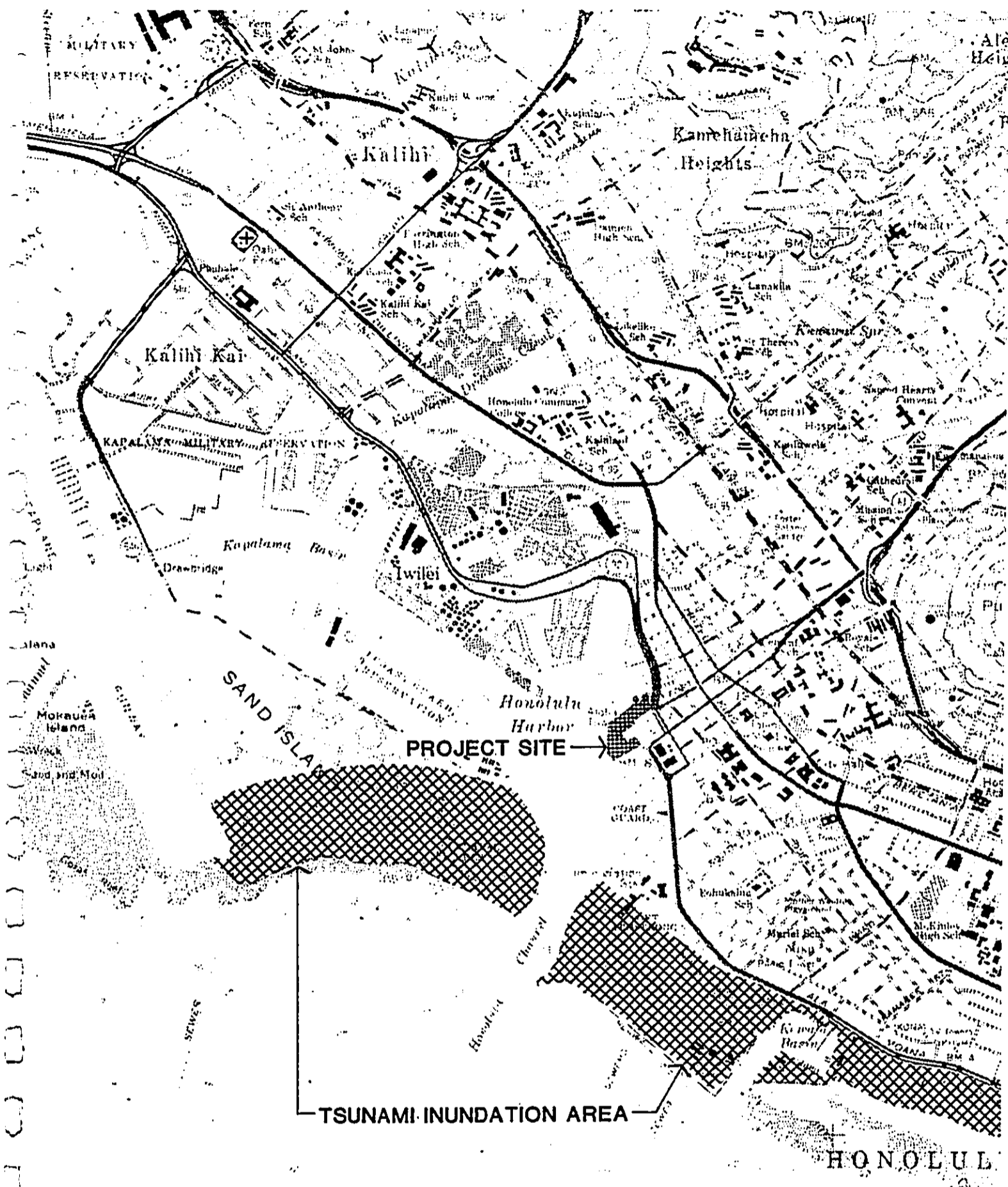


Figure 25 - Hazards  
**ALOHA TOWER**

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 N  
 PLAZA DEVELOPMENT PLAN

The Flood Insurance Rate Maps published by the U. S. Department of Housing and Urban Development, and adopted by the City and County of Honolulu, indicates that the project location is within Zone C, or area of minimal flooding.

2.2 Project Impact

a. Construction Phase:

During the demolition and construction phases of the project, there should be only minimal fugitive dust from the various activities occurring on the site. (The existing fill land is compacted and no soils are present in most of the construction areas.) Mitigating measures such as sprinkling will be taken to minimize dust. Construction activities will not affect the water quality of Honolulu Harbor.

b. As Built:

The conceptual development plan requires that over 4 acres on the site be landscaped for the Aloha Tower Plaza, Irwin Memorial Park, and miscellaneous areas such as the border of the Fort Street Mall extension. Because over 95 per cent of the site is currently paved or covered with buildings, the additional open space will significantly decrease the area of impervious surface within the Aloha Tower Complex.

Based on the rational formula  $Q = CIA$  (where Q is the runoff in cubic feet per second expected from a design storm, C is a coefficient relating to the ground type and cover, I is the intensity of a 1-hour storm equal in duration to the time of concentration, and A the area contributing runoff), using C values of 0.95 for built-up areas, 0.90 for pavement, and 0.60 for grass, and a recurrence interval of 10 years for the design storm, the impact of the proposed development on storm runoff quantities (in cubic feet per second [cfs]) is as follows:

	<u>Built-up Area (cfs)</u>	<u>Plaza (cfs)</u>	<u>Irwin Park (cfs)</u>	<u>Total Estimated runoff (cfs)</u>
Existing	50.7	---	5.1	55.8
Developed	37.2	4.8	4.8	46.8

As shown, the estimated runoff quantities from the project site will decrease by approximately 9 cfs, or 16 per cent. Based on these estimates it was determined that the existing drainage outlets on the site would be adequate for the new development.

The ATDC, as part of the public improvement phase, will design and construct the storm sewers needed to drain the site (Figure 16). The design of this system will be coordinated with the developer to ensure that it will be able to handle roof drainage from the hotel and office building.

c. Operations and Maintenance Phase:

Fertilizer applied to the new landscaped areas may affect the amount of nutrients which runoff into Honolulu Harbor. The amount of change in nutrient level within the harbor from this source will be extremely small in relation to total nutrients discharged from all sources, therefore, no impact is expected on the quality of the Harbor waters.

Water quality impacts from marine operations at the Aloha Tower site will not change because of the new development.

A possible negative impact of the development is litter in the Harbor waters, either thrown in by persons visiting the site or blown in by the wind. This impact can be mitigated by careful grounds maintenance, placement of waste receptacles at convenient locations and monitoring the area.

3.0 Traffic, Circulation and Parking

A "Traffic Impact Study" for the proposed project was prepared by Parsons Brinckerhoff Quade & Douglas, Inc. It is incorporated into this EIS as Appendix D. The reader is referred to this appendix for a more detailed discussion of this subject.

3.1 Traffic and Circulation

a. Background and Existing Conditions:

The Aloha Tower site is served primarily by Nimitz Highway which runs parallel to the shore and offers from six to eight lanes of divided roadway. Direct vehicular access to the area from the Waikiki (east) direction is presently limited to a left turn at Richards Street where a storage lane and traffic activated signal is provided for this movement. Vehicles from the Waikiki area can also reach the Aloha Tower area indirectly by turning right from Nimitz Highway onto Alakea Street, turning left on Queen Street and again onto Bishop Street. A series of three right turns via Bethel, Merchant, and Bishop Streets provide another indirect approach.



From the Ewa direction, access to the project site is via a right turn from the highway at the Bishop Street and Richards Street intersections. Both of these intersections provide a connection to the ramp leading to the upper level at Pier 8. Bishop Street provides the only direct vehicular access from the mauka (north) direction.

The intersections at Fort Street and at Bishop Street provide points of egress to the highway for Ewa or Waikiki bound traffic. Waikiki bound traffic may also gain direct access to Ala Moana Boulevard by merging with Nimitz Highway traffic near Pier 4. Mauka bound traffic exiting the project area must use either Nimitz Highway or Ala Moana Boulevard or proceed via the intersection at Richards Street to Halekauwila Street before turning mauka.

All vehicular access and egress is via signalized intersections except for the connection for Waikiki bound traffic near Pier 4. Pedestrian access from the mauka side of Nimitz Highway is at signalized intersections which necessarily have short "Walk" cycles. (Figure 26 depicts the existing traffic patterns on and adjacent to the Aloha Tower site.)

1983 Traffic volumes, as estimated by Parsons Brinckerhoff Quade & Douglas, Inc. are as follows:

Nimitz Highway between Bishop and Fort Streets:

	<u>Southbound</u>	<u>Northbound</u>
1983 volumes (vpd)	28,900	32,300
AM peak hour (vph)	2,510	2,100
Midday (vph)	2,050	2,360
PM peak hour (vph)	2,630	2,940

Bishop Street at Nimitz Highway (westbound):

	<u>Left turns</u>	<u>Straight</u>	<u>Rt. turns</u>
1983 volumes, estimated (vpd)	3,360	1,750	3,010
AM Peak hour (vph)	330	260	430
Midday (vph)	230	120	210
PM peak hour (vph)	270	140	280

Irwin Memorial Park/Piers 8-10 area:

	<u>In</u>	<u>Out</u>
1983 volumes, estimated (vpd)	370	370
AM peak hour (vph)	120	30
Midday (vph)	40	40
PM peak hour (vph)	30	110

Existing levels of service are shown in Table 2. Levels of service for additional intersections in the area (Alakea/Nimitz; Halekauwila/Nimitz; and Nimitz/Richards) are presented in Appendix D.

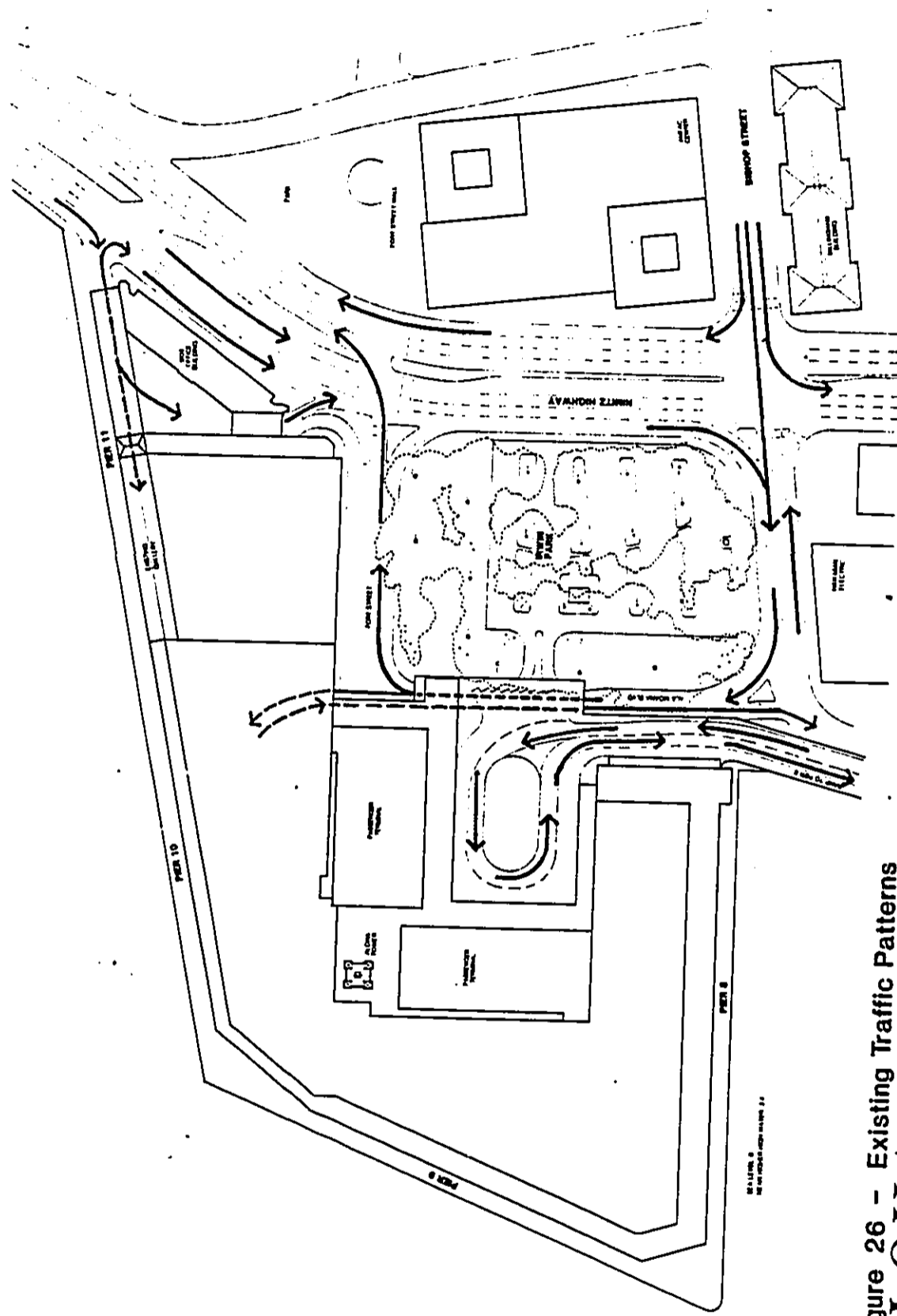


Figure 26 - Existing Traffic Patterns  
**ALOHA TOWER**

URBAN DESIGN PLAN AND  
 IMPLEMENTATION PROGRAM

Prepared for Aloha Tower Development Corporation, State of Hawaii by RHM&A Urban Design in association with Williams Barthelme & Associates, Planners & Donald W. Wilbur, Planning and Zoning

June 27, 1983

TABLE 2  
EXISTING LEVELS OF SERVICE

	<u>AM Peak Hour*</u>	<u>PM Peak Hour**</u>
Nimitz Highway, southbound (toward Waikiki)		
at Bishop Street	A(C)	A(C)
at Fort Street	A(C)	A(C)
Nimitz Highway northbound (toward Iwilei)		
at Bishop Street	A	A
at Fort Street	A	D
Bishop Street, at Nimitz Highway		
West(makai)bound (left turn)	C(D)	C(D)
(through)	D	A
(right turn)	F(D)	D
East(mauka)bound (left turn)	A	A
(right turn)	C	C
Fort Street, eastbound (mauka-bound)	A	A

Notes: \* Levels of Service are defined in Appendix D.  
 \*\* Computed levels are shown; observed levels, if different are indicated in parenthesis.

See Table 1, Appendix D for additional intersection analyses.  
 Source: Parsons Brinckerhoff Quade & Douglas, Inc.

b. Projected Traffic:

b-1 Most Likely Case

Peak hour traffic generated by the project was projected by Parsons Brinckerhoff. Expected traffic volumes at the site (vehicles per hour) which would appear on the surrounding road network during peak hour are as follows: (Refer to Appendix D for generation rates and assumptions)

	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Hotel	135	150	200	175
Commercial	119	32	48	107
TOTAL	254	182	248	282

This traffic was assigned to the 1986 proposed network which assumed that on and off-site improvements, as discussed in Part II, Project Description, were completed. This traffic assignment is shown on Figure 27, which follows and Figure 3 of Appendix D.

b-2 Maximum Use

The traffic generated by the proposed inter-island terminal at Pier 8 was considered separately from the proposed project. The peak hour traffic for a fully operational facility was estimated at 330 vehicles per hour, all of which were assumed to use the drop-off/pickup area near the Ala Moana and Bishop Street intersection. This traffic was assumed to coincide with the peak hours for highway traffic.

In addition to inter-island traffic, the maximum use scenario assumed that the metered public parking spaces in Irwin Memorial Park would be retained. Figure 28 shows the traffic assignment of this maximum use scenario on the 1986 proposed network (see also, Figure 4, Appendix D).

c. Levels Of Service/Volume-to-Capacity Ratios:

Levels of service were determined for both the most likely and the maximum use traffic assignments. The results are presented in Tables 6 and 7 of Appendix D. In general, under the most likely scenario, the Nimitz Highway and Fort Street intersection would adequately serve the forecasted traffic. Conditions at Nimitz Highway and Bishop Street, however, would be near capacity. The additional traffic generated lowers the



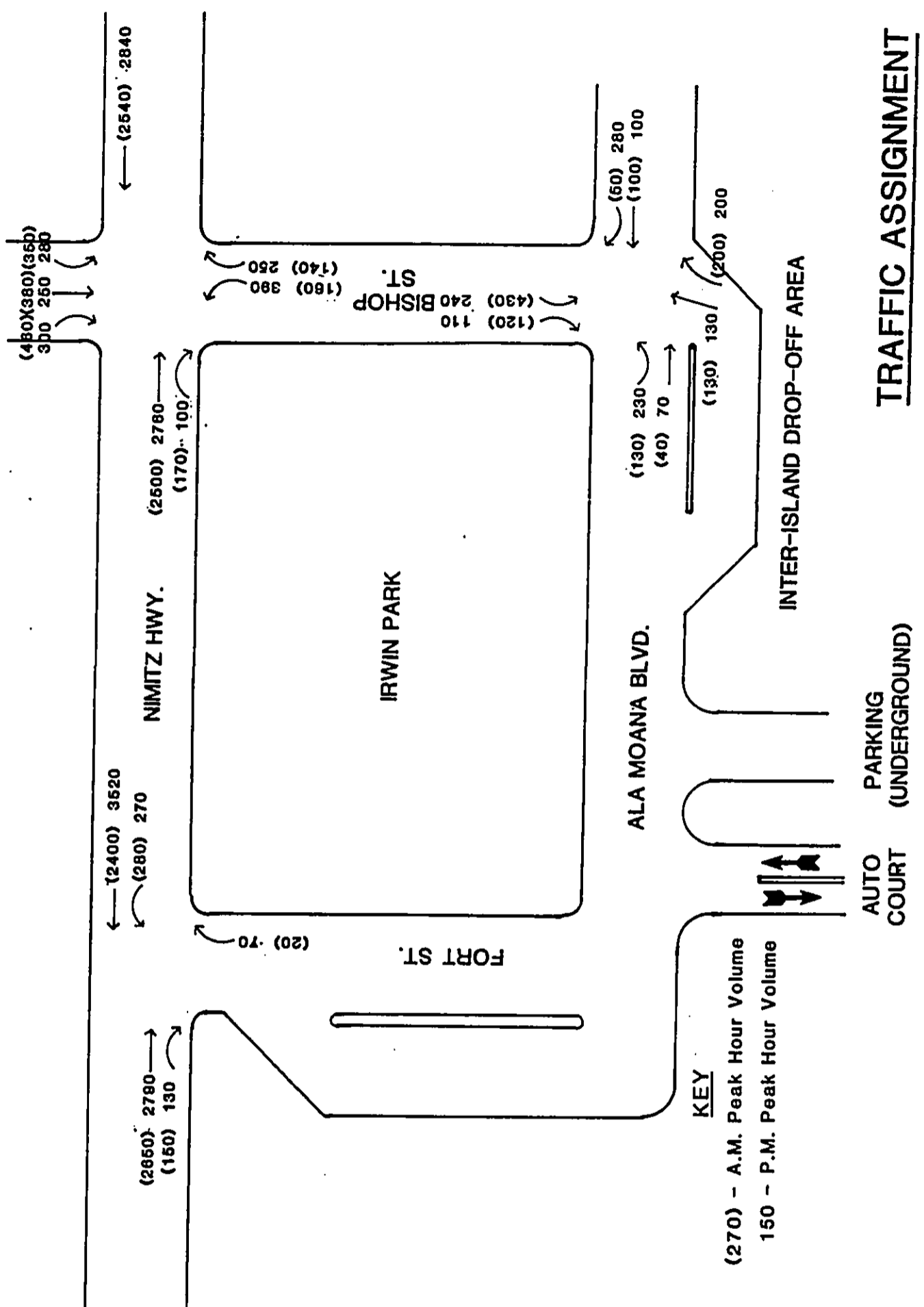


Figure 28 - Future Condition With Project and Other Uses  
**ALOHA TOWER**  
 PLAZA DEVELOPMENT PLAN

level of service at these intersections. Mitigative alternatives, which could improve levels of service, are suggested in Appendix D for future consideration.

Volume-to-capacity (V/C) ratios are another indicator of the proposed project's traffic impacts on the roadway system. V/C ratios presented below are based on the PM peak hour, when the greatest impact occurs. (V/C ratios of Alakea/Nimitz; Halekauwila/Nimitz; and Richards/Nimitz can be found in Appendix D.)

<u>(PM Peak Hour)</u>	<u>V/C RATIOS</u>			
	<u>Existing</u>	<u>Future Conditions</u>		
		<u>W/O Project</u>	<u>Most Likely</u>	<u>Maximum Use</u>
Nimitz Highway at Fort St.				
Northbound	0.82	0.87	0.99	1.00
Southbound	0.62	0.66	0.66	0.67
Nimitz Highway at Bishop St.				
Northbound	0.57	0.66	0.93	1.02
Southbound	0.60	0.64	0.78	0.80
Ala Moana Blvd. and Bishop St. (4-way stop)	0.23	0.23	0.68	0.80

d. Regional Impacts:

Traffic generated by the proposed project could affect conditions on other streets and at other intersections. The Nimitz Highway intersections with Alakea, Richards, and Halekauwila Streets were also studied and discussed in Appendix D.

Traffic impacts farther from the project were addressed in general terms. The reader is referred to Appendix D for a complete discussion of these impacts. Briefly, they are:

- (1) Aloha Tower's traffic contribution at Pier 18 is approximately 3 per cent of design year peak hour highway traffic projected for the area. The Aloha Tower uses are consistent with the assumptions used to forecast traffic in that area.
- (2) Future traffic increases on Ala Moana Boulevard as a result of the project are expected to be between 2 and 3 per cent of existing traffic. Future traffic increases, greater than this, can be expected within this corridor even without the project.

(3) Mauka- and makai-bound traffic through downtown Honolulu is served by a network of one-way streets. In order to identify the maximum impact conditions, the traffic assignment assumed that all makai-bound traffic generated by the Aloha Tower project would use Bishop Street; Nuuanu Avenue, however, also serves makai-bound traffic through downtown Honolulu. The proposed layout requires that mauka-bound traffic first use Nimitz Highway, then turn onto Smith, Bethel, or Alakea Streets. Increased capacities on these mauka-makai streets may be necessary to maintain traffic service through downtown Honolulu.

In addition, public transportation, (theBus), routing would not be affected. The nearest Ewa/mauka-bound bus stop is located three blocks away, at Alakea Street near Nimitz Highway. Existing Kokohead/makai-bound bus stops are also two blocks away, at Bishop and Queen Streets and Ala Moana Boulevard and Richards Street. An additional Kokohead/makai-bound stop at Ala Moana Boulevard and Bishop Street could be requested if necessary. (A more detailed analysis of the impacts of the projects on The Bus is found in Appendix D)

### 3.2 Parking

#### a. Existing Conditions:

A 1982 inventory of parking facilities in the downtown area found 15,883 parking stalls available. The total includes four facilities which are under construction and should be completed by the end of 1983.<sup>15</sup> Government controlled parking in the Civic Center and on-street parking was not included. The project site currently has approximately 463 stalls. The following identifies the location and number of parking spaces in the project site:

<u>Facilities</u>	<u>Number of Stalls</u>
1. State DOT employees	187
2. Irwin Memorial Park, public	115
3. Aloha Tower loading	46
4. Seaflite, open to public	115

#### b. Impacts

Existing parking on the project site will be affected by the proposed project. The reorganization of the maritime activities near Pier 11, the removal of the roadway ramp at Pier 6, and a restriping and repaving scheme for the Piers 5-6 parking lot would provide 195 new parking spaces in the area. These will replace the 187 existing parking spaces at the Aloha Tower site.



Another 230 existing spaces, used primarily by downtown employees and visitors, are located at the Pier 8 terminal and in Irwin Memorial Park; these will be lost if the proposed plan is implemented. This parking, an interim use of available facilities, was not considered in the recent study of downtown parking supply and demand. Loss of this parking, which is primarily in long-term use, is not considered crucial since a surplus of long-term downtown parking has been projected.

State DOT employee parking will be moved to the Pier 5/6 area, a short distance from the Aloha Tower. This may be inconvenient for DOT employees who will have to walk farther to get to their offices.

Relocating DOT employee parking will not impact existing parking on the Pier 5/6 site. After the ramp is demolished, restriping will create enough new spaces to accommodate DOT needs. Public parking for the Falls of Clyde, the Oceania Restaurant and other uses will continue to be available.

Employee parking on site during the various phases of construction, will be coordinated with DOT. Alternatives include using the SeaFlite parking area while Piers 9, 10 and 11 are being demolished or using cleared and graded surfaces after demolition.

Removing parking from Irwin Memorial Park will negatively impact those who use the metered stalls when they are stopping in the area for a short time on business or to visit Aloha Tower. These people will have to find alternative parking downtown or utilize the private subsurface parking garage for an hourly fee.

#### 4.0 Noise

##### 4.1 Background and Existing Conditions

The two major sources of noise that can be heard at the project site are aircraft landings and takeoffs at Honolulu International Airport and traffic along Nimitz Highway/Ala Moana Boulevard. The Airports Division of the State DOT has a Remote Monitoring Station (RMS) in the Aloha Tower which monitors air traffic noise levels. Based on available 1982 data and base year 1979 noise measurements from this station, DOT estimates that the tradewind conditions noise level for 1982 was 59 Ldn and 62 Ldn for Kona conditions. Approximately 27% of the days in 1982 experienced some Kona conditions. (Ldn is a single number rating used to calculate current aircraft noise that affects communities in airport environs.)

Although traffic noise has not been measured at the site, twenty-four hour noise readings were taken on Nimitz Highway and Waiakamilo Road, in conjunction with another project. These levels were generally between 70 and 71 dBA, or approximately 2 dBA short of reaching the maximum acceptable Federal noise level.<sup>16</sup>

Title 11, Administrative Rules of the Department of Health, Chapter 42, Vehicular Noise Control For Oahu, sets standards for the emission of noise by vehicles. Permits, valid for only six months, can be issued allowing noise emissions exceeding levels set in the standards. Although no official Federal limits exist on the level of highway noise, there are standards for the amount of noise which may be emitted by certain types of vehicles after December 3, 1977.

The Community Noise Control Regulation, Chapter 43, Public Health Regulations, specifies maximum allowable levels of noise for each use zone contained in the City and County of Honolulu's Comprehensive Zoning Ordinance. Allowable noise levels from the project, assuming B-4 zoning, are:

Daytime (7 a.m.-10 p.m.): 60 dBA  
Nighttime (10 p.m.-7 a.m.): 50 dBA.

These standards apply to continuous sounds. The allowable level for "impulse" noise is 10 dB(A) above those listed. The Comprehensive Zoning Code also regulates stationary noise levels on private property.

Construction noise is also regulated under Chapter 43, Community Noise Control For Oahu. Under this regulation, the Department of Health may grant permits to use or operate vehicles, construction equipment, power tools, etc. which emit noise levels in excess of the allowable limits. The conditional use of the permit must be complied with, as specified in the regulations and conditions issued with the permit. In respect to construction activities the following conditions are required:

"No permit shall allow construction activities creating excessive noise . . . before 7:00 a.m. and after 6:00 p.m. of the same day."

"No permit shall allow construction activities which emit noise in excess of ninety-five dB(A) . . . except between 9:00 a.m. and 5:30 p.m. of the same day."

"No permit shall allow construction activities which exceed the allowable noise levels on Sundays and on [certain] holidays. Activities exceeding ninety-five dB(A) shall [also] be prohibited on Saturdays." (11-43-6 DOH)

In addition, construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must have mufflers.

#### 4.2 Project Related Impacts

##### a. Background:

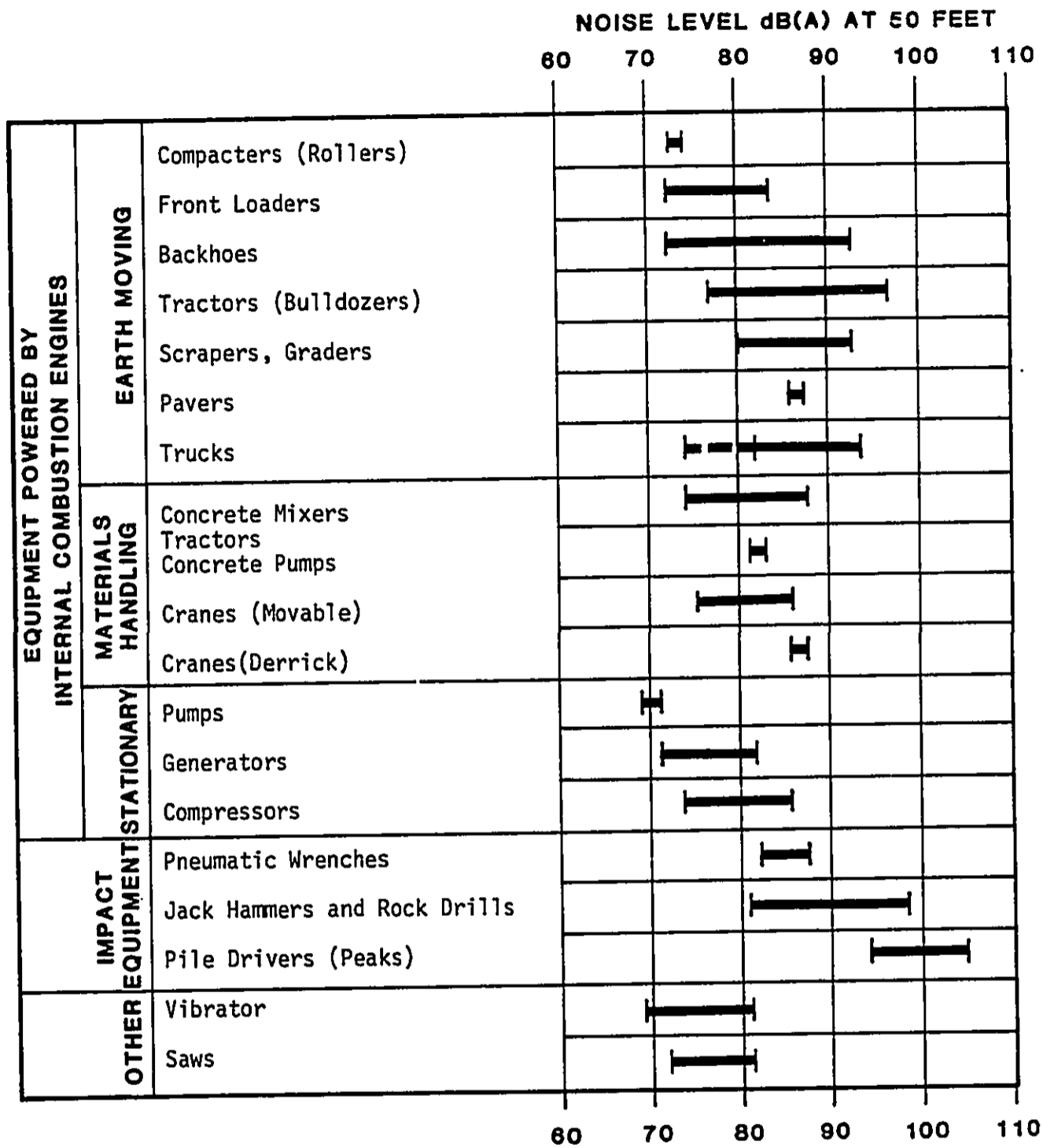
The Aloha Tower site is separated from the primary Central Business District (CBD) by the 6-8 lane Nimitz Highway and thus it is farther away from its neighbors most other downtown building sites. Other than the Aloha Tower and the former Matson Building (which are on-site), the closest buildings to the development parcels are: Hawaiian Electric and the Amfac Building - 200 feet; the buildings on the makai edge of the Fort Street Mall, such as the Campbell Building - 400 feet; and the Dillingham Transportation Building - 600 feet. The only building in the area containing residences is Harbor Square, approximately 800 feet from the Pier 8/Ala Moana Boulevard corner of the proposed development area. The Oceania Restaurant is berthed at Pier 6, approximately 600 feet from the Pier 8 edge of the development. (Figure 13 identifies the locations of these buildings.)

Because sound attenuates with distance, the farther away people are from a noise source, the less the sound will effect them. The relationship between sound and distance is based on an attenuation rate of 6 dB(A) with each doubling of distance from the source beyond a 50 foot reference point. Where sound encounters a solid barrier such as a structure, it is assumed that it is reduced by about 3 dB(A) per row of 1-2 story buildings, 5 dB(A) by a 3-6 story building, and 9 dB(A) by a building higher than 6 stories.<sup>17</sup> Wind, atmospheric pressure, and reflections off of other structures also play a part in affecting noise levels, however, these effects are complex and difficult to predict and not considered further. It is possible, however, that the urban-canyon effect of the downtown highrises could create sound energy reflections; this could possibly raise noise levels from time to time.

##### b. Construction Phase:

The demolition and construction phases of a development project generally generate significant amounts of noise; the actual amounts generated are dependent upon the methods employed during each stage of the process. Typical construction equipment noise ranges (in dB(A)) are shown on Figure 29. Earthmoving equipment such as bulldozers (76-96 dB(A)); impact equipment such as pile drivers (95-106 dB(A)); and diesel powered trucks (74-94 dB(A)) will generally be

Figure 29  
**CONSTRUCTION EQUIPMENT NOISE RANGES**



Note: Based on Limited Available Data Samples

SOURCE: Bolt, Beranek, and Newman (1971), p. 11.

# ALOHA TOWER PLAZA DEVELOPMENT PLAN

Prepared for Aloha Tower Development Corporation, State of Hawaii by ROMA Urban Design in association with Williams-Kuebelbeck & Associates, Economics & Donald Widbrink, Planning and Zoning

the loudest equipment used on a construction project. Table 3 gives typical ranges of noise levels at construction sites with a (70 dB(A)) ambient typical of urban areas. Studies conducted in the early 1970s indicate that average noise from hotel construction sites ranges from (76-89 dB(A)) in areas with a typical urban background noise level of (70 dB(A)).<sup>18</sup>

Based on the sound levels for construction equipment shown in Table 3, a worst case scenario, pile driving, was analyzed to determine the sound pressures that could be encountered at various locations on or adjacent to the Aloha Tower site. Table 4 indicates these expected outdoor noise levels based on an estimate of 100 dB(A) at 50 feet as measured from the closest point on the site where piles might possibly be driven to the nearest edge of each receptor. The table also shows the expected peak noise levels from pile driving where feasible noise abatement measures are undertaken.

As indicated in the table, outside peak sound levels at the offices located on the actual project site (Hale Awa Ku Moku and Aloha Tower) could be severe, even if noise control devices are used. If the worst case scenario actually is realized, that is, piles are driven within 50 feet of one or both of these buildings, an acoustical engineer should be consulted to recommend appropriate noise mitigation measures.

Outdoor noise levels experienced by HECO employees at the Honolulu Power Plant could be considered unacceptable (within a range of 74-88 dB(A)), however, because the building presents a solid wall towards the project area, a noise reduction within the building (windows closed) could be expected. Noise control on the pile-driving equipment would also reduce the outdoor noise level to an acceptable range.

With appropriate noise control, the peak sound levels from pile driving as experienced outside of the Dillingham Transportation Building and the Oceania Restaurant should closely approximate the existing ambient levels of the area. Based on the assumptions set forth in the analysis, noise generated by foundations activities should not impact Harbor Square residents significantly.

Noise impacts from construction activities, after foundations are in place, do not appear to be significant. Based on an average sound level during the construction period of 84 dB(A) at 50 feet from the source, and measured from the center of the closest development parcel to the nearest edge of each receptor,

TABLE 3

TYPICAL RANGES OF NOISE LEVELS AT CONSTRUCTION SITES WITH A  
70 dB(A) AMBIENT LEVELS TYPICAL OF URBAN AREAS

	Office Building, Hotel	Industrial Parking Garage	Roads & Highways, Sewers, & Trenches	Energy Average dB(A) Standard Deviation NPL*
Ground Clearing	84	84	84	84
	6	6	6	6
	99	101	100	100
Excavation	89	89	89	89
	6	7	6	6
	104	106	105	105
Foundations	78	78	88	88
	3	3	8	8
	85	85	108	108
Erection	85	85	79	79
	5	7	3	3
	97	103	88	88
Finishing	89	89	84	84
	6	6	6	6
	104	104	100	100

\*"NPL" - Noise Pollution Level (in dB) is defined as the sum of the A-weighted average sound pressure level plus 2.56 times the standard deviation of the A-weighted sound pressure level. The average sound pressure level is computed on the basis of the time average root-mean-square sound pressure, whereas the standard deviation is derived from the time variation of the dB(A) values.

SOURCE: Bolt, Beranek, and Newman (1971). Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances. Environmental Protection Agency. p 20.



all outdoor levels at the listed receptors will be within a range of two dB(A) above to 17 dB(A) below the estimated ambient noise level (Table 5). This is not to say that from time to time certain intermittent impulsive noises will reach levels higher than those computed in Table 5 and thus may cause some annoyance or disruption of activity for those who are closest to the source.

c. Operation of Project:

The ATDC development objectives clearly indicate that the Aloha Tower Plaza complex should be a major public gathering place and that new activities should be created which will bring people to the waterfront. Fulfilling these objectives means that there will be additional vehicular traffic entering and leaving the site and that more people will be using the facilities in the complex, both indoors and outdoors.

Noise levels from day-time activities will be insignificant when added to the existing traffic and other noise which naturally emanates from an active downtown area. During the evening, and on weekends, noise levels at the project site may be noticeable due to the reduced ambient levels of the surrounding area after normal business hours (at least until such a time that additional hotels, restaurants and the like open in the CBD and attract a significant downtown night population).

The project, as conceived, will be designed to minimize noise generated from the site. The location of the parking, below the project ground floor level, will act to minimize noise of starting cars, screeching tires and slamming doors that are associated with nighttime activities. The required auto court will also act to minimize noise by insuring that all auto and taxi drop-offs and pick-ups will take place well within the project boundaries.

Harbor Square is the only building with residences that is located within a quarter mile of the project. As shown in the analysis of construction sounds, its distance from the project, combined with the presence of the Hawaiian Electric building, will attenuate sounds from the project and impacts will normally be insignificant. Outdoor activities on the Plaza should also be inaudible to Harbor Square residents under most atmospheric conditions.



TABLE 5

PROJECTED AVERAGE SOUND LEVELS  
DURING CONSTRUCTION PERIOD  
(Generated by Construction Activities)

Location	Distance from Construction Area (a) (In Feet)	Reduction Due to Solid Barrier in dB(A) (b)	Projected Sound Level dB(A) at 50 ft. (c)
Hale Awa Ku Moku	200	-	72
Aloha Tower	250	-	70
Hawaiian Electric	400	-	66
Amfac Park	425	-	65.4
Oceania	650	-	61.7
Dillingham Transp. Queen St./Entrance	650	-	61.7
Amfac Building	650	-9	52.7
Harbor Square	1000	-5	53

a) As measured from the center of the closest development parcel to the nearest edge of the indicated receptor.

b) For structures: 1-2 stories sound is reduced 3 dB(A).  
3-6 stories sound is reduced 5 dB(A).  
6+ stories sound is reduced 9 dB(A).

c) Based on a sound attenuation rate of 6 dB(A) with each doubling of distance from the source beyond the 50 foot reference point.



Planned activities on the site should be minimally impacted by noise levels generated by vehicular traffic, aircraft and maritime operations. The proposed new facilities on the project site are set back from Nimitz Highway by approximately 100 to 400 feet, with the nearest edge of the Plaza approximately 550 feet from the highway. Irwin Memorial Park will be exposed to noise and other pollutants to a greater degree than other areas of the complex, due to its location adjacent to the highway.

The noise from maritime activities will be intermittent. Bands playing and ship whistles blowing are expected to be pleasant and exciting symbols of waterfront activity which will attract rather than detract from public enjoyment of the area. Cruise ships arrive and depart on schedules which are known in advance. If ship arrivals and departures could interfere with an outdoor activity in the Plaza, such as a concert, the concert could be scheduled so that it does not coincide with cruise ship calls.

Aircraft noise could be annoying to persons engaged in outdoor activities during Kona weather conditions; the Airports Division estimates that the noise level at the site, under Kona conditions, is 62 Ldn. Impulsive noise from aircraft approaching Honolulu Airport over the city during these weather conditions could be higher from time to time, depending upon the type of aircraft involved. (It should be noted that aircraft noise of this type is intermittent and that this effect is also experienced in many older office buildings in the downtown area.) Noise abatement procedures of aircraft taking off from Honolulu Airport are effective in reducing the noise from this source and thus should be no more noticeable to persons partaking in outdoor activities at the Aloha Tower complex than it would be to a sunbather on Waikiki Beach.

## 5.0 Air Quality

An air quality assessment for the proposed project was performed by Dames & Moore. Their letter report appears as Appendix B of this EIS. Much of the information that follows was excerpted from the Dames & Moore report.

### 5.1 Background and Existing Conditions

The existing air quality of the State is generally good due to the persistence of the trade winds which blow pollutants from the inland areas out to sea. Localized problems may occur during periods of "Kona" weather or in areas of intense industry or vehicular traffic.

The State Department of Health monitors ambient air quality at selected population centers, industrial sites, and areas of expected maximum pollutant concentrations. Nearby monitoring stations are located in the downtown area and at Kalihi-Kai and Sand Island.

The sampling station closest to the project site is located near the center of downtown Honolulu. Heavy automotive traffic in this area has caused the maximum hourly average concentration of carbon monoxide to exceed State ambient air quality standards - but not the Federal standards. During 1978, the State standard for the maximum hourly average concentration of carbon monoxide (10 mg/m<sup>3</sup>) was exceeded on 19 days out of the year. However, it was well within the Federal standard levels.

The Air Pollution Control Implementation Plan, prepared by the State Department of Health in 1972, provides for the implementation, maintenance, and enforcement of the national ambient air quality standards pursuant to the provisions of the Federal Clean Air Act, as amended. Standards adopted by the State of Hawaii are more stringent than the Federal standards. Hawaii Air Quality Standards for particulates are 100 ug/m<sup>3</sup>; for sulfur dioxide, 80 ug/m<sup>3</sup>; for oxidants, 100 ug/m<sup>3</sup>; and, for nitrogen dioxide, 150 ug/m<sup>3</sup>. State regulation requires that concentrations of contaminants shall not exceed the standard and, further, that present air quality shall not be degraded, even if well under the standard level.

Various measures of air pollution, such as suspended particulate matter, indicate that Honolulu is one of the cleanest cities in the nation.<sup>19</sup> Most air pollution problems are localized, due to the small incidence of heavy industrial complexes and power plants.

Currently, the major sources of pollutant emissions in the project area are from vehicular traffic, the nearby Hawaiian Electric Company (HECO) generating station, and ocean going vessels docked at Piers 9, 10 and 11.

a. Honolulu Generating Station

Generating Unit No.	7	8	9
Normal capability MW	40	58	60
Gas flow rate (lb./hr.)	500,550	630,354	655,448
Stack top elev. (ft. above sea level)	142	168.5	168.5
Emissions lb./hr.			
SO <sub>2</sub>	235.4	251.2	196.0
NO <sub>x</sub>	274.6	314.1	209.0
Particulates	24.5	12.6	13.1
CO	9.8	12.6	13.1

Source: HECO

b. Ships at Piers 9, 10 and 11

Using EPA emission factors for commercial steamships, an estimate was made of hourly emissions. The data are based on a low speed 'hoteling' mode of travel, or some 10 per cent of available maximum power. Estimates are approximate and conservative since auxiliary power at dockside would be less than power required when the vessels are underway.

<u>Pollutant</u>	<u>lbs./hr</u>
Particulates	6
SO <sub>x</sub>	20
CO	Negligible
Hydrocarbons	2
NO <sub>x</sub>	22

c. Vehicular Emissions

Pollutant emissions generated by existing (1983) peak hour vehicular traffic are estimated as follows:

CO (lbs)	78.2
HC (lbs)	8.1
SO <sub>x</sub> (lbs)	4.6

(Refer to Appendix B for assumptions.)

5.2 Anticipated Impacts

a. Construction Period

Air quality around construction sites is expected to be temporarily degraded by some fugitive dust from excavation activities (although this is expected to be minimal due to the compacted fill material on site) and exhaust emissions from construction equipment and unavoidable traffic disruption.

Fugitive dust generated during construction will be mitigated through compliance with the State of Hawaii Department of Health Rules and Regulations (Chapter 43, Section 10) which stipulates that control measures be employed to reduce fugitive dust. Primary control consists of frequent wetting down of loose soil areas with water, oil or suitable dust retardent chemicals. Emissions from internal combustion engines utilized during construction will be mitigated by the use of properly functioning emission control devices as required by law.

b. Operational

As described in Appendix B, no adverse impact on air quality is anticipated as a result of the project. Prevailing trade-winds are expected to carry most project-generated pollutants out to sea. Emissions are expected to be less than existing.

c. Micro-Climate Effects

The proposed development may change the micro-climate of the area, particularly in respect to wind conditions. Because these conditions could affect the use of the open plaza, the mall and other important public spaces, the developer will be required to test the proposed development for its ability to create comfortable natural environments. Wind tunnel testing will be recommended to determine the effect of winds on open spaces.

6.0 Visual/Aesthetic

An illustrated visual analysis of the proposed project was prepared by ROMA Architects. It appears as Appendix C in the EIS. The reader is referred to this Appendix for a complete discussion of the visual implication of the proposed action and the two alternatives (no action and the American City Corporation Plan).

In summary, the proposed action would generate the following visual effects:

- a. Views from Pier 18 and Nimitz Highway will reveal the entire height of Aloha Tower, however, the office development will obstruct a portion of the Tower below the 4<sup>th</sup> floor. Southward on Nimitz Highway between Pier 14 and Fort Street, the bottom half of the Tower will be obstructed;
- b. The Tower will be completely visible from the Fort Street Mall and new views past the Tower to the harbor will be present;
- c. The proposed project will obstruct a small portion of the Tower as seen from Bishop Street and Nimitz Highway. Removal of the existing vehicular ramp, however, will restore the Bishop Street view corridor to Honolulu Harbor;
- d. Northbound drivers on Nimitz Highway, in the vicinity of Pier 4, will barely be able to see the 65-foot high hotel structure through the trees. Only a small portion of Aloha Tower will be obstructed;

- e. View planes from Sand Island Park are completely unobstructed; and,
- f. The pedestrian overpass will be attractively designed and have "minimal" visual impact on Nimitz Highway.

Appendix C also discusses views to Pier 8, private views from downtown development, views from the Aloha Tower, and views from the Aloha Tower Development.

## 7.0 Utilities

### 7.1 Water

#### a. Existing:

Existing water facilities include a 12-inch main which borders the Irwin Memorial Park perimeter and an 8-inch main which runs along Fort Street, north of the park (refer to Figure 24, Utilities map). Numerous water laterals provide service for periodically docking ships, domestic usage, and fire flow.<sup>20</sup>

A 1980 analysis of water usage by existing operations at Piers 8-11 indicates an average monthly consumption, through existing pipes, of over 1.7 million gallons.<sup>21</sup> Usage for maritime operations is variable and dependent on shipping schedules.

#### b. Estimates of Future Demand

The projected average daily domestic water demand for the project is based on "Water System Standards," Board of Water Supply, March 1977. These standards, for the type of development proposed, are:

Resort:	350 gal/unit
Commercial/Industrial Mix:	100 gal/1,000 square feet
Commercial/Residential Mix:	120 gal/1,000 square feet
Parks:	4,000 gal/acre

Based on these standards, the average daily domestic water demand for the hotel will be 175,000 gallons per day; for new commercial space (using the higher of the two usage factors) 180,000 gallons per day; and, 16,000 gallons per day for irrigation.

The proposed restaurant water requirements are calculated by assuming two seatings per day, or 2,000 persons served. Based on average restaurant water usage of 35 gallons per person and assuming two seatings per day the water usage for the proposed restaurant will be 70,000 gallons per day. Thus, the total average daily water demand for the new development is estimated to be 441,000 gallons per day.

In addition to the demand of the new development, office space in Hale Awa Ku Moku, Aloha Tower, and the Pier 11 Gallery, and marine uses must be included in the estimation of total water demand when the project is operational. Based on a usage factor of 120 gallons per 1,000 square feet, the existing office users will require 4,920 gallons per day.

Daily water usage for marine activities varies, depending on the shipping schedule. For planning purposes, an average requirement of 50,000 gallons per day was used, based primarily on a 1980 high estimate of 1.3 million gallons per month for this purpose. The estimated average daily water demand for the total development would then be 495,920 gallons per day.

The maximum daily water demand of 743,880 gallons per day was calculated by multiplying the average daily demand by a factor of 1.5. The peak hourly flow will be 3 times the average daily flow or approximately 1.5 million gallons.

c. Impacts

Based on an estimated current average usage at the site of 60,000 gallons per day, average daily water demand will experience an approximately 8-fold increase. Engineers for the project have evaluated the existing on-site water system and have determined that it is adequate to accommodate the increased demand. The private developer will be responsible for providing hookups from the new hotel and office buildings to the existing system.

Because the project is still in its conceptual phase, the Board of Water Supply (BWS) has not been approached to determine if additional water can be made available to the project. The developer will be required to apply for a water commitment from the BWS, and to work with ATDC's consultants in developing an overall strategy for water service to the site. Construction plans will be submitted to the BWS for review and approval, although no action can be taken until the project is approved by the City's Department of Land Utilization.

The ATDC will work with the Honolulu Fire Department in devising a fire-flow system for the project. The preliminary concept for this is to utilize the existing 6" line along the perimeter of Piers 8, 9, 10 and 11.

Should water be made available to the project, the developer will be required to pay a water development charge for source, storage, and transmission facilities. The developer may also be required to pay an additional assessment for his proportionate share for water system improvements that are required in the downtown area to accommodate new developments.

## 7.2 Sewerage

### a. Existing Conditions:

The project site is located within the City and County's Honolulu Sewerage District. The Sand Island Wastewater Treatment Plant receives all of the effluent from the Honolulu District. The STP was designed to accommodate demands of 173 MGD during wet conditions, 89 MGD during dry conditions and 82 MGD during an average daily flow. The STP is currently operating under capacity at 70 MGD.<sup>22</sup> Effluent is discharged through a 9,000-foot long outfall which terminates with a 3,350-foot diffuser section in 240 feet of water. Sludge produced at Sand Island is dewatered and incinerated on site and the ash is disposed at the Kapaa Sanitary Landfill in Kailua.

As shown in Figure 24, 6-inch and 8-inch sanitary sewer lines service the project site. The lines connect to a 28-inch sewer trunk line beneath Nimitz Highway.<sup>23</sup> Sewage from this line collects at the Ala Moana Sewage Pump Station at the corner of Keawe Street and Ala Moana Boulevard. From there the sewage is conveyed via a 60-inch force main to the Sand Island STP. The average flow at Ala Moana SPS was 47 MGD as of December 1981. The existing force main to Sand Island STP is being enlarged to 78 inches in anticipation of future flows.

### b. Estimated Future Flows:

Based on 200 gallons per day per hotel unit, the average quantity of sewage generated by the 500-room hotel will be 100,000 gallons per day.

The average quantity of sewage generated by the office and commercial area is computed from City and County standards.<sup>24</sup> Based on a flow of 4,000 gal/acre/day, the average flow from the office and commercial areas will be 13,800 gallons per day. In addition, the existing 41,000 square feet of offices which will be retained will generate 3,800 gallons per day.



The average daily sewage flow generated by the restaurant, computed on a rate of 35 gallons per person with 2 seatings per day will be 70,000 gallons per day.

The total average sewage flow will be the sum of the above or 187,600 gallons per day. (Maritime uses are not estimated.) The maximum flow is obtained by multiplying the average flow by a flow factor of 5. Thus, it is estimated that the maximum flow will be 938,000 gallons per day.

Peak flow is calculated by adding a quantity for ground water infiltration to the maximum flow figure based on City and County Standards.<sup>25</sup> The ground water infiltration is 2,750 gallons per acre per day for sewers above the ground water table. The groundwater infiltration to be added maximum daily flow to obtain peak sewage flow is 35,750 gallons per day. Peak flow is thus estimated to be 973,750 gallons per day.

c. Impacts:

The Department of Public Works of the City and County of Honolulu has stated that the municipal sewers are presently inadequate to handle the flows from the development. Approximately 500 feet of the existing line on Ala Moana Boulevard between South Street and the Ala Moana sewage pump station at Keawe Street will be affected. The City has no plans to relieve the line.

The Wastewater Management Division has said that depending on the condition of the existing 36-inch line, it may be possible to achieve capacity by providing a parallel line. If the present line is not in good condition, a new 42-inch line will be required.

The developer will be expected to negotiate with the City's Division of Wastewater Management for this hook-up. At present, there are several options that are available. The sewer improvements could be an additional development cost, or they could be shared with nearby projects that are also affected by the lack of capacity. It is possible that several projects that have been approved for sewer hook up may not proceed and as a result the Aloha Tower development could benefit from a transfer of capacity. In addition, the City is considering an Assessment District in the area, that would include the Aloha Tower site, and thereby share the costs of utility improvements more equitably.

The project impact on the municipal sewer system will be mitigated prior to the project becoming operational.

### 7.3 Fuel Lines

#### a. Existing:

Existing fuel lines are shown on Figure 24. Heavy fuel, light fuel and diesel fuel connections are required for 24-hour maritime operations. Cruise ships requiring light fuel or diesel must shift to Piers 30 to 32 because of the deteriorated fuel lines.

#### b. Impacts:

Portions of the fuel lines that conflict with the private development parcel will be relocated. Service will be maintained along Piers 9, 10 and 11, and will be discontinued along Pier 8. The fuel tanks located beneath Pier 8 will be removed, and a portion of Irwin Memorial Park designated for their relocation, when an inter-island operator is secured.

No extensive interruption of cruise ship and other maritime operations will occur because of this action.

### 7.4 Electrical Service

#### a. Existing:

Electricity for the site is served by a three-wire, 4.16 KV system from Hawaiian Electric Company's (HECO) Halekawila Substation. (Figure 24).<sup>26</sup>

#### b. Impacts:

Hawaiian Electric has reviewed the Aloha Tower Plaza project, and has determined that the development will be best served by its radial system rather than the downtown network. The conceptual utility plan requires that transformers be located within the private parcel, with ducts permitted within a designated easement across Irwin Memorial Park. These ducts would be provided and maintained by the developer-lessee. HECO underground lines may also require relocation at ATDC or developer expense.

### 7.5 Telephone

#### a. Existing Conditions:

As shown in Figure 24, telephone service on site is provided by Hawaiian Telephone Company's two lines which connect to an underground trunk line which runs along Nimitz Highway.

b. Impacts:

Hawaiian Telephone Company (HAWTEL) will extend service from existing lines within the project site. The cost of extending these lines will be paid by the private developer.

7.6 Gas

a. Existing Conditions:

GASCo manufactures gas and its nearest line runs along Nimitz Highway from the ewa direction until Queen Street and continues along this street (Figure 24). At present, none of their service laterals extend to the project site.

b. Impacts:

Since the proposed restaurants on site will require gas, a new GASCo service main from Queen Street along the new Fort Street alignment will be required. (Figure 16)

8.0 Public and Private Services

8.1 Solid Waste Collection and Disposal

a. Existing Conditions:

The Department of Transportation contracts with a private company for the collection and disposal of solid waste generated on-site. The refuse is then hauled to Kapaa Sanitary Landfill for disposal.

b. Impacts:

The operation of the project will result in an increase in the amount of solid waste generated on site. It is likely that the private refuse company will either provide additional metal containers or increase the frequency of collections.

Any increase in the amount of solid waste, whether by this project or elsewhere, represents an additional burden on existing sanitary landfills on the island of Oahu. Based on present rates of disposal, existing sanitary landfill sites are rapidly reaching their capacity. It is estimated that the Kapaa SLF will be filled to capacity by the end of 1984.

## 8.2 Medical

### a. Existing Conditions:

As shown in Figure 30, Queens Medical Center and Kuakini Hospital are the medical facilities closest to the project site.

### b. Impacts:

Because of the nature of the proposed development, the need for hospital and/or medical care will likely occur only on an emergency basis. In these cases, several ambulances (County and private) will be able to respond within minutes.

## 8.3 Fire Service

### a. Existing Conditions:

The Waterfront Fire Station is 1 1/2 to 2 minutes away from the project area. This station, however, houses only a fireboat that primarily provides fire protection for the Honolulu and wharf areas. Nearby stations that would serve the project, are indicated in Figure 30.

### b. Impacts:

Because fire protection is provided on an emergency basis, the demand for this service is unpredictable. The proximity of fire stations to the project site assures immediate response should a fire occur. The adequacy of existing fire hydrants to serve the proposed project will be determined by the Board of Water Supply during their review of the building permit application. In their review of the draft EIS, the fire department determined that adequate fire protection was available.

## 8.4 Police Service

### a. Existing Conditions:

The project area is located in District 1, Beat 41. District 1 headquarters are located in Pawa. In fiscal year 1981-1982, the response time for Part I crimes was 5.5 minutes, for Part II crimes, 4.0 minutes. In addition, the Harbor Police (DOT) patrol the project site. The Harbor Police office is located at Pier 10.

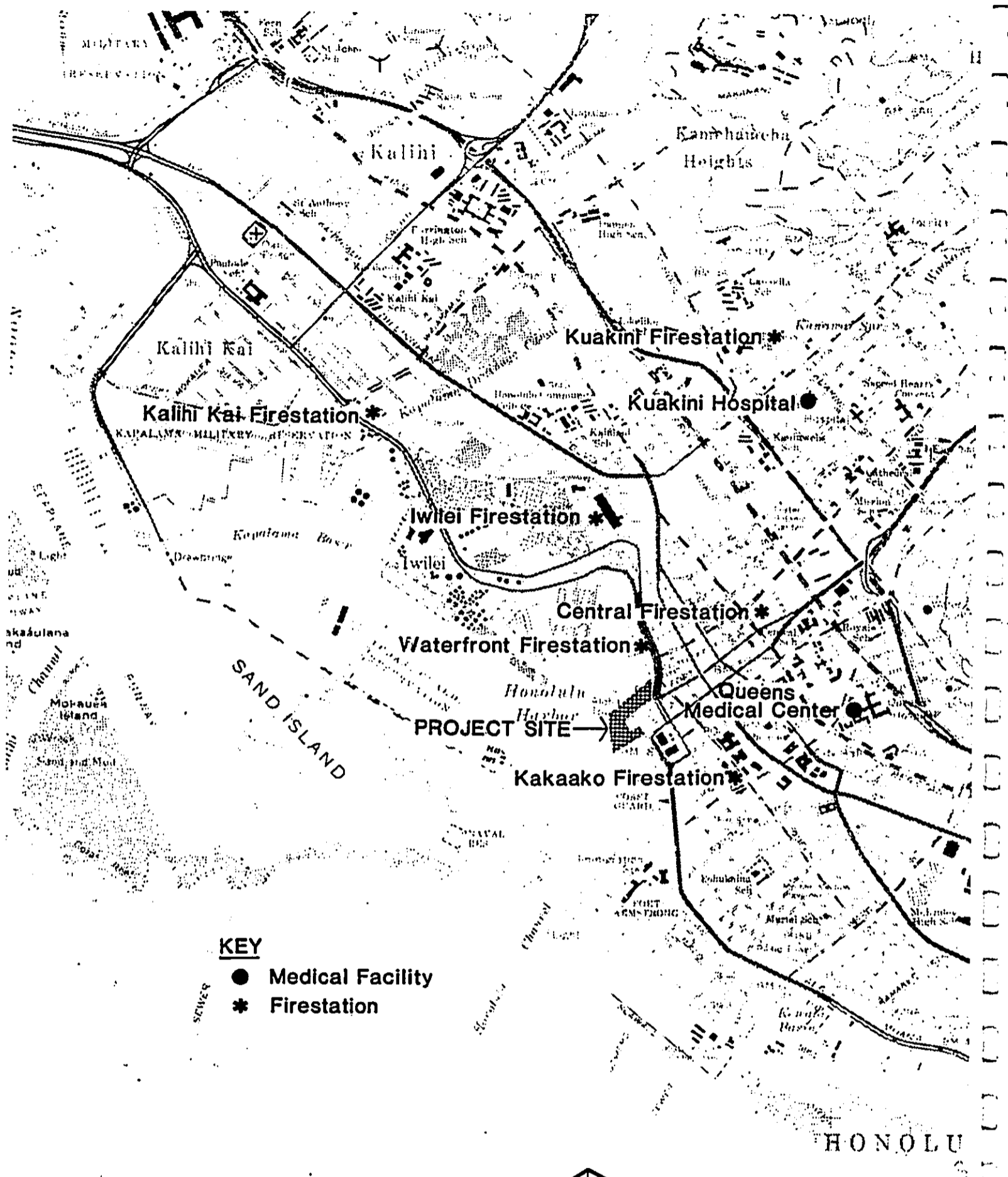


Figure 30 - Location of Protective Services  
**ALOHA TOWER**

PLAZA DEVELOPMENT PLAN

b. Impacts:

In their review of the NOP, the Police Department expressed concerns for traffic safety during and after construction and personal safety of individuals employed at or visiting the proposed project.

During construction, standard barriers and posted signs will be erected for pedestrian safety. If required, the contractor will retain off-duty policemen to direct traffic for large trucks and construction equipment moving in and out of the project site. Entrances and exits to the site are located far enough away from signalized intersections to allow safe ingress/egress.

Since there will be a reduction in the area occupied by the Department of Transportation, there will be a corresponding decrease in the area patrolled by the Harbor Police. It is expected, however, that a security force will be provided for the protection of the hotel and office building's occupants, property and vehicles.

In addition, it is expected that architectural design features regarding lighting, visibility and security devices will be incorporated into the proposed hotel and office buildings and public open spaces.

9.0 Energy

9.1 Existing Conditions

The State of Hawaii is almost totally dependent on the import of oil to meet its energy needs, and as a result is committed to an active program of energy conservation. Energy prices, which are among the highest in the nation, are over six times what they were in the early 1970s. It is anticipated that these costs will continue to escalate. Growing concern about the energy impact of new development is evidenced in the proposed revisions to the Comprehensive Zoning Code which address issues such as solar hot water systems, heat pumps, passive design, and mixed-use developments.

9.2 Impacts and Mitigating Measures

The ATDC will require the selected developer to prepare a report detailing energy alternatives and their cost effectiveness. The "Design Manual" contains energy guidelines for the project which describe strategies that will affect energy use at the Aloha Tower Plaza and specify particular options that should be included in the analytical study. Included in the manual are: strategies to reduce

transportation energy and to reduce the extent of mechanically conditioned spaces; architectural considerations such as window shading, window orientation and size, massing characteristics, exterior finishes, lighting, and ventilation; landscaping considerations; engineering considerations such as waste heat recovery; and operational considerations.

In addition to conservation strategies, the developer will be required to study the effects that the proposed development will have on exterior space, both within the project and in the planned public spaces around it. The exterior spaces are important in achieving both the energy and design objectives of the project.

## 10.0 Historical Attributes

### 10.1 Aloha Tower

#### a. Background and Existing Conditions:

Aloha Tower was built in 1926 to replace a 25-foot lighthouse which was constructed in 1869, at the reef's edge. The "Tower" was built on axis with the harbor entrance and with Fort Street, the city's oldest street. At eleven stories (185 feet) high, Aloha Tower remained the tallest building in Hawaii for nearly 40 years and became known as one of Hawaii's most recognizable landmarks.

During World War II the tower was controlled by the U. S. Navy. After the war, the "Tower" was returned to civilian use and was used to monitor commercial shipping, as well as seaplane traffic. Aloha Tower was placed on the National Register of Historic Places in May 1976, and on the State Register of Historic places in 1981.

Aloha Tower has its main entrance on the second level; the lower floor is unused, and the upper ones contain office space. The "Tower" presently houses private offices, DOT Harbors Division offices (including the Harbormaster) and the ATDC. The tenth floor is open to visitors and residents as an observation deck under Harbors Division supervision. In addition, a small maritime museum is located on the 9th floor of the Aloha Tower. It is operated by the Aloha Tower Maritime Center (ATMC).

Since 1963, the base of Aloha Tower has been obstructed by the podium structure; entry into the "Tower" has been through the second level of the Pier 9 structure. The exterior and the interior stairs of the "Tower" need patching and painting. Existing windows are in poor condition and need to be repaired, or in some cases, replaced. In addition, the building lacks central air conditioning.

b. Impacts and Mitigating Measures:

b-1. Preconstruction and Construction Phase

Demolition, foundation work, excavation, and other construction activities will be taking place directly adjacent to the "Tower". Although engineers who have examined the original building plans have indicated that the structure will not be disturbed by adjacent construction activities, it is recommended that the building be evaluated by a structural engineer during the public improvements design development phase of the project, and if deemed necessary, appropriate mitigating measures be undertaken to protect it from possible damage. (Because of its age, it might also be advisable to evaluate the Pier 11 Gallery structure. It is intended that this gallery be retained in the project and will also be used for maritime operations during the construction period.)

Figure 14 shows the proposed rehabilitation strategy for Aloha Tower. Improvements include removing the second level podium structure and pier sheds now surrounding its base, leaving a free standing tower which will be entirely visible from the Harbor and the Fort street Mall. In accordance with Chapter 6E-8, H.R.S., and Section 106 of the National Historic Preservation Act of 1966, as amended, all plans involving Aloha Tower will be coordinated with the State Historic Preservation Officer and all plans will be submitted to the Department of Land and Natural Resources for its review, comments and/or concurrence.

b-2. Operations Phase

The Aloha Tower is envisioned as being the focal point of the new development. Because of an increased accessibility and visual prominence it is expected that more people will be encouraged to visit it. Much interest has also been expressed by the local maritime museum in locating its expanding collection there. It is anticipated that these actions will reinforce public attraction not only to the "Tower" itself but to other features and activities on the site.



The height, form and character of the project is intended to accentuate the prominence of the Aloha Tower. Building envelopes will specify, among other criteria, that buildings can be no higher than 65 feet, approximately one-third the height of the "Tower". The extension of the Fort Street Mall will also serve to enhance the view of the "Tower" from the downtown area.

## 10.2 Irwin Memorial Park

### a. Background and Existing Conditions:

Irwin Memorial Park was built on what was originally Mahele Reef lands which were later filled and subdivided as Esplanade lots. In 1926, the U.S. Government deeded Esplanade lots to the Damon Estate in exchange for other real estate. Helene Irwin Fagan deeded it to the Territory's Board of Harbor Commissioners, in 1930, as a public park to be called "Irwin Memorial Park" in honor of her father, William G. Irwin.

Mrs. Fagan, in a supplemental agreement with the Territory of Hawaii dated June 22, 1939, agreed to allow parking of vehicles on "that portion of said park now set aside for the parking of vehicles."<sup>27</sup>

In late 1945, the Board of Harbor Commissioners announced that the space in the park would be used for parking for the arrival and departure of steamers. Although questions were raised concerning deed violations, the Harbor Board was able to use the 1939 agreement to justify its decision. It was not made clear what Mrs. Fagan agreed to when she stated "that portion of said park now set aside for the parking of vehicles." This suggests that creating 203 parking stalls or using the majority of the park site for parking was not in total agreement with the original or supplemental agreement.<sup>28</sup>

### b. Impacts and Mitigating Measures:

#### b-1. Construction Phase

The northern edge of the park will be modified in order to accommodate the proposed pedestrian mall and Ala Moana Boulevard realignment. The remaining area will be renovated by removing all parking except the northernmost lanes (which will be used as a staging area for taxis), removing the asphalt paving and regrading, providing new topsoil irrigation and lawn, and constructing new walkways within the park. A new Irwin Memorial could also be incorporated as an attractive water feature within the park. (Figure 14)

Construction activities will necessitate the removal of two large monkeypod trees and several coconut palms. In accordance with the Hawaii Capital District Ordinance No. 3947 (as amended by Ordinance 78-59) Section 6.C., (which states that any tree 6" or greater shall not be removed unless there are no alternatives to removal to achieve proper development of the site, and where possible, trees proposed for removal shall be relocated to another area of the project site), the two large Monkeypod trees will be moved to another location within Irwin Memorial Park. Where feasible, the coconut palms that are removed will also be relocated to other areas within the Aloha Tower Plaza complex.

#### b-2. Operations Phase

Irwin Memorial Park will provide an attractive transition and forecourt between the hotel development and busy Nimitz Highway. It is suggested that important trees on-site be identified and interpreted with appropriate signage.

Negative impacts could result from converting the area to 100 per cent park. In addition to the loss of public parking spaces, which could function as overflow parking when the subsurface garage is full, revenues from parking meters (\$90,000 in 1982) will be foregone.

Retention of metered parking in the area could provide convenient short-term parking for people who just want to wander through the Aloha Tower grounds or watch a ship come in. It is conceivable that such parking could be free (or at a nominal rate) on weekends and in the evening. When parking is removed from this park, visitors will either have to use the hotel/office garage or find alternative parking off-site.

Urban parks are also subject to occupation by street people, vandalism, and in some instances, violent crimes. For example, the Fort Street Mall is closed after 10:00 p.m. to prevent such actions from taking place. The park should be well lighted in order to mitigate these impacts.

### 10.3 Walker Park

#### a. Existing Conditions:

Walker Park is not officially part of the ATDC project. It is owned by the State DOT as part of the Nimitz Highway right-of-way. Amfac has restored the area and maintains it. Present on the site are: a gate from the old court house and grey stone structure which from 1902-1970 housed H. Hackfeld and Co., Ltd. (American Factors, later Amfac); coral blocks from the

old court house; a cannon; a seedling planted from a monkeypod tree that stood on the site of today's Amfac Center; a bench/sculpture feature; and a fountain.

b. Construction and Operation:

Construction of the pedestrian overpass to the Aloha Tower will significantly impact this triangular park. During the construction phase the area will, of necessity, be closed to the public. Prior to constructing the overpass, historical features on the site, such as the gate and the cannon, will either have to be moved to other locations within the immediate area or relocated off-site. The fountain will remain in its present location.

11.0 Market, Economic, and Social Factors

11.1 Market Impacts

a. Office Space:

a-1 Existing Conditions

Almost 4.8 million square feet of office space currently exists in the Central Business District (CBD) of Honolulu. Over 930,000 square feet is under construction in the CBD, and another million square feet are planned in the next few years.

A surplus of 439,600 s.f. of office space could occur by 1985 if the projections shown in Table 6 are correct. This amounts to about one year's absorption, which implies that if no other buildings are constructed (other than those currently under construction), sufficient office space would be available through 1986 in the Honolulu SMSA.

a-2 Demand

The key problem facing office development is that an additional 1,299,000 square feet of office space is planned for construction in Honolulu before 1986 (see Table 7). If these buildings are actually completed during that period, a surplus of over 1.0 million square feet in office space may be present in 1986. Several of these projects have been delayed, however, and it is possible that they will not be completed until later in the decade when demand exists.

TABLE 6  
OFFICE DEMAND SUMMARY  
HONOLULU SMSA

	<u>1980-85</u>	<u>1985-90</u>
"Catch-up" Demand s.f.	342,900 s.f.	(439,600)
Demand from Demolition @ 50,000 s.f. per year	250,000	250,000
Demand fro new employment	<u>1,838,200</u>	<u>2,222,400</u>
Total SMSA Demand	2,431,100	2,032,800
Plus 5% vacancy	<u>91,900</u>	<u>111,120</u>
Total Demand	2,523,000 s.f.	2,143,920 s.f.
Less Buildings Constructed (in 1981-82)	1,499,600 s.f.	-
Less Buildings Under Construction	1,463,000 s.f.	-
Total SMSA Supportable Demand	(439,600)s.f.	2,143,920 s.f.
Downtown Capture Rate @ 75%		
Downtown Supportable Demand	(329,700)s.f.	1,607,940 s.f.

Source: Williams-Kuebelbeck & Associates, Inc.

TABLE 7  
OFFICE SPACE IN HONOLULU  
SUMMARY

New Office Space (1975-1982):

3,374,400 total square feet  
1,225,500 s.f. in CBD  
1,114,000 s.f. of government space

CBD Office Space - 54% of non-government office space

Office Space Under Construction (1982):

1,463,000 total square feet  
930,000 s.f. in CBD  
213,000 s.f. of government space

CBD Office Space - 74% of non-government office space

Proposed Office Space (1983-1986):

1,229,000 total square feet  
1,014,000 s.f. in CBD

CBD Office Space - 83% of non-government office space

Total CBD Office Space (1975-1986): 3,169,500 s.f.

Source: Honolulu Downtown Improvement Association  
Williams-Kuebelbeck & Associates, Inc.

Aloha Tower is expected to compare favorably with other new office building sites currently being considered, both because of its excellent views and because of its waterfront location near the center of downtown (3-4 blocks away). The proposed project could be expected to capture 160,000 square feet per year for two years, or about 320,000 square feet total if maximum use of office space at the site is desired.

a-3 Impacts of the Proposed Project

The CBD should be able to absorb about 640,000 square feet of office space from 1985 to 1987. Because of its superior location, Aloha Tower could capture as much as 50 per cent of potential CBD demand. Because the unique characteristics of this site discourage a highrise office structure (the ATDC consultants have recommended only 100,000 to 150,000 square feet for this use), only about 20 per cent of CBD demand is expected to be used at Aloha Tower. In addition, the office space at Aloha Tower (proposed for completion in late 1986) would not compete directly with space in adjacent office buildings, since these buildings are expected to be totally leased up by that time.

b. Executive Hotel:

b-1 Existing Conditions

As of February, 1982, the State of Hawaii had 57,968 hotel units, including general hotel units, rental condominium units, and apartment-hotel units. From 1975 to 1982, 18,336 total units were built, with activity centering on the islands of Maui and Oahu. Construction on Oahu accounted for 44 per cent of all new units.

The Oahu market is dominated by Waikiki area hotels, which makes up almost 87 per cent of total units. In contrast, the downtown area, where the Aloha Tower site is located, has only 44 units, less than 1 per cent of Oahu's units. Average occupancy rates on Oahu have ranged from 72 per cent to almost 83 per cent over the last seven years.

The core of demand for a downtown hotel would come from business-only travelers to Oahu. Table 8 summarizes demand potential for an executive hotel. It indicates that between 3.5 and 5.5 million visitors are expected to travel to Hawaii each year during the 1980s. Of those visitors, approximately 2.8 per cent will be business-only travelers. The Downtown Improvement Association (DIA) has estimated that the average stay for business travelers is five nights.

#### b-2 Demand

An executive-type hotel, for use primarily by business people desiring to be near the CBD, has been selected as a primary use for the Aloha Tower site. Due to continued downtown development, 60 per cent of total business rooms could be supported in the downtown area. Thus, demand for downtown hotel rooms is expected to range between 1,000 and 1,250 rooms between 1985 and 1990.

Aloha Tower's capture of potential demand for a business hotel will depend upon whether other hotels locate downtown in the future, and the number of rooms that can ultimately be supported in the CBD. The City is currently proposing another executive hotel at the corner of Bethel and Nimitz Highway (the Kaahumanu parking lot location). It is possible that a 400-room hotel could be completed at that site by mid-1985.

Because the Piers 8 through 11 area is an excellent location for an executive hotel, potential demand at the Aloha Tower site would be about 650 to 850 rooms for business visitors from 1985 to 1990. In addition, because of its waterfront amenities, non-business guests could possibly increase demand for rooms another 35 per cent. As a result, maximum demand for an Aloha Tower executive hotel could range between 850 and 1,150 rooms. The Aloha Tower Development Plan includes 400 to 500 hotel units, which is well within the maximum demand.

#### a-3 Impacts of the Proposed Project

Although Aloha Tower could capture the demand for over 800 hotel rooms, the character of the site allows only a 400- to 500-room hotel. Since there appears to be sufficient demand for downtown hotel rooms by business-only travelers to support two hotels, no negative impacts on CBD business activity is foreseen. The hotel is not expected to compete directly with tourist-oriented Waikiki facilities.

TABLE 8  
DEMAND POTENTIAL  
EXECUTIVE HOTEL  
1980-1990

	(ACTUAL) <u>1980</u>	<u>1985</u>	<u>1990</u>
Total number of overnight westbound visitors with destination Hawaii	2,718,863	3,454,600	4,203,100
Eastbound visitors with destination Hawaii (estimated)	<u>790,650</u>	<u>1,078,000</u>	<u>1,311,600</u>
TOTAL VISITORS	3,509,513	4,532,600	5,514,700
Business-only Hawaii Travelers (% of total)			
. Westbound	79,558 (2.9%)	103,650 (3.0%)	126,100 (3.0%)
. Eastbound	15,813 (2.0%)	21,560 (2.0%)	26,230 (2.0%)
. Total	<u>95,371 (2.7%)</u>	<u>125,210 (2.8%)</u>	<u>152,330 (2.8%)</u>
Average business stay on Oahu	5 nights	5 nights	5 nights
Total number of business room nights on Oahu <sup>1</sup>	476,855	626,050	701,650
Total supportable hotel rooms from business travelers	1,306	1,715	2,090
Total supportable rooms in downtown (60% of total business rooms)	780	1,030	1,250
Less planned business hotel units in downtown	0	400	400
Potential Aloha Tower Market for business travelers	780	630	850
Plus additional rooms for non-business guests (estimated at 35% of total rooms)	275	220	300
Total room potential for Aloha Tower	1,055	850	1,150

<sup>1</sup> Assumes 80% occupancy at hotel, and that 80% of business travelers stay in Oahu hotels.

Source: Hawaii Visitor's Bureau  
Williams-Kuebelbeck & Associates, Inc.



c. Specialty Retail:

c-1 Existing Conditions

Two existing specialty retail developments have a significant amount of vacant space: (1) the Royal Hawaiian Center (280,000 square feet of retail and restaurant space) has 20 per cent of its space vacant, and (2) the Ward Centre has leased only a small portion of its 100,000 square feet. In addition, several vacancies are present in the retail portions of new downtown office buildings.

According to leasing agents, the most successful retail outlets support employees working in or near the office buildings. The consensus among these agents is that due to high rents and the large amount of available specialty retail space in prime Honolulu locations, substantial retail development at Aloha Tower would be a risky use. Aloha Tower retail shops, therefore, can not be expected to do more than support the planned uses of the site.

c-2 Demand

Retail shops within the project would support three primary markets: office employees, hotel guests, and cruise passengers. Market analysis indicates that approximately 17,600 square feet of support commercial facilities could be included within the primary uses of the development. The design plan includes a minimum of 15,000 square feet of support commercial space, or 85 per cent of maximum supportable demand.

Estimates of retail space include only purchases by persons with other reasons to be at the site. Although it is possible that Aloha Tower could draw a significant number of Honolulu residents and tourists to specialty shops at the site, the presence of several other major specialty retail centers at Waikiki, Ala Moana, and Ward Warehouse would make substantial retail development at Aloha Tower a very risky use.

c-3 Impacts of the Proposed Project

Fort Street Mall, a downtown retail development, has suffered in recent years from a lack of significant pedestrian traffic. The Aloha Tower development, which includes a pedestrian bridge connecting the site with the mall, could improve pedestrian traffic between the center of the CBD and the waterfront. In addition, because the proposed development plan includes only support retail uses, no major competition is anticipated between the Aloha Tower shops and those on Fort Street Mall, other locations within the CBD, and/or other shopping areas on the island.

d. Restaurant

d-1 Existing Conditions

Aloha Tower restaurants would compete primarily with restaurants in areas outside of Waikiki, therefore, WK&A completed a survey of selected off-Waikiki and downtown restaurants. A summary of the restaurant survey is included in Table 9.

Generally, restaurants in these areas are of two types: more expensive dinner restaurants, and moderately priced restaurants catering more to a lunch crowd. Lunchtime business generally comes from downtown workers and local residents, while dinner guests include some tourists, but primarily Honolulu residents.

Most of the restaurants have opened since the mid-1970s. Almost all of the restaurants (10 out of 13) feel they are doing a very successful business.

d-2 Demand

Aloha Tower's waterfront location makes it a prime site for restaurant activity. The presence of an office building and an executive hotel would provide for a certain amount of support restaurant space. In addition, restaurants at Aloha Tower would appeal to two other potential markets: CBD office workers, because of Aloha Tower's proximity to downtown, and local residents, looking for alternatives to more tourist-oriented restaurants at Waikiki.

Market findings indicate that between 24,370 square feet and 33,320 square feet of restaurant space could be supported at the Aloha Tower site. The design plan includes approximately 20,000 square feet of restaurant space in the executive hotel and 7,500 square feet of non-hotel restaurant space.

d-3 Impacts

Restaurant uses would generally support the office, hotel, and maritime uses of the site. Aloha Tower's unobstructed water views, however, make it an exceptional location for a high quality view restaurant. The results of the restaurant survey of

TABLE 9  
SUMMARY OF SELECTED RESTAURANTS  
HONOLULU

RESTAURANT NAME & ADDRESS	DATE OPENED	NUMBER OF SEATS RESTAURANT		TOTAL S.F.	ENTREE PRICE RANGE	PRIMARY CLIENTELE	
		BAR				LUNCH	DINNER
1. Jake's Downtown Rest. 1126 Bishop	1975	80	120	2,000	\$7.95 (Average)	Downtown Businesspersons	(Not Open)
2. King Tsin 1485 S. King St.	1974	-	85	2,400	\$3.50-\$6.00	70% Business & Locals 30% Tourists	70% Business & Local 30% Tourists
3. Ocean City Chinese Rest. 301 Ala Moana	1981	60 (80 in buffet room 300 in banquet room)	210	10,000	\$4.00-\$5.00(L) \$4.50-20.00(D)	50% Business 50% Locals	95% Tourists 5% Locals
4. Horatio's 1050 Ala Moana Blvd.	1976	60	100	6,500	\$4.00-\$6.00(L) \$6.00-12.00(D)	80% Business & Locals 20% Tourists	75% Locals 25% Tourists
5. Yacht Harbors Rest. 359 Atkinson Drive	1974	60 (56 in private rm.)	150-160	4,500-5,000	\$4.95-\$9.94(L) \$7.95-19.50(D)	75% Business & Locals 25% Tourists	75% Business & Locals 25% Tourists
6. Orson's 1050 Ala Moana Blvd.	1975	35	190	14,000-16,000	\$8.00-16.00(D)	75% Business 25% Tourists	80% Locals 20% Tourists
7. Little George's 680 Ala Moana Blvd	1972	30	130	6,500	\$8.00-27.00(D)	50% Business 50% Tourists	50% Business 50% Tourists
8. John Domini's 43 Ahui Street	1979	100 (30 in private rm.)	240	11,900	\$10.00-32.00(D)	(Not Open)	70% Business & Locals 30% Tourists
9. Jameson's Merchant Square Oyster Bar 923 Nuuanu Ave.	1979	100 total		1,200-1,500	\$4.00-\$8.00(L) \$5 DT Business 15% Tourists & Locals		(Not Open)
10. Munterey Bay Cannery Restaurant & Oyster Bar 1200 Ala Moana Blvd.	1982	87	250	10,000	\$4.95-18.95(D) \$3.95-\$7.95(L)	95% Business 5% Tourists	95% Business & Locals 5% Tourists
11. Charthouse 1765 Ala Moana Blvd.	1969	100	150	5,000	\$9.75-18.95(D)	(Not Open)	60% Locals 40% Tourists
12. Surfside 301 Ala Moana	Late 1981	350	195	10,000	\$6.00-12.00(L) \$7.00-12.00(D)	Downtown Businesspersons	Tourists
13. Jameson's Irish Coffee House 17 Merchant	1977	120 total		3,500	\$7.95-\$7.95	Downtown Businesspersons	Downtown Businesspersons

Source: Williams-Kuebelbeck Survey, January, 1983

off-Waikiki and downtown restaurants pointed out that high quality waterfront restaurants, primarily oriented to dinner crowds, are doing very well. From these results, it is concluded that there is room in the market for another dinner restaurant, without adversely affecting existing establishments.

Additional demand for restaurant space may come from tourists, particularly for the dinner restaurant, but it is likely that tourists staying in Waikiki will spend the majority of their money at restaurants in the area. No demand from tourists was estimated for Aloha Tower restaurants, and little or no impact on existing restaurants is anticipated.

The Oceania, a floating restaurant at Pier 6 has two restaurants: the Ocean City Chinese Restaurant and Fongicelli's (formerly the Surfside). Each restaurant has about 10,000 square feet, including bars. According to Hiram Fong, owner of the Oceania, his business is hurt by the physical separation of waterfront from the CBD by Nimitz Highway. Although both restaurants are doing fair business, Mr. Fong feels that the Aloha Tower, by increasing pedestrian traffic at the waterfront, could only help restaurants located on the Oceania.

#### 11.2 Employment Impacts

##### a. Existing Conditions:

Current employment in maritime activities at Piers 8-11 is about 200 private employees and 170 DOT-Harbors' employees. In addition, an unknown number of employees in non-maritime related offices also work on the site.

##### b. Construction Employment:

Construction employment was estimated as a per cent of total construction costs for the Aloha Tower project. Current estimates for construction costs of the development plan areas are detailed below:

	<u>\$1983</u>	<u>Escalated</u>
Public Costs	\$ 8,912,700	\$ 9,982,200
Private Costs	<u>82,000,000</u>	<u>99,187,200</u>
Total Costs	\$90,912,700	\$109,169,400

Based on a ratio of labor costs as 33 per cent of total construction costs, the following is an estimate of construction employment projected over a three year development period:

Total Construction Costs (\$1984)	\$109,169,400
Labor Costs (@ 33%)	36,389,800
Total Jobs Created (Assuming \$30,000 per job for salary and benefits)	1,200 jobs
Annual Jobs Over 3 Year Construction Period	400 jobs per year

c. Employment at Full Development:

Table 10 estimates total employment at full development. As shown, about 375 jobs would be created in hotel, restaurant, and retail uses. Office jobs, which would make up approximately two-thirds of projected on-site employment, are created from other factors in the economy. The office building would only accommodate space needs caused by economic growth in Honolulu. In addition, DOT Harbors employment is expected to remain relatively constant with or without the proposed development project.

TABLE 10  
PROJECTED EMPLOYMENT AT FULL DEVELOPMENT

<u>Use</u>	<u>Projected Use</u>	<u>Forecasting Relationship</u>	<u>Projected Jobs (Full-Time)</u>
Office building	135,000 s.f.	1 employee/160 s.f.	845
Hotel	500 rooms	40 jobs/100 rooms	200
Restaurants	27,500 s.f.	5 employees/1000 s.f.	138
Retail	15,000 s.f.	25 employees/10,000 s.f.	<u>38</u>
		Total Jobs	1,221
		Say	<u>1,200</u>

Sources: ROMA  
Williams-Kuebelbeck & Associates, Inc.  
Laventhol & Horwath  
Urban Land Institute

### 11.3 Fiscal Impacts

#### a. Existing Conditions:

The State Department of Transportation (DOT) Harbors Division currently receives annual revenues from activities at Piers 8-11. Income sources and estimated amounts from such sources (as of 6/30/82) are as follows:

Storage charges	\$ 31,946
Rent-land/wharf space	285,232
Permits to vendors	150
Oil pipeline tolls	7,280
Auto parking	211,127
Other services provided, such as cleaning	4,244
Profit on sale of water	1,914
Income for use of labor and materials	10,842
Other rental	150
Port entry fees	1,064
Dockage fees	72,384
Wharfage fees	57,323
Water pipeline tolls	12,113
Demurrage	<u>19,226</u>
Total revenue Piers 8-11	\$714,995

The largest sources of DOT's income are space rental and automobile parking. Pier 8 is now primarily a parking shelter holding 115 cars. Pier 9 is minimally used by the Harbors Division. The lower level is a freight handling and storage area but remains almost consistently empty. In addition, the lower areas of 10 and 11 are used for parking and storage.

Additional income to the State of Hawaii includes about \$400 in annual gross excise taxes that are paid by the food concession and the Aloha Tower gift shop.

The City and County currently receives no property taxes from activities on the site because all land and improvements are State-owned.

#### b. Fiscal Impacts to the State of Hawaii:

##### b-1 Gross Excise Tax (G.E.T.)

To estimate G.E.T. taxes paid to the State during the construction phase, it is assumed that the contractor's gross income would equal the estimated construction costs of the Aloha Tower project (\$109,169,400 in escalated dollars). Gross excise taxes of 4 per cent on total escalated construction costs are \$4,366,780, which would be paid to the State over the three year construction period.

At full development the Aloha Tower project is expected to generate gross revenues of about \$29 million each year. Excise taxes on these revenues would total over \$1.15 million annually by 1990. Although all amounts are conservatively stated in 1983 dollars, it is expected that gross revenues and their corresponding excise taxes would increase annually with inflation.

c. Fiscal Impacts to the City and County of Honolulu:

c-1 Revenues to the City

The Aloha Tower redevelopment is on State land and some public improvements are planned; these portions of the project are by law exempt from local taxes. The City can, however, levy taxes on the private improvements constructed at Aloha Tower. The escalated value of private improvements has been estimated to be \$99,187,200. Based on a tax rate of \$9.14 per \$1,000 of assessed valuation, property tax revenues to the City would be \$906,570 annually.

The City/County considers public lands held in a long-term lease by private parties as fee simple property during the lease term. The ATDC would lease 4.8 acres (209,088 square feet) of the 13 acres of state lands under its jurisdiction to a private developer/lessee. The current estimated value of land to be leased to the private developer for 65 years is approximately \$13 million. Based on a commercial tax rate of \$9.14 per \$1,000 of valuation, annual revenues of \$119,000 would accrue to the City/County over the entire lease period.

In addition to property tax revenues, the City would also collect building permit fees of approximately \$155,000 over the three year construction period.

c-2 Costs to the City

The proposed development plan could create demand for additional public services and facilities. Costs can be either one-time capital expenditures or services which require ongoing annual expenditures.

Most off-site improvements will be paid for by bonds issued by ATDC or by the private developer. This funding should relieve the City of any one-time capital expenditures caused by the redevelopment project.

Ongoing annual impacts to the City will be minimized because the ATDC will provide on-site security and maintenance in addition to overall administration of the project. The only direct expenditure requirement would

be for building inspectors during the construction period. These costs would be offset by the building permit fees.

#### 11.4 Social Impacts

##### a. Relocation/Displacement:

Almost all current DOT lessees on Piers 8 to 11 have leases which require 30-days notice by either party prior to termination. As a result, no long-term leases have been signed by tenants currently using the Aloha Tower site. (Table 11 lists DOT lessees on the Aloha Tower site as of April, 1983.)

All leases within the Pier 8 to Pier 11 structures will be terminated prior to the construction period. The Aloha Tower Development plan provides for the relocation within the project of major maritime related lessees, many at current waterfront leasehold rates. Non-maritime related businesses and certain maritime lessees can either negotiate for space in the new office building and/or commercial areas with the new developer (at market determined rates) or find suitable, less expensive facilities elsewhere. It is estimated that 75 per cent of the current DOT lessees will be in this latter category. These lessees are aware that relocation is imminent. No subsidies will be offered to current lessees as the rent will be used to retire bonds. There is a sufficient supply of office space available in adjacent areas to minimize relocation impacts of those who choose to move off-site.

##### b. Public Access and Recreation:

Fishing and crabbing are popular activities throughout Honolulu Harbor and are particularly heavy near the HECO generating station discharge at Pier 7, adjacent to the project site. Mullet, milkfish, papio, and other varieties are taken by pole and jigline. In addition, sightseeing occurs along the entire harbor perimeter and from the observation deck of the Aloha Tower. The Falls of Clyde, when berthed at Pier 5, is also an attraction to sightseers. Party boats which provide sightseeing and dinner cruises also use the pier areas when they are not in use by other vessels.

The development objectives adopted by the ATDC will insure that recreation activities and public access will be enhanced by the redevelopment of the area. Goals of the development plan include creating a major public gathering place at the site; creating new activities which will bring people to the waterfront; creating strong pedestrian linkages between the Aloha Tower and downtown; enhancing public access to and along the water's edge; and creating opportunities for a variety of water's edge experiences appropriate to the downtown waterfront.



TABLE 11

DOT LESSEES AT ALOHA TOWER  
APRIL, 1983

Aloha Tower Office Users (Pier 9):

<u>LESSEE NAME</u>	<u>AMOUNT OF SPACE LEASED</u>	<u>TYPE OF BUSINESS</u>
Behan Marine Associates	283 s.f.	Marine commerce
HPBS, Inc.	645 s.f.	Harbor pilot operations
Research Corporation of University of Hawaii	645 s.f.	
Skelton-Kohara & Co., Ltd.	505 s.f.	Broker
Webe Corporation	457 s.f.	Charter boat operations
Aloha Tower Development Corporation	645 s.f.	Development office
TOTAL SPACE	3,180 s.f.	

Other Lessees:

<u>LESSEE NAME</u>	<u>PIER</u>	<u>AMOUNT OF SPACE LEASED</u>	<u>TYPE OF BUSINESS</u>
Hung Yat Chan	8	309 s.f.	Food concession
Davies Marine Agencies, Inc.	9	1,170 s.f.	Steamship company
American Global Lines, Inc.	9	4,740 s.f.	Stevedoring storage
Hawaiian Sun Products, Inc.	9	5,539 s.f.	Tropical fruits storage
U.S. Cruises, Inc.	9	358 s.f.	Gangways storage
Aloha Camera & Gift Shops, Inc.	10	1,615 s.f.	Retail shop
Castle & Cooke Terminals	10	650 s.f.	Stevedoring storage
Chevron, U.S.A.	10	111 s.f.	Storage of oil hose
S.G. Lam	10	401 s.f.	Custom brokerage office
U.S. Customs	10	2,320 s.f.	Customs office
Davies Maritime Agencies	11	3,405 s.f.	Ship agency office
Hawaii Pacific Maritime	11	1,548 s.f.	Office space
McCabe, Hamilton & Renny Co.	11	3,121 s.f.	Stevedoring office
American Global Line	11	12,813 s.f.	Office space and storage
Alex W. Williams	11	733 s.f.	Space for marine & ind. photo
WILCO Hawaii, Inc.	11	245 s.f.	Space for marine consulting
Sellers Advertising	11	3,672 s.f.	Office space
TOTAL SPACE		42,750 s.f.	

Source: DOT-HAR

The 1.6 acre landscaped plaza fronting the waterfront is planned to serve as the "living room" of the city, supporting civic events such as art shows, concerts, and festivals as well as more passive recreational pursuits.

The hotel will provide generous public terraces above the maritime facilities along Piers 8 and 9 and the design guidelines will require the developer to provide public walkways along the second level of the office building adjacent to Pier 10. Thus, pedestrian access will be continuous along the water's edge.

It is not anticipated that fishermen in the area will be adversely affected by the proposed project. Although not part of the ATDC development plan, a water taxi from the Aloha Tower to Sand Island Park is being considered for future implementation.

Friends of the Falls of Clyde have expressed the opinion that the Falls of Clyde should be moved to another location (such as Pier 7) which would be closer to the Aloha Tower site. This would provide an additional attraction which would complement the new development.

## 12.0 DOT Harbors and Maritime Activities

### 12.1 Existing Conditions

Aloha Tower maritime handling operations center at Pier 9, which has 624 feet of berthing space, and 147,000 square feet of cargo space in sheds. Only conventional cargo is shipped and received at Pier 9 using stevedoring equipment. The average tonnage of cargo for this area was over 40,000 short tons per year in the last few years; less than one percent of the 7.5 million short tons that passes through the Harbor each year. Typical commodities loaded and unloaded at the Aloha Tower site are general merchandise, lumber, diesel fuel, autos and fuel oil. Pier 9 is used only during peak harbor periods when other piers are at capacity. Over 18,000 square feet on Piers 10 and 11 are used for cargo handling and stevedoring equipment storage while another 5,000 square feet of office and storage space required by cruise ship operators.

Aloha Tower facilities primarily serve passenger ship operations. Passenger volumes at Aloha Tower averaged approximately 45,000 ship passengers per year in the last several years. Passenger facilities at Aloha Tower have been underutilized in recent years.

American Hawaiian Cruises runs two inter-island cruise ships, the Constitution and the Independence, from Aloha Tower piers. These ships are generally in port on Saturdays. In addition, international ships such as the Queen Elizabeth II, the Canberra, the Princess and Viking lines call approximately 12 to 15 times each year, usually for 1 to 2 day stays. These cruise ships generally utilize the Pier 10/11 berth except when there are two cruise ships in port at the same time. At those times the second ship is berthed at Pier 9.

The Aloha Tower site currently houses the DOT Harbors division offices in three areas: the Hale Awa Ku Moku Building; operations offices in Aloha Tower; and, security and custodial offices on Pier 10.

During the planning process, DOT-HAR requested that several minimum requirements be met to insure adequate and viable facilities for existing and future maritime activities at the Aloha Tower complex. DOT's minimum requirements include: two terminals; berth back-up facilities or servicing areas (each pier must have a dedicated servicing area); inter-island terminal areas; separation of trucks and equipment servicing the maritime areas from other servicing vehicles and passenger vehicles; and, Harbor control operations retained in Aloha Tower.

#### 12.2 Impacts During the Construction Phase

The ATDC and DOT Harbors have agreed that maritime facilities will continue to operate during the demolition and construction period of the proposed development project. During the construction phase, passenger handling operations (including customs and baggage handling) will be relocated to the Pier 11 Gallery. As shown in Figure 19, a temporary passenger terminal will be constructed on the Pier 11 gallery, during demolition and construction, with temporary ramps constructed to grade. Construction fences will channel passengers to the existing loop road around Irwin Memorial Park, which will be maintained for vehicle drop-off and construction access. Efforts will be made to minimize this interruption of normal cruise ship operations, and to that end the main terminal at Piers 10 and 11 will be scheduled for early completion. The estimated time for completion of this terminal is 21 months as it will become operational prior to completion of finishing work on the rest of the office building. On two cruise ship days during construction, the second ship will be accommodated at Pier 2, or elsewhere in Honolulu Harbor.

Existing offices in the Gallery will be vacated in order to make room for passenger handling activities. Pier side activities will continue in the same manner as they are currently being conducted. All on-site parking, with the

exception of official vehicles, will be relocated to the Pier 5 and 6 parking area. After the ramp is demolished this parking area will be restriped and paved to accommodate the increased number of vehicles. DOT Harbors administrative offices will continue to operate from Hale Awa Ku Moku during the construction process.

### 12.3 Impacts on Maritime Activities at Full Development

#### a. DOT Requirements:

DOT requirements are met to the extent possible in the proposed development plan at a cost of over \$2 million to the ATDC. DOT improvements would be constructed during the building period from mid-1984 to the end of 1986. Hale Awa Ku Moku, which houses DOT-HAR's administrative offices, would remain intact after full development of the adjacent Aloha Tower site. Employee parking on site during the various phases of construction will be coordinated with DOT.

U.S. Customs operations would continue during construction and after full development. Customs facilities would be made more efficient in the new passenger terminal to be constructed as part of the proposed plan.

#### b. Cruise Ship Lines:

Under the proposed plan, a main cruise ship terminal at Piers 10 and 11, and a second terminal at Pier 9, would be built to accommodate anticipated cruise operations at Aloha Tower. The main passenger terminal will be configured to accommodate two passenger ships simultaneously.

The proposed design concept also has an inter-island terminal on Pier 8. This terminal could be used for inter-island ferries, linking downtown Honolulu with other islands, or, if necessary, a third cruise ship.

As a result of the improvements, long-term positive impacts are anticipated for cruise ship operators at Aloha Tower.

#### c. Stevedoring firms:

Stevedoring firms located at Aloha Tower almost exclusively handle loading and unloading operations of cruise ships. Pier 9 also handles a small amount of general cargo during peak periods in Honolulu Harbor. According to DOT-HAR officials, flexibility in handling cargo during peak periods would be hurt slightly, but generally, Pier 9's cargo could be handled on other piers with minimal impacts.



PART IV: ALTERNATIVES TO THE PROPOSED ACTION

A. NO ACTION ALTERNATIVE

1.0 Description

The no action alternative would not differ from the existing uses of the site. The DOT Harbors Division has offices in Hale Awa Ku Moku, in Aloha Tower and on Pier 10. In addition, DOT leases approximately 42,750 square feet on Piers 8 to 11 and 3,180 square feet in Aloha Tower. Piers 10 and 11 are used for cargo handling and stevedoring equipment storage, and for office and storage space for cruise ship operators. Pier 9 is used only during peak harbor periods when other piers are at capacity.

2.0 Impacts

2.1 Economic

a. Jobs

Current employment in maritime activities at Piers 8-11 is about 200 private employees and 170 Department of Transportation, Harbors Division employees. No new employment would be created if current maritime activities continue.

b. Fiscal Impacts to the State

Fiscal impacts to the State would remain unchanged. Currently, the State receives about \$300,000 in lease revenues, and another \$400,000 per year in dockage, wharfage and other ship charges from Piers 8-11. In addition, about \$400 in annual sales taxes are paid by the food concession and the gift shop located on site.

c. Fiscal Impacts to the County

Since all land and improvements on Piers 8-11 are state-owned, the City and County of Honolulu is unable to collect property taxes. Implementation of this alternative would not alter this condition.

d. Impacts on CBD Business Activities

Implementation of this alternative would pose no potential for creating an oversupply of office space in the CBD.

### 2.3 Maritime Activities

Generally, continuation of the status quo at Piers 8-11 would not impact current maritime uses of the site and existing lessees would not have to relocate elsewhere.

### 2.4 Traffic/Air Quality

#### a. Traffic

Future traffic volumes were estimated using State and County traffic counts and the State's latest projection of future Nimitz Highway traffic at a nearby project. An annual growth factor of 1.3 per cent was used to project the future Nimitz Highway traffic. Traffic volumes on Bishop Street entering the Nimitz Highway intersection were assumed to increase at a similar rate. Within the project site, however, no increase are expected in this case. Major movements from the traffic assignment are shown in Figure 31 (Appendix D illustrates additional intersections). By 1986 there should be an increase of 170 cars during peak hours.

#### b. Air Quality

A comparison of emissions due to traffic in the area enclosed by Fort Street, Bishop Street, Ala Moana Boulevard and Nimitz Highway for the years 1983 and 1986, without project, are shown below:

<u>Year</u>	<u>Peak Hour Traffic Volume</u>	<u>CO Lbs.</u>	<u>HC Lbs.</u>	<u>SOx Lbs.</u>
1983	6120	78.2	8.1	4.6
1986	6290	56.4	5.9	4.0

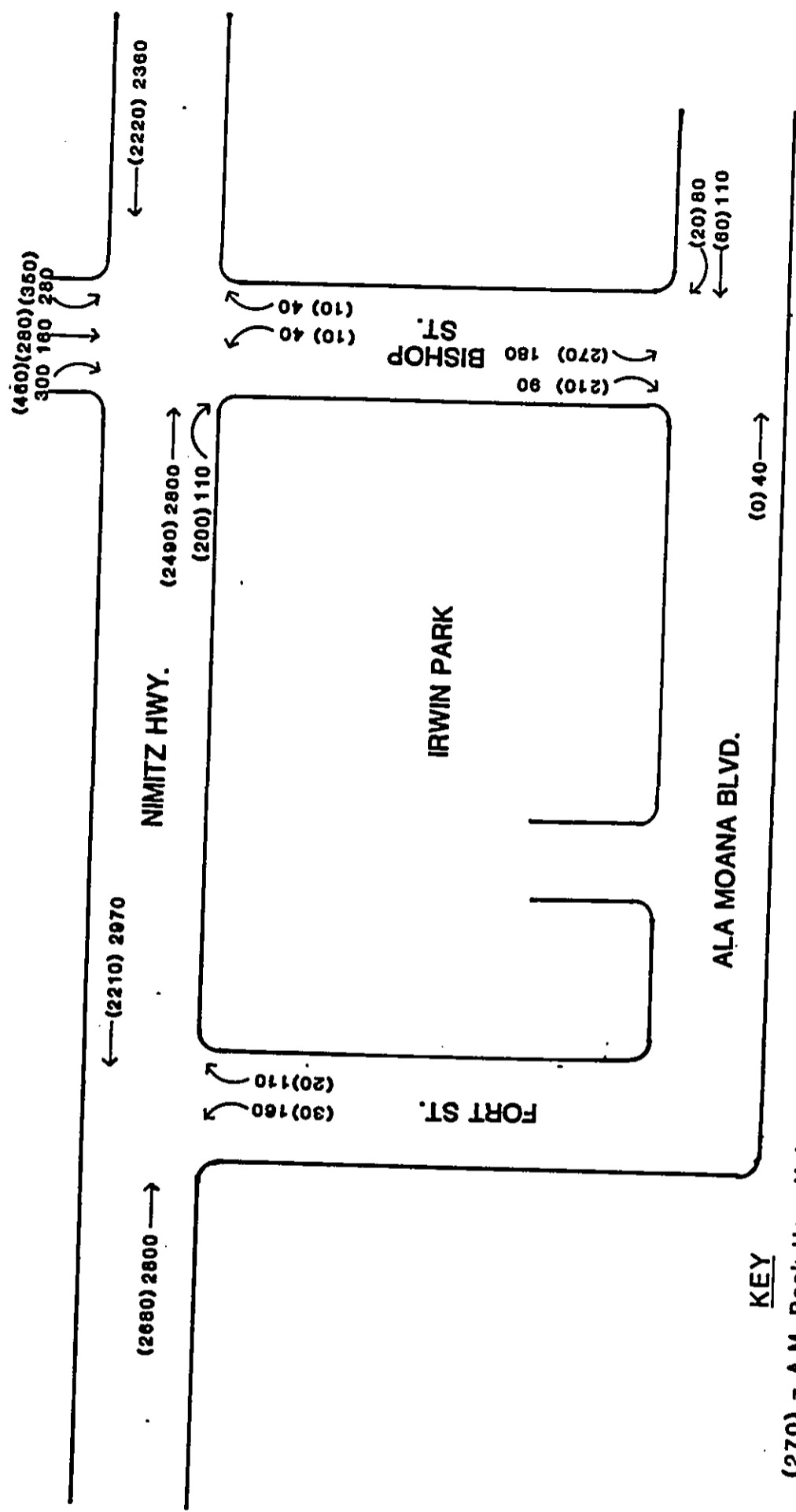
As indicated above, traffic volumes will increase during peak hours, however, the overall amount of vehicular generated emissions will decrease.

### 2.5 Visual

Visual impacts of this alternative would be essentially what is currently seen. Refer to Appendix C for a discussion of these effects.

### 3.0 Analysis and Summary

Since the no action alternative implies no redevelopment activities, there will be no impact on the existing maritime activities at the Aloha Tower. Traffic in the general vicinity of the project will increase, however, the overall amount of vehicular-generated emissions will decrease from present amounts.



**TRAFFIC ASSIGNMENT**

Figure 31 - Future Condition Without Project  
**ALOHA TOWER**  
 PLAZA DEVELOPMENT PLAN



An adverse impact of no action is that the objectives of Act 236, SLH 1981, establishing the ATDC, would not be achieved. In addition, the State would lose the opportunity to create a first class development which would benefit the people of Hawaii both economically and socially.

#### B. ALTERNATIVE USES FOR THE SITE

The uses proposed for the Aloha Tower site were established after a lengthy planning process which involved extensive public and private participation. In 1979, Charles R. Sutton and Associates, and Ming Chew examined options for the site such as a trade and convention center, housing, hotel, museum, and educational facilities. The conclusions from these studies indicated an office complex and executive-type hotel, with extensive open space, as the most feasible uses for the site.<sup>29</sup>

The studies performed by Sutton and Chew were reviewed and refined by the American City Corporation (ACC). The ACC findings were then evaluated by an advisory committee on the Aloha Tower Project, consisting of business and government representatives, and reviewed with the Legislature. This resulted in the passing of Act 236, SLH 1981, the Aloha Tower enabling legislation, which set up the process for redeveloping the complex, based on the approved uses. The EIS, therefore, does not assess or evaluate other development concepts which do not include the prescribed uses.

#### C. AMERICAN CITY CORPORATION (ACC) PLAN - 1981

##### 1.0 Description

The American City Corporation (ACC) was retained by the Department of Planning and Economic Development (DPED) in 1980 to conduct site engineering analysis of existing conditions and projected needs, financial planning and site utilization analyses, and to recommend options for implementing and managing their proposed Aloha Tower Plaza. The ACC plan set forth the following recommended uses for the project site:

- o Aloha Tower renovation and park;
- o Irwin Memorial Park renovation;
- o Nimitz Highway pedestrian overpass;
- o Open deck plaza area;
- o Continued use of the 3-story Harbors Division Office Building;
- o 40,000 square feet of new ship passenger terminal space in two areas;
- o 163,000 square feet of open bay maritime space;

- o Inter-island passenger transportation operations area;
- o 1,000 parking space garage below deck level;
- o 500 room executive-type hotel
- o 339,325 square feet of office space (no terminal space included);
- o 38,000 square feet of retail;
- o 25,000 square feet in specialty restaurants;
- o Parking (122 spaces) for DOT employees and State vehicles; and,
- o Retention of existing ramp for primary vehicular access to the site.

Under this plan building heights of up to 160 feet were anticipated, thus requiring an exemption from the Capital District Ordinance.

The ACC plan varies from the current proposals in several key areas as follows:

- o Office Space - The proposed action involves 125,000 to 150,000 square feet versus 340,000 square feet in the ACC scheme.
- o Specialty Retail - 15,000 square feet minimum is required in the currently proposed design design versus 38,000 square feet in ACC's plan.
- o Parking - ACC's plan includes a 1,000 space publicly owned and operated parking garage; the current plan estimates a need for a 500-550 spaces to be built and operated by a private developer.

## 2.0 Impacts

### 2.1 Economic

#### a. Jobs

Assuming construction costs for the project of approximately \$171 million and 33 per cent of construction costs are labor costs, about \$57.3 million is expected to be spent on labor under this alternative. Assuming a construction wage of \$30,000 per job, approximately 1,900 jobs would be created over the three year construction period, or 630 jobs per year. Based on the same forecasting relationships as were used for the current proposed plan (Table 10), approximately 2,550 permanent jobs would result from the ACC development.

b. Fiscal Impacts to the State

The financial plan for the ACC proposal is similar to the current plan with two exceptions:

- o Lease revenues are calculated for uses projected in the ACC plan. All percentages and revenue estimates (per room or per square foot) are similar for both plans; and,
- o ACC parking revenues assume that all revenues from the 1,000 space garage accrue to the ATDC, less appropriate operating expenses (estimated at 25% of revenues).

Table 12 presents the financial summary of the ACC plan.

Monies available for bond payment do not cover bond payments until year 11 (1984). In addition, the debt coverage ratio is negative in the early years of development, therefore, other State funds would be required to make up the difference between the minimum 1.25 debt coverage and the actual funds available. The required debt coverage is not achieved until year 13, or 1996, resulting in a State liability for the project over that period approaching \$9 million.

Because the current ATDC law does not provide for the use of outside funds for the Aloha Tower project, the ACC plan is not financially feasible.

c. Gross Excise Taxes to the State

Excise taxes paid during the construction period would total approximately \$7 million, which would be paid over a three year construction period. In addition, approximately \$1.4 million would be paid to the State each year after full development.

d. Fiscal Impacts to the City and County

As shown in Table 12, the proposed ACC development would generate approximately \$1.4 million per year in property taxes.

TABLE 12

ACC PLAN  
\$43 MILLION REVENUE BOND ISSUE  
ALOHA TOWER DEVELOPMENT CORPORATION  
PRELIMINARY FINANCIAL SUMMARY  
(In Thousands of Future Dollars)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>INCOME</b>															
From Existing Facilities <sup>1</sup>	79	126	135	144	154	165	177	189	202	216	231	247	265	283	303
From New Leases <sup>2</sup>	75	150	150	1,380	1,808	2,099	2,384	2,593	2,773	2,958	3,175	3,397	3,635	3,889	4,162
Parking <sup>3</sup>				972	1,040	1,113	1,191	1,274	1,364	1,459	1,562	1,671	1,788	1,913	2,047
From Interest on Reserve <sup>4</sup>	<u>276</u>	<u>439</u>	<u>481</u>	<u>527</u>	<u>576</u>	<u>632</u>	<u>691</u>	<u>757</u>	<u>829</u>	<u>907</u>	<u>991</u>	<u>1,085</u>	<u>1,187</u>	<u>1,298</u>	<u>1,421</u>
Operating Income	430	715	766	3,023	3,578	4,009	4,443	4,813	5,168	5,550	5,959	6,400	6,875	7,383	7,933
<b>EXPENSES</b>															
Operating Expenses <sup>5</sup>	23	25	27	290	311	333	356	381	408	436	467	499	534	572	612
DOT Reimbursement <sup>6</sup>	32	96	96	181	422	422	422	422	422	422	422	422	422	422	422
Rent Credit <sup>7</sup>	<u>0</u>	<u>0</u>	<u>0</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>	<u>465</u>
Subtotal Expenses	55	121	123	936	1,198	1,220	1,243	1,268	1,295	1,323	1,354	1,386	1,421	1,459	1,499
Available For Bond Payment	375	594	643	2,087	2,380	2,789	3,200	3,545	3,873	4,227	4,605	5,014	5,454	5,924	6,434
Bond Payments <sup>8</sup>				4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344	4,344
Annual Surplus	375	594	643	2,087	-1,964	-1,555	-1,144	-799	-471	-117	261	670	1,110	1,580	2,090
Cumulative Surplus	375	969	1,612	3,699	1,735	180	-964	-1,763	-2,234	-2,351	-2,090	-1,420	-310	1,270	3,360
Amount needed to meet <sup>9</sup> 1.25 debt coverage	0	0	0	0	0	-908	-2,050	-1,885	-1,557	-1,203	-825	-416	0	0	0
Cumulative Amount <sup>10</sup> from State Funds	0	0	0	0	0	-908	-2,958	-4,843	-6,400	-7,603	-8,428	-8,844	0	0	0

See next page for footnotes.

FOOTNOTES TO TABLE 12

- 1 Current income from Irwin Park parking and Aloha Tower rentals. Escalated at 7% per annum.
- 2 Assumes that building pads are leased based upon payments of guaranteed annual rents or percentages of gross receipts, whichever is higher. Guaranteed annual rent is \$1,380,000 per year. Rental for construction years 1-3 to be set at 10 to 12% of full guaranteed rent. Percentage rents are typical for governmental ground leases. Lessee pays the higher of guaranteed or percentage rents. Parcel size is 4.8 acres (209,088 s.f.).
- 3 Net parking revenues from the public parking ramp.
- 4 Interest on bond reserve fund calculated at 9.5% per annum.
- 5 Estimated for Irwin Park and Aloha Tower building maintenance for years 1-3. ATDC administrative costs paid from bond proceeds during years 1-3. Estimates include full ATDC operating expenses for years 4-10.
- 6 ACC estimates for DOT reimbursement costs.
- 7 Credit for lessee construction of maritime terminals.
- 8 Bonds issued in April, 1984. Proceeds include: ATDC construction cost of \$28.3 million; three years' funded interest; ATDC working capital during construction; bond repayment reserves and bond sales costs. Bonds amortized for 27 years at 9.5% per annum with first payment in year 5.
- 9 Amount needed to meet 1.25 debt coverage amount is the difference between the amount available for bond payment and 5,400 (4,344 X 1.25). Positive cumulative surpluses are added to amounts available for bond payment when they occur.
- 10 Cumulative amount State would have to appropriate from other sources to ATDC to meet minimum public financing requirements.

Source: Williams-Kuebelbeck & Associates, Inc.

e. Impacts on CBD Business Activity

Two of the uses proposed in the ACC plan (office and specialty retail) exceed the maximum 1987 Aloha Tower market capture estimated by WK&A. ACC's plan takes full advantage of Aloha Tower's superior location to maximize office space on the site. The result could be a delay of other office projects in the CBD. The 40,000 square feet of specialty retail proposed under the ACC plan is not great enough to serve as an attraction in itself but is greater than that which could be supported by other uses on the site.

2.2 Maritime Activities

ACC's design included a customs area, baggage services, hold areas, cargo storage and inter-island service areas. ATDC costs for construction of these areas were estimated by ACC to be about \$4 million (\$1983).

DOT-HAR operations would not be significantly impacted by development at Aloha Tower. Cruise ships and inter-island services would continue at Piers 10-11 under ACC's design plan. Stevedoring operations and other maritime-oriented firms would also be accommodated in the plan.

Since ACC did not look at maritime needs in detail in their report to the DPED, it is assumed that minimal impacts would be experienced by maritime firms currently using the Aloha Tower site if the ACC plan was implemented.

2.3 Traffic and Air Quality

Vehicle trips generated by implementation of the proposed ACC plan were estimated based on trip generation rates developed by Parsons Brinkerhoff in their evaluation of the traffic implications of the current proposal. They are:

<u>Trip Ratio:</u>	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>In &amp; Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Hotel vehicle trips per room	5.0	.27	.30	.40	.35
Commercial vehicle trips per 1,000 s.f. gross floor area	9.0	.79	.21	.32	.71

Volumes:

	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Hotel (500 rooms)	2,500	135	150	200	175
Commercial (429,000 sf)*	<u>3,864</u>	<u>339</u>	<u>90</u>	<u>137</u>	<u>305</u>
Total trips	6,364	474	240	337	480
Total peak hour (in and out)		714		817	

\*330,300 square feet office + 38,000 square feet retail + 25,000 square feet restaurant + 27,000 square feet DOT office building (DOT office building included because DOT parking remains on-site in ACC plan)

Existing entrance and exit provisions were assumed to remain substantially unchanged, and the project was expected to work efficiently by use of existing roads and access points. The traffic was not assigned to the existing road way, however, because there was no indication in the ACC report of the distribution of those entering and leaving the project by the ramp and those accessing and egressing the project at ground level.

Based on the PBQ&D analysis for the proposed plan, which recommended highway modifications and intersection improvements based on lower forecasted traffic, it would seem that the ACC project would have significant impact on the existing road network and intersection capacity.

Although an air quality analysis was not performed for the ACC plan, it is possible that CO levels could exceed State standards during worst case atmospheric conditions such as Kona weather. In addition, an open 1,000 car parking deck could be anticipated to generate more pollutants than a single level subsurface ventilated facility as currently proposed.

2.4 Visual Impacts

Visual impacts of the ACC plan are discussed and illustrated in Appendix C.

D. COMPARISON OF ALTERNATIVES

1.0 Economic

Table 13 gives a comparison of the proposed project with the No Action Alternative and the ACC plan. Impacts from the proposed plan and ACC scenario are considered by category below. The No Action scenario causes no significant impacts and thus, is not examined in detail.

TABLE 13  
 SUMMARY OF IMPACTS BY ALTERNATIVE  
 ALOHA TOWER REDEVELOPMENT COMPLEX  
 HONOLULU, HAWAII

	PROPOSED PLAN	ACC PLAN	NO ACTION
<b>Construction Cost (escalated \$)</b>			
. Public Improvements	\$ 9,982,200	\$ 28,255,850	None
. Private Improvements	99,187,200	143,640,000	None
. Total Costs	<u>\$109,169,400</u>	<u>\$171,895,850</u>	None
<b>Employment</b>			
. During Construction	400 jobs/year for 3 years	630 jobs/year for 3 years	None
. At Full Development	1200 jobs	2550 jobs	None
<b>Fiscal Impacts to State</b>			
. Sales Tax During Construction	\$ 4,366,780	\$ 6,875,800	None
. Annual Sales Tax at Full Development (\$1983) <sup>1</sup>	\$ 1,153,800/yr.	\$ 1,377,000/yr.	None
<b>Fiscal Impacts to City/County</b>			
. Building Permit Revenues During Construction	\$ 155,300	\$ 243,100	None
. Annual Property Taxes on Private Improvements	\$ 906,600/yr.	\$ 1,312,900/yr.	None
. Property Tax on Developer Leased Lands	\$ 119,000/yr.	\$ 119,000/yr.	None
<b>Impacts on CBD Business Activity</b>			
. Office	None	Negative	None
. Hotel	Positive	Positive	None
. Retail	None	Negative	None
. Restaurant	None	None	None
<b>Impacts on Maritime Activity</b>			
. DOT Operations	None	None	None
. Current Users of Site	None	None	None

<sup>1</sup> Does not include sales taxes on businesses using office space at Aloha Tower.

Source: Williams-Kuebelbeck & Associates, Inc., American Cities Corporation, Aloha Tower Plaza, 1980.



a. Construction Costs

Overall, construction costs of the ACC alternative are about 60 per cent higher than estimated costs for the current plan. Most significantly, public costs in the ACC plan are nearly triple the costs estimated in the current proposal. A key element included in ACC's public costs, but not in the current proposal, is the 1,000 stall public parking garage which in the proposed project is smaller (550 spaces) and provided by the private developer. ACC's higher private costs include a much larger office structure and more retail space.

b. Employment

As a result of a greater amount of planned construction and higher density uses, ACC's development scenario would result in significantly more jobs than the adopted proposal. Construction jobs would be about 630 jobs per year versus the 400 jobs currently estimated to construct improvements.

ACC's design scheme would also include more than twice as many jobs as the currently proposed project, at 2,500 jobs, in comparison to 1,200 jobs. However, about three-fourths of the new jobs would be in the office structures, jobs which would be located elsewhere in Honolulu, if office space is reduced at Aloha Tower.

c. Fiscal Impacts to the State

Due to higher density uses and greater construction costs, gross excise taxes are about 20 per cent higher in the ACC project than in the proposed action. The ACC plan would, however, require about \$9 million in outside funds from other sources over the first decade of the project. Since the current ATDC law prohibits the use of outside funds, the ACC plan is clearly not financially feasible. The intent of the final economic program for the current plan is to comply with Chapter 206J, HRS.

d. Impacts to the City and County of Honolulu

Building permit fees during construction and annual property taxes on private improvements would be slightly higher in the ACC alternative. Since the footprint for the developer/lessee is approximately the same in both plans, property taxes on the developer's leased land is about \$119,000 per year for each alternative over the 65 year lease term.

2.0 Impacts on Maritime Activities

The present plan was adopted after extensive negotiations between ATDC and DOT Harbors Division. This plan includes

accommodations for maritime facilities consistent with Chapter 206J, HRS. The plan effectively mitigates impacts to DOT operations, cruise ship operators, and stevedoring firms currently using Piers 8 to 11. Some minimal impacts may be caused by the discontinuation of general cargo handling services at Pier 9 and relocation of some DOT lessees to other piers or office space.

### 3.0 Traffic

Peak hour trips generated under each of the scenarios are compared below:

	<u>ROMA</u>	<u>ACC</u>	<u>Difference</u>
<u>AM peak hour:</u>			
In	254	474	+220
Out	<u>182</u>	<u>240</u>	<u>+58</u>
Total	436	714	+278
<u>PM peak hour:</u>			
In	248	337	+89
Out	<u>282</u>	<u>480</u>	<u>+198</u>
Total	530	737	+287

Peak hour traffic generated by the ACC plan is between 60 per cent and 70 per cent greater than that projected for the proposed development. The increased traffic impact is related directly to the higher density commercial/office uses and the presence of DOT's employee parking on site. Because peak hours for offices generally coincide with peak hours on the surrounding traffic network, the impact is greater than if the ACC plan had recommended a larger hotel rather than more commercial area. The impacts of the ACC plan generated traffic on intersection and roadway capacities in the vicinity of the site are expected to be correspondingly greater than those projected for the proposed plan. It is probable that if the ACC plan had analyzed the situation in greater detail, highway and intersection improvements would have had to be incorporated into their plan. This would have resulted in higher cost estimates than forecasted in the 1981 report to DPED.

### 4.0 Summary and Conclusion

The no action alternative would not fulfill the redevelopment goals which the ATDC was created to accomplish, therefore, it was rejected. Although the ACC plan would generate additional jobs and revenues to the State and would provide additional space for maritime activities, it would do so at a greater cost. Revenue bonds could not be sold for the ACC

project because it does not meet minimum debt service requirements. If State funds (estimated at \$8.8 million over 11 years) were used to provide adequate debt coverage, the result would be a diversion of State monies from other State programs and activities. In addition, direct and indirect public costs would probably be higher than the original ACC estimate due to highway improvements that were not part of the projections.

Although the fact that the ACC plan was not financially feasible was the primary reason for rejecting that alternative, design considerations such as scale and mass also entered into the evaluation. Thus, based on the factors evaluated, the plan developed by the ATDC's current consultants was considered the most promising development concept for the Aloha Tower site.

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PART V: RELATIONSHIP OF THE PROPOSED ACTION  
TO LAND USE PLANS, POLICIES  
AND CONTROLS FOR THE AFFECTED AREA

A. 1995 MASTER PLAN FOR HONOLULU HARBOR

Some of the Harbors Master Plan recommendations which pertain to the proposed Aloha Tower project are the proposals for:

- a) Development of pedestrian facilities and attractions to improve the interface of the Downtown and the Civic Center areas with the waterfront.
- b) Provision for expansion of inter-island hydrofoil terminal operations presently at Pier 8.
- c) Continuation of facilities for overseas passenger ships and other maritime functions at Aloha Tower complex.

The recommendation for expansion of inter-island hydrofoil facilities was based on the assumption that the 1995 fleet would consist of 32 vessels, with sixteen of them berthed in the Piers 8 - 9 area. The following are the other recommendations that have been included in the project design goals for the proposed project:

- a) Develop a strong pedestrian and visual linkage to the Fort Street Mall;
- b) Accommodate maritime operations with minimal disruptions, and provide two passenger processing facilities for ship passenger operations; and
- c) Accommodate inter-island passenger transportation operations.

B. CONCEPTUAL PLANNING STUDY - HONOLULU HARBOR PIERS 2 - 18

This 1978 DOT study was concerned with the comprehensive short-range and long-range action plans, together with alternatives, to guide the development of the waterfront area between Piers 2 and 18. The planning objectives outlined in this study were:

- a) To preserve the Aloha Tower as the symbolic, historic landmark and major focal point of the waterfront area.
- b) To integrate the harbor with the downtown.

- c) To provide for present and future maritime uses and related activities that will encourage more public use and activity.
- d) To minimize the adverse effects of Nimitz Highway and Ala Moana Boulevard.
- e) To encourage more public enjoyment, use of, and contact with the waterfront by introducing attractive and compatible uses and creating a park-like atmosphere along the water's edge.
- f) To preserve and enhance the mauka - makai vistas.

All of the relevant recommendations contained in the Conceptual Planning Study are included in the project design goals and design proposals for the proposed Aloha Tower project.

#### C. COASTAL ZONE MANAGEMENT PROGRAM

The following is a listing of those objectives and policies of Chapter 205A-2 which are relevant to the proposed project and met by the proposed development plan:

Recreational resources, policy (B)(iv): "Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;"

Historic resources, policy (C): "Support State goals for protection, restoration, interpretation, and display of historic resources;"

Scenic and open space resources, policy (B): "Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;"

Economic uses, policy (A): "Concentrate in appropriate areas the location of coastal dependent development necessary to the State's economy;" and,

"Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the general public to facilitate public participation in the planning and review process."

D. SPECIAL MANAGEMENT AREA

Pursuant to the provisions of Chapter 205A, Hawaii Revised Statutes, as amended by Act 176/1975 (November 1975), the Honolulu City Council adopted Ordinance No. 4529 establishing a Special Management Area (SMA). The subject property is not located within the Special Management Area and is, therefore, not subject to the requirements of Chapter 205-A, HRS, Relating to Coastal Zone Management or Ordinance No. 4529.

E. STATE LAND USE LAW

The site of the proposed project is in the State Urban District. As such, any and all uses permitted by the City and County of Honolulu are allowed.

F. COUNTY ZONING AND SPECIAL DESIGN DISTRICT

The site is currently zoned B-2 with Hawaii Capital District height and setback controls. Although this zoning permits a wide range of uses, including office, retail and restaurant, it does not permit hotel use. The present zoning will be changed to B-4 to conform to the proposed design concept. An application for a zoning change has been filed with the City and County of Honolulu Department of Land Utilization.

The project is located within the Hawaii Capital Special Design District. It is anticipated that the design concept for the Aloha Tower development will be in full compliance with the Ordinance No. 3947, Historic, Cultural and Scenic District No. 1, the Hawaii Capital District. The following summarizes the major requirements of this ordinance, and the ways in which the project meets those requirements:

**Height:** The ordinance imposes a height limit of 65 feet on the site. The proposed building envelopes respect this limit.

**Setbacks:** The ordinance calls for a 50-foot setback along the perimeter of Piers 8, 9, 10 and 11. The design guidelines will require a 50-foot setback along Pier 8, and a setback of 50 feet to 150 feet along Piers 10 and 11. The major open space along Pier 9 is set back from the pier edge between 180 and 300 feet. A portion of new

construction (approximately 200 feet) along the Diamond Head end of Pier 9 is set back 35 feet from the pier to accentuate the plaza open space. The possibility of averaging the 35-foot setback with the larger open space plaza park setback to comply with the overall 50-foot requirement is being discussed with the Department of Land Utilization.

The Pier 11 gallery is set back 20 feet from the pier edge and is regarded as an existing non-conforming structure. Since the plan does not propose any structural modifications or significant improvements to the gallery, retention of the structure does not conflict with the ordinance.

**Landmarks:** The ordinance calls for "preservation, protection, enhancement and perpetuation" of historically significant buildings within the Capital District, one of which is the Aloha Tower. The plan calls for restoration of the Tower.

**Landscaping:** The ordinance identifies Irwin Park as a major area of vegetation, and prohibits removal of any tree greater than 6 inches in caliper, unless there are no alternatives that permit appropriate development. The project will be designed to avoid removal of any major trees, although it is possible that one or more trees will have to be relocated within the area.

**Building Design:** The ordinance requires that architectural style, building materials and color be appropriate to the Capital District area. In addition it requires that the roofs of all structures be architecturally treated to subdue adverse visual impacts. The development guidelines treat each of these subjects in detail.

**Cert. of Appropriateness:** The Capital District Ordinance requires that a Certificate of Appropriateness be prepared for all projects within the Zone. The design guidelines will be part of the application for the Certificate of Appropriateness.

#### G. NEW DIRECTIONS DOWNTOWN

The overall objective of the "New Directions . . . Downtown" program is to make downtown "a livable, exciting, fully-utilized urban center". It is felt that the proposed project will be compatible with this objective by: creating a more attractive physical environment on the project site, while minimizing impacts

to mauka-makai views; preserving the rich historic heritage of the site through the restoration of Aloha Tower; creating employment; improving access to the site; and, increasing opportunities for entertainment and recreational activities downtown.

The proposed Aloha Tower Plaza project includes the construction of a pedestrian overpass over Nimitz Highway connecting Fort Street Mall with the project site. Construction of this overpass will serve to increase accessibility to the waterfront and would be compatible with the program.

#### H. CITY AND COUNTY OF HONOLULU GENERAL PLAN

In 1977, the City and County of Honolulu adopted a new Oahu General Plan containing long-range planning objectives and policies which the City and County government hopes to achieve for the island of Oahu through the year 2000. The General Plan was revised and expanded in 1982 and now includes the following subject areas: population, economic activity, natural environment, housing, transportation and utilities, energy, physical development and urban design, public safety, health and education, culture and recreation, and government operations and fiscal management. A single project such as the proposed action can only be related to such a document in a very general way. The project is intended to meet the following policies of the General Plan:

Population Objective C, Policy 1: "Facilitate the full development of the primary urban center."

Economic Activity Objective A, Policy 3: "Encourage the development in appropriate locations on Oahu of trade, communications, and other industries of a nonpolluting nature."

Natural Environment Objective B, Policy 2: "Protect Oahu's scenic views, especially those seen from highly developed and heavily travelled areas."

Transportation and Utilities Objective A, Policy 11: "Make public, and encourage private, improvements to major walkway systems."

Energy Objective B, Policy 2: "Provide incentives and, where appropriate, mandatory controls to achieve energy-efficient siting and design of new developments."

Physical Development and Urban Design Objective B, Policy 8: "Foster the development of Honolulu's waterfront as the State's major port and maritime center, as a people-oriented mixed-use area, and as a major recreation area."



Physical Development and Urban Design Objective D, Policy 8: "Preserve and maintain beneficial open space in urbanized areas."

Culture and Recreation Objective B, Policy 2: "Identify, and to the extent possible, preserve and restore buildings, sites and areas of social, cultural historic, architectural, and archaeological significance."

Culture and Recreation Objective D, Policy 3: "Develop and maintain urban parks, squares, and beautification areas in high density urban places."

#### I. PRIMARY URBAN CENTER DEVELOPMENT PLAN

Development Plans (DPs) are relatively detailed guidelines for the physical development of the island and are based on the policy guidance of the General Plan. Eight DPs have been adopted covering the entire island. Each Development Plan Ordinance (including the Primary Urban Center DP which includes the Aloha Tower Plaza site) consists of Common Provisions applicable to all Development Plan areas, Special Provisions for the area, a Land Use Map and a Public Facilities Map.

The PUC DP provides that Aloha Tower Plaza is part of the Downtown Commercial Emphasis Mixed Use area. Additional language was approved by the City Council on May 25, 1983 to the effect that: "Aloha Tower and Honolulu Harbor area shall be redeveloped as a pedestrian oriented activity center which retains and integrates existing principal maritime activities with a mixture of hotel, commercial and recreational uses." In addition, the Public Facilities Map provides for the reconstruction of the existing maritime operation within a two- to six-year time frame (was also approved by the Council on May 25, 1983 and is awaiting approval by the Mayor).

#### J. INTERIM STATE FUNCTIONAL PLANS

##### State Energy Plan

C(2). POLICY: "Develop a comprehensive package of incentives, mandates, and measures to increase the use of passive design, energy-conserving technology, and energy-efficient appliances by institutions and in residences and other buildings."

The ATDC requires that a developer-lessee pursue an indepth analysis of projected energy use and conservation options. The Design Manual outlines a range of such options, including waste heat recovery for service water heating, external shading devices, natural ventilation, daylighting, and energy management.

### State Historic Preservation Plan

D(2). POLICY: "Encourage the maintenance and preservation of State and County owned historic properties."

The proposed project includes the renovation of Aloha Tower. A description of the proposed renovation is included in PART II, DESCRIPTION OF THE PROJECT.

### State Tourism Plan

B(3). POLICY: "Encourage greater cooperation between the public and private sectors in developing and maintaining well-designed and adequately serviced visitor industry and related developments."

The selected project will be a co-development effort. ATDC intends to invite private enterprise to submit project development proposals for redeveloping the site. Co-development and co-investment by both ATDC and private enterprise will insure the equitable allocation and balance of the benefits of the project to both the public and private sectors.

The recommended plan for Honolulu Harbor includes the redevelopment of the downtown Honolulu waterfront and development of a new international trade center in the Aloha Tower complex. The proposed project includes office and meeting facilities which could be used, if demand warrants, for international trade affairs.

### State Transportation Plan

D(1). POLICY: "Maximize the utilization of Honolulu Harbor in accordance with the 1995 Honolulu Harbor Master Plan."

The development plan for the Aloha Tower complex incorporates the needs of the Department of Transportation.

### K. DRAFT MAKAI AREA PLAN

During its 1982 session, the State Legislature amended the Kaka'ako Community Development District boundaries to include about 133 acres makai of Ala Moana Boulevard. This area, which is referred to as the "Makai Area", was assigned to the Hawaii Community Development Authority for planning and redevelopment in accordance with the Authority's powers and responsibilities and the development policies established under Chapter 206E, HRS. The Authority's objective for the Makai Area is to create a planned community that compliments the mauka portion of the Kaka'ako District. The Makai Area Plan will be an addendum to the Kaka'ako Plan and Rules adopted for the mauka portion of the District. The

Authority's Community Development Rules for the Makai Area will supercede all other inconsistent ordinances and rules relating to the use, zoning, planning and development of land within the Makai Area.

The Land Use Plan for the Makai Area was prepared in concert with its utility and transportation systems as well as the network of open spaces and public facilities. These systems and networks have been interrelated to be consistent with each other and to facilitate the development of a land use pattern that meets community needs and is efficient and economical.

Plans for the sewerage system in the area include the installation of a new 42-inch sewer pipe along Ala Moana Boulevard to the Ala Moana Sewage Pump Station to accomodate projected flows. It is conceivable that the cost of installing this section of pipe can be shared by the Aloha Tower Plaza developers.

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PART VI: ANY PROBABLE ADVERSE ENVIRONMENTAL EFFECTS  
WHICH CANNOT BE AVOIDED  
AND MITIGATION MEASURES PROPOSED  
TO MINIMIZE IMPACT

There are several areas in which adverse environmental effects, both short-term and long-term, may occur. These include: (1) construction noise; (2) the impact of relocation; (3) traffic; (4) maritime activities during the construction period; (5) maritime activities during the operation of the project; and, (6) long-term parking. Each of these foreseeable adverse impacts are discussed below; proposed mitigation measures are also discussed under the same topic.

- (1) Construction Noise: Adverse noise impact on the surrounding areas will occur during the construction period. This will probably be evident primarily during site clearing, demolition, and pile driving activities. Several enforceable regulations and standards require the reduction of construction related noise and these include: the Comprehensive Zoning Code, OSHA standards (for occupational safety), and Public Health Regulations, 44-A and 44-B.
  
- (2) Impact of Relocation: All leases within the Pier 8 to Pier 11 structures will be terminated prior to the construction period. Non-maritime related businesses and certain maritime lessees must either negotiate with the developer for space in the new complex (at market determined rates) or move to other locations.  
  
The lessees involved are currently on 30-day revocable leases and are aware that relocation is imminent. There is a sufficient supply of office space available in adjacent areas to minimize relocation impacts.
  
- (3) Traffic: An adverse traffic impact that could result from implementing the proposed project is regional in nature and based on the assumption that all makai-bound traffic generated by the Aloha Tower project would use Bishop Street (Nuuanu Avenue, however, also serves makai-bound traffic through downtown Honolulu). In addition, the proposed circulation plan requires that traffic first use Nimitz Highway, then turn onto Smith, Bethel, or Alakea Streets when going mauka. Because traffic is expected to increase even without the project, increased capacities on these mauka-makai streets may be necessary to maintain existing levels of service through downtown Honolulu.
  
- (4) Maritime Activities During the Construction Period: During the construction phase, cargo operations will be displaced, and passenger handling operations (including customs and baggage handling) will be relocated to the Pier 11 Gallery. A temporary passenger terminal will be constructed on the

Pier 11 gallery, during demolition and construction. Construction fences will channel passengers to the existing loop road around Irwin Park, which will be maintained for vehicle drop-off and construction access.

To mitigate this interruption of normal cruise ship operations, the main terminal at Piers 10 and 11 will be scheduled for early completion. The estimated time for completion of this terminal is 21 months. On two cruise ship days during construction, the second ship will be accommodated at Pier 2, or elsewhere in Honolulu Harbor.

Existing offices in the Gallery will be vacated in order to make room for passenger handling activities. Pier side activities will continue in the same manner as they are currently being conducted.

(5) Maritime Activities During the Operation of the Project: The only adverse impact to maritime activities after completion of the project is a slight loss in flexibility in handling cargo in Honolulu Harbor during peak periods, however, Pier 9's present cargo activities could be handled on other piers with minimal impacts.

(6) Long-term Parking: 230 existing spaces, which are located at SeaFlite's Pier 8 terminal and in Irwin Park and are used primarily by downtown employees and visitors, will be lost if the proposed plan is implemented. Loss of this parking, which is primarily in long-term use, is not considered crucial since a surplus of long-term downtown parking has been projected.

Removing parking from Irwin Park will negatively impact those who use the metered stalls when they are stopping in the area for a short time on business or to visit Aloha Tower. These people will have to find alternative parking downtown or utilize the private subsurface parking garage for an hourly fee.

PART VII: RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES  
OF MAN'S ENVIRONMENT  
AND THE MAINTENANCE AND ENHANCEMENT OF  
LONG-TERM PRODUCTIVITY

Inherent in any intensification of land use is the trade-off between long-term gains at the expense of short-term losses and vice-versa. The construction of this project is no exception.

The major tradeoff of Aloha Tower redevelopment involves the displacement of a few existing businesses in return for higher density commercial development. The proposed action is expected to enhance the long-term vitality of this presently under-utilized urban site by upgrading infrastructure necessary for redevelopment and by providing additional public improvements and amenities.

The development will result in a long-term (65 years) commitment of land for the uses described in the plan. Once in a higher density use, it is unlikely that the land will be reverted to a lower usage in the distant future. The project site is zoned for commercial use, however, and the proposed action will only further commit the site to its designated use.

The project will, in the long-term, result in the increased availability of hotel rooms in the CBD; greater public access to harbor; additional open space for the CBD; and additional office and commercial space for private businesses. The revenues generated by the property will increase and result in a higher revenues for the State.

It is anticipated that the construction of the proposed building will commit the necessary construction materials and human resources (in the form of planning, designing, engineering, construction labor, landscaping, and personnel for the sales, management, services, offices, and maintenance functions). Some of the construction material could be reused if and when the complex is demolished; however, the human resources expended for this project will not be retrievable. The primary human resource, labor, will be compensated during the various stages of the project by the ATDC, the developer, and on-site businesses.

PART VIII: IRREVERSIBLE AND IRRETRIEVABLE  
COMMITMENT OF RESOURCES

The construction and operation of the proposed project would involve the irretrievable commitment of certain natural and fiscal resources. Major resource commitments include land, money, construction materials, manpower and energy. The impacts of using these resources should, however, be weighed against the economic benefits to the residents of the State, and the consequences resulting from taking no action, which was discussed in PART IV.

Land committed to this project is already urbanized; therefore, the proposed action represents an intensified use of existing land resources rather than a commitment of any new resources.

The capital committed to the construction of the project will be irrevocably committed. Although this commitment is large, implementation of the proposed project will result in substantial economic benefits (as described in PART III).

The commitment of resources required to accomplish the project includes labor and materials, which are mostly unrenewable and irretrievable. Benefits will accrue to the State's construction industry, however, which has experienced a slowdown in activity in recent years. The operation of the project will also include the consumption of potable water and petroleum-generated electricity which also represents the irretrievable commitment of resources.

PART IX: INDICATION OF WHAT OTHER INTERESTS  
AND CONSIDERATIONS OF GOVERNMENTAL POLICIES  
ARE THOUGHT TO OFFSET  
THE ADVERSE ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION

The purpose of this section is to indicate that other interests and considerations of governmental policies, other than compliance with regulatory requirements associated with construction, are thought to offset the adverse environmental effects of the proposed action, outlined in Section VI. The most significant manner in which the proposed action fulfills governmental policies, and therefore, is thought to offset any adverse effects, is through the satisfaction of the State and county goals which encourage increased employment opportunities and the provision of facilities in suitable locations which would support Hawaii's industries. In addition, although Act 236, SLH 1981, allows the project to override existing zoning restrictions due to higher authority (State vs. County), it is anticipated that the proposed development is in full compliance with Ordinance No. 3947, Historic, Cultural and Scenic District No. 1, the Hawaii Capital District.

While it will be necessary to change the present zoning to B-4, an application for a zoning change has been filed with the City and County of Honolulu Department of Land Utilization, and is expected to be approved by September 1983.



PART X: LIST OF NECESSARY APPROVALS

The following is a general list of approvals needed to complete the development of the project. Further studies may be completed for submission with the applications for the following permits and approvals.

<u>Approval Needed</u>	<u>Approving Agency or Body</u>
Zoning Change B2 to B4	C&C Department of Land Utilization
Certificate of Appropriateness - Capital District Ordinance	C&C Department of Land Utilization
Grading Permit	C&C Department of Land Utilization C&C Department of Public Works
Drainage Plan Approval	C&C Department of Public Works
Sanitary Sewage Disposal	C&C Department of Public Works
Water Connection Approval Approval of Fire Hydrant Installation Plan	C&C Board of Water Supply
Street Construction, Signing, Lighting & Pavement Markings	C&C Department of Transportation Services
Electric Connection Approval	Hawaiian Electric Company
Telephone Connection Approval	Hawaiian Telephone Company
Street Tree Plan	C&C Department of Parks and Recreation C&C Department of Transportation Services
Historic Sites Review	State Department of Land and Natural Resources
Permit to Perform Work within State Highways	State Department of Transportation
Conditional Use Permit for Construction Activities	State Department of Health

PART XI: SUMMARY OF UNRESOLVED ISSUES

During the preparation of the development plan, a conscientious effort was made to identify and provide for the mitigation of adverse impacts that could result from the development of the proposed project. There are two aspects of the proposed project, however, which cannot be resolved at this time: the availability of water and the adequacy of the existing municipal sewage system to service the project.

1. Water Availability

The Honolulu Board of Water Supply (BWS) is not making any advance commitments for potable water supply in the Honolulu Service District. The BWS is requiring that a "water master plan" (detailed drawings) for the project be submitted for proper evaluation. After review of the plan, approval of new water hook-ups may, or may not be recommended to DLU. Because of this, no formal water commitment for the proposed project can be obtained at this time.

2. Sanitary Sewage Collection and Disposal

In their review letter to the NOP (28 April 1983), the City and County of Honolulu, Department of Public Works stated that:

"Municipal sewers are presently inadequate to handle the flows from the subject development. Approximately 500 feet of the existing 36-inch line on Ala Moana Boulevard between South Street and the Ala Moana sewage pump station at Keawe Street will be affected. Presently, the City has no plans to relieve the line."

The options for sanitary sewage collection and disposal were discussed in PART III. The exact method of sewage disposal must be reviewed and approved by the Department of Public Works.

PART XII: AGENCIES, ORGANIZATIONS AND PERSONS  
CONSULTED IN THE PREPARATION OF THE EIS

A. AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONTACTED

The following persons and firms were contacted for professional services and/or specialized advise during the Aloha Tower Plaza Development Plan planning process and/or during the preparation of the EIS. Sub-consultants in the preparation of this EIS are indicated with an asterisk (\*).

Mr. Boris Dramov Mr. James Adams	ROMA Architects*
Mr. Lawrence Williams Ms. Patricia Englin	Williams-Kuebelbeck & Associates, Inc.*
Mr. Donald Wolbrink	The Office of Donald Wolbrink, ASLA*
Mr. Damon Runyon Mr. Donald Graf Mr. Ed Medley	Dames & Moore*
Mr. Julian Ng	Parsons Brinckerhoff Douglas & Quade, Inc.
Mr. Denis Shiu Mr. Chuck Shuster, Jr.	Sam O. Hirota, Inc.
Capt. James McCormick Mr. David Higa Mr. Tetsuo Harano Staff, Harbors Division Staff, Highways Division Mr. Dean Nakagawa, Airports Division Dr. John Shimada, Airports Division	State Department of Transportation
Mr. Don Hibbard	Department of Land and Natural Resources - State Historic Preservation Office
Mr. Tom Nakama	Department of Land and Natural Resources
Mr. Art Backum	State Department of Health
Ms. Jackie Parnell Mr. Roy Sakamoto	Office of Environmental Quality Control

A. AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONTACTED (continued)

Mr. Aaron Levine, Pres. Members, Planning Comm. Members, Transportation Comm.	Oahu Development Conference
Mr. David Carman	Center Properties
Waterfront Committee	Downtown Improvement Assoc.
Urban Design Committee	American Institute of Architects, Hawaii Chapter
The Outdoor Circle	

B. AGENCIES, ORGANIZATIONS & INDIVIDUALS WHO RECEIVED A COPY OF THE NOP

The EIS Preparation Notice (NOP) was officially filed with State Environmental Quality Commission on April 8, 1983. Review and comments on the NOP were requested on or before May 8, 1983. As of May 19, 1983, a total of 22 comments were received; of this total, 8 required no response. The following agencies, organizations and individuals received copies of the NOP. Starred (\*) individuals were sent copies of the NOP, but were not deliverable by the U.S. Post Office. Double starred (\*\*) individuals responded to the NOP, and triple starred (\*\*\*) respondents made substantive comments which are included in this section of the draft EIS.

FEDERAL

Advisory Council on Historic Preservation  
Department of Agriculture  
\*\* Soil Conservation Service  
Department of the Army  
\*\*\* Army Engineer District  
\*\* Department of Housing and Urban Development  
Department of the Interior  
Environmental Services  
\*\* Fish & Wildlife Service  
\*\* Geological Survey  
National Park Service  
Department of Transportation  
Federal Aviation Administration  
Federal Highway Administration  
National Oceanic & Atmospheric Administration  
\*\* United States Coast Guard

STATE

Governor  
Department of Accounting & General Services  
Department of Health  
\*\*\* Department of Land & Natural Resources  
\*\*\* Department of Planning & Economic Development  
Department of Social Services and Housing  
Department of Transportation  
\*\*\* Office of Environmental Quality Control  
Office of Hawaiian Affairs  
State Legislature  
Representative Calvin Say  
Representative Kathleen Stanley  
Senator Neil Abercrombie  
Senator Ben Cayetano  
University of Hawaii  
Environmental Center  
\*\* Water Resources Research Center

STATE/CITY

\*\*\* Oahu Metropolitan Planning Organization

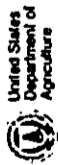
CITY AND COUNTY OF HONOLULU

Mayor's Office  
City Council  
Office of Council Services  
\*\*\* Board of Water Supply  
\*\* Building Department  
\*\*\* Department of General Planning  
\*\*\* Department of Housing and Community Development  
\*\*\* Department of Land Utilization  
\*\*\* Department of Parks and Recreation  
\*\*\* Department of Public Works  
\*\* Fire Department  
\*\*\* Police Department

ORGANIZATIONS AND INDIVIDUALS

Ala Moana/Kakaako Neighborhood Board  
Amfac, Inc.  
\*\*\* American Institute of Architects, Hawaii Chapter  
American Lung Association  
Chamber of Commerce of Hawaii  
Citizens Against Noise  
Conservation Council for Hawaii  
Construction Industry Legislative Organization  
Council of Presidents  
Dillingham Maritime Pacific Division  
Downtown Business Council  
Downtown Improvement Association  
Downtown Neighborhood Board - No.13

Fred L. Waldron, Ltd.  
Friends of the Falls of Clyde  
Hawaiian Electric Company, Inc.  
Hawaiian Historical Society  
Hawaiian Maritime Lines  
Hawaiian Telephone  
Hawaii's Thousand Friends  
ILWU  
Capt. James Kleinschmidt  
Robert Krauss  
Land Use Research Foundation  
League of Women Voters  
\*\*\* Life of the Land  
Matson Navigation Company  
Nauru Pacific Line  
Oahu Development Conference  
Oceania Restaurant  
The Outdoor Circle  
\* People For Sensible Growth  
Planners Collaborative  
Sierra Club  
\* Shoreline Protection Alliance  
Theodavies Marine Agencies Inc.  
United States Line, Inc.



United States  
Department of  
Agriculture

Sod  
Conservation  
Service

P.O. Box 50006  
Honolulu, Hawaii  
96850

May 4, 1983

Robert Holman, Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, HI 96813

Dear Mr. Holman:

Subject: Aloha Tower Plaza Development Plan, Honolulu, Oahu, Hawaii -  
EIS Preparation Notice

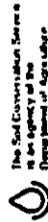
We have reviewed the subject plan and have no comments, however, we would like to review the EIS.

Thank you for the opportunity to review this notice.

Sincerely,

*Stanford L. Whiting*  
STANFORD L. WHITING  
District Conservationist

cc: Group 70, Attention: Marilyn Metz



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



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96828

May 4, 1983



ALOHA TOWER DEVELOPMENT CORPORATION

Major Robert Anderson Lt. Richard Hoshikawa Mr. Kent H. Keith, Chairman  
Mr. Robert Hoshikawa Mr. Robert Hoshikawa Mr. Robert Hoshikawa  
Mr. Robert Hoshikawa Mr. Robert Hoshikawa Mr. Robert Hoshikawa

Mr. Robert Holman, Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Thank you for the opportunity to review the EIS Preparation Notice for Aloha Tower Plaza Development Plan. Based on our review, we offer the following comments:

- a. A Department of the Army permit is not required.
- b. According to the Flood Insurance Study for Oahu prepared by the Federal Insurance Administration (FIA), the proposed development site is designated Zone C or area of minimal flooding. Zone C areas are defined as not a regulatory flood plain or special flood hazard areas under the National Flood Insurance Program. Enclosure 1 is the flood hazard map of the downtown Honolulu area, prepared as part of the FIA flood study.

Sincerely,

*Robert Holman*  
Robert Holman  
Chief, Engineering Division

Enclosure

Copy Furnished:  
Group 70  
924 Bethel St.  
Attn: Marilyn Metz  
Honolulu, HI 96813

19 May 1983

Mr. Kiyuk Cheung  
Chief, Engineering Division  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Ft. Shafter, HI 96858

Dear Mr. Cheung:

**SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE**

Thank you for reviewing the subject NOP. The information provided will be incorporated into the draft EIS.

Very truly yours,

*Robert Holman*  
Robert Holman  
Executive Officer

RH/dh

cc: Group 70





DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
HONOLULU AREA OFFICE  
300 ALA MOANA BLVD., P.O. BOX 50007  
HONOLULU, HAWAII 96860



United States Department of the Interior

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

ES  
Room 6307

REGIM IX

IN REPLY REFER TO:

APR 14 1983

May 10, 1983

Mr. Robert Holman  
Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, HI 96813

Dear Mr. Holman:

SUBJECT: Aloha Tower Development Plan  
Honolulu, Oahu, Hawaii - EIS Preparation Notice

We have reviewed the EIS Preparation Notice and find that the proposed activity to develop the Aloha Tower site does not impact on any HUD programs or projects in the area.

We look forward to receiving the Draft EIS which will address the various environmental impacts in greater detail.

Sincerely,

*Robert K. Fukuda*  
Robert K. Fukuda  
Area Manager 9.1S

cc:  
Group 70

Mr. Robert Holman  
Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Subject: Aloha Tower Plaza Development Plan, Honolulu, Oahu,  
Hawaii - EIS Preparation Notice

Due to current manpower and budget restrictions, the Office of Environmental Services cannot devote the time necessary to conduct a thorough review of fish and wildlife concerns associated with the subject action at this time. We strongly recommend that you consult directly with the State of Hawaii, Department of Land and Natural Resources, Division of Aquatic Resources and consider their recommendations in your project planning.

Please be advised that this notification does not abrogate your responsibilities to comply with the requirements of the Fish and Wildlife Coordination Act, nor does it represent Service approval of, or support for, the proposed activity. The Service may review future actions related to this proposal should administrative constraints be alleviated or if adverse impacts to significant fish and wildlife resources are identified. Please continue to keep this office apprised of the project's status.

Sincerely yours,

*William R. Kramer*  
William R. Kramer  
Acting Project Leader  
Office of Environmental Services

cc: Group 70  
HDAR  
NHFS - WPFO  
EPA, San Francisco, CA



Save Energy and You Serve America!



United States Department of the Interior

MINERAL SURVEY

Water Resources Division  
P.O. Box 50166  
Honolulu, Hawaii 96850

May 4, 1983

Mr. Robert Holman  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Subject: EIS Preparation Notice for the  
Aloha Tower Plaza Development Plan, Honolulu, Hawaii

The Hawaii District Office of the U.S. Geological Survey, Water Resources Division, has reviewed the subject EIS preparation notice and has no comments at this time.

Thank you for giving us an opportunity to review the preparation notice.

Aloha,  
*Stanley P. Kapusta*  
Stanley P. Kapusta  
District Chief

cc: Marilyn Metz, Group 70



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

COMMANDER (dp)  
Fourteenth Coast Guard District  
Frank Robinsons Federal Bldg  
300 Ala Moana Blvd  
Honolulu, Hawaii 96850  
(808) 546-2861

11000  
Serial 546  
29 April 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813  
Attention: Robert Holman

Dear Mr. Holman:

The Fourteenth Coast Guard District has reviewed the Aloha Tower Plaza Development Plan, EIS Preparation Notice, and has no objection or constructive comments to offer at the present time.

Sincerely,

*J. E. Schwartz*  
J. E. SCHWARTZ  
Commander, U. S. Coast Guard  
District Planning Officer

By direction of  
Commander, Fourteenth Coast Guard District

Copy: Group 70  
Attention: Marilyn Metz

GEORGE A. JAYSON  
DIRECTOR OF LAND



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 621  
HONOLULU, HAWAII 96809

SUSUMU OHNO, CHAIRMAN  
BOARD OF LAND AND NATURAL RESOURCES  
EDGAR A. HOLMAN  
DIRECTOR OF LAND AND NATURAL RESOURCES  
DIVISIONS:  
ADMINISTRATIVE DEVELOPMENT  
PLANNING  
CONSERVATION AND  
RECREATION  
CONSERVATION AND  
RECREATION  
CONSERVATION AND  
RECREATION  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT



# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Mr. Ryueichi Hirasaka  
Mr. Kent H. Keith, Chairman  
Mr. Susumu Ohno  
Mr. Robert Holman, Treasurer/Officer

May 19, 1983

Mr. Robert H. Holman  
Aloha Tower Development Corp.  
Aloha Tower, 8th Floor  
Honolulu, Hawaii 96813

April 28, 1983

Dear Mr. Holman:

Thank you for notifying us that an environmental impact statement is to be prepared for development of the 13-acre Aloha Tower site. We have only a few concerns to express.

### Recreational Concerns

There are no known public park concerns based on the subject proposal. We note that an inter-island rapid vessel terminal is proposed but no terminal is proposed for taxis. The Sand Island State Park includes a possible boat taxi landing to accommodate possible service between Aloha Tower and the park.

### Historic Sites Concerns

Under Part IV, IMPACTS AND MITIGATING MEASURES, page 67, item 1, Historic(a) Sites, a statement should be included to indicate that the project planners will coordinate all plans involving the Aloha Tower with the State Historic Preservation Officer and will submit such plans to the Department of Land and Natural Resources for its review, comments and/or concurrence in accordance with Chapter 6E-8, H.R.S., and Section 106 of the National Historic Preservation Act of 1966, as amended.

Very truly yours,

SUSUMU OHNO, Chairman  
Board of Land and Natural Resources and  
State Historic Preservation Officer

Mr. Susumu Ohno, Chairman  
Board of Land and Natural Resources and  
State Historic Preservation Officer  
P.O. Box 621  
Honolulu, Hawaii 96809

Dear Mr. Ohno:

Subject: Aloha Tower Development Plan - Notice of Preparation of EIS

Thank you for reviewing the subject NOP. In answer to your specific comments:

1. Although not specifically addressed in the development plan, water taxi service to Sand Island Park is certainly an activity which would complement the plan. Pier 9 would be one alternative location for this service.
2. A statement concerning conformance to Chapter 6E-8, H.R.S. has been incorporated into the draft EIS.

Very truly yours,

Robert Holman  
Executive Officer

RH/pka

cc: Group 70



DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

CLERK OF COURTS  
KENT H. KEITH  
1000 KANELOA DRIVE  
HONOLULU, HAWAII 96813



ALOHA TOWER DEVELOPMENT CORPORATION

Mr. Kent H. Keith, Chairman  
Department of Planning and Economic Development  
State of Hawaii  
P.O. Box 2359  
Honolulu, HI 96804

May 11, 1983

Ref. No. 7422

27 May 1983

MEMORANDUM

TO: Mr. Robert M. Holman, Executive Director  
Aloha Tower Development Corporation

FROM: Kent H. Keith, Director *Kent H. Keith*

SUBJECT: EIS Notice of Preparation for Aloha Tower Plaza Development Plan

We have reviewed your notice of preparation for the environmental impact statement of the Aloha Tower Plaza Development Plan and offer the following comments for your consideration.

Since the Hawaii Coastal Zone Management (CZM) Program's statutory concerns include recreational resources, economic uses, coastal hazards and coastal ecosystems, we recommend that the EIS contain a discussion on the relevant CZM objectives and policies of Chapter 205A, Hawaii Revised Statutes. This will assist in the evaluation of the project's consistency and compliance with the Hawaii CZM program.

We have no other comments to offer at this time, but would appreciate the opportunity to review the Draft EIS on this project when it is completed.

Mr. Kent H. Keith, Director  
Department of Planning and Economic Development  
State of Hawaii  
P.O. Box 2359  
Honolulu, HI 96804

Dear Mr. Keith:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for reviewing the subject NOP. A discussion of the relationship of the project to the relevant objectives and policies of the Coastal Zone Management Program will be included in the draft EIS.

Very truly yours,

*Robert Holman*  
Robert Holman  
Executive Officer

RH/dh

cc: Group 70

**ALOHA TOWER DEVELOPMENT CORPORATION**

Major Officers: Mr. Kent H. Keith, Chairman  
Mr. Robert Holman, Executive Director  
Mr. Robert Holman, Executive Director  
Mr. Robert Holman, Executive Director  
Mr. Robert Holman, Executive Director

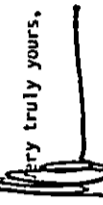
19 May 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekaunila Street, Room 301  
Honolulu, HI 96813

Dear Ms. Parnell:

**SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE**

Thank you for reviewing the subject NOP. We appreciate the information provided. A correction will be made to the text in the appropriate section of the draft EIS.

Very truly yours,  
  
Robert Holman  
Executive Director

RH/dh

cc: Group 70



JACQUELINE PARNELL  
Director  
TELEPHONE NO.  
548-8115



**STATE OF HAWAII**  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
550 HALEKAUNILA STREET  
ROOM 301  
HONOLULU, HAWAII 96813

May 3, 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

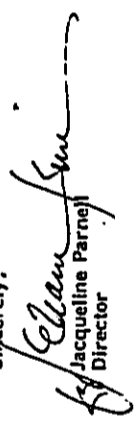
Attention: Mr. Robert Holman

Dear Mr. Holman:

**Subject: EIS Preparation Notice for the Aloha Tower Plaza Development Plan, Honolulu, Oahu, Hawaii**

On page 84 of your preparation notice, a reference is made to Honolulu Harbor being designated Class B waters. Please note that since 1979 the Class B designation has been dropped. Should you have any questions regarding the water designation of Honolulu Harbor, please contact Dennis Lau of the Pollution Technical Review Branch of the Department of Health (phone: 518-6410).

Sincerely,

  
Jacqueline Parnell  
Director

cc: Group 70

ALOHA TOWER      EIGHTH FLOOR      HONOLULU, HAWAII 96813      (808) 518-5377



**University of Hawaii at Manoa**

Water Resources Research Center  
1100 Hahaione Hall 203 • 2540 Dole Street  
Honolulu, Hawaii 96822

15 April 1983

Aloha Towers Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attn: Robert Holman

Gentlemen:

Subject: Environmental Impact Statement Preparation Notice for  
Aloha Tower Plaza Development Plan, Honolulu, Oahu,  
Hawaii, April 1983

We have reviewed the subject EISPN and have no comment to offer at this time. Thank you for the opportunity to comment. This material was reviewed by WRRRC personnel.

Sincerely,

*Edwin T. Murabayashi*

Edwin T. Murabayashi  
FIS Coordinator, WRRRC

ETH:jmn

cc: Group 70

AN EQUAL OPPORTUNITY EMPLOYER

**OMPO**

Oahu  
Metropolitan  
Planning  
Organization



April 26, 1983

Mr. Robert Holman  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Subject: Aloha Tower Plaza Development Plan--EIS Preparation  
Notice

Dear Mr. Holman:

We have reviewed the above mentioned EIS preparation notice and offer the following comments:

1. The traffic impact study being prepared by Parsons, Brinckerhoff, Quade & Douglas, Inc. for the draft EIS should assess the future traffic impacts due to the proposed project on the roadway system. The assessment should also relate the future traffic volumes to the respective roadway capacity.
2. Section 5.52 a) proposes that the signalization at the crosswalk locations on Nimitz Highway be changed from a 120-second to a 60-second phased cycle. An assessment of the change in vehicular capacity should be made (especially if the percent of green time to cycle time changes for vehicles).

If you have any question regarding these comments, please call Gordon Lum at 548-2638.

Sincerely,

*Cheryl D. Soon*

Cheryl D. Soon  
Executive Director

CDS:GL/pc  
cc: Group 70  
924 Bethel Street  
Honolulu, Hawaii 96813  
Attention: Marilyn Metz

**ALOHA TOWER DEVELOPMENT CORPORATION**

Major Officers: Mr. Kent H. Keith, Chairman  
Mr. Robert Holman, Executive Director  
Mr. Bernard Kupper, Mr. Thomas Lind

May 27, 1983

Executive Director  
Oahu Metropolitan Planning Organization  
1164 Bishop Street, Suite 1509  
Honolulu, Hawaii 96813

Attention: Mr. Gordon Lum

Dear Mr. Lum:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for your letter of April 26, 1983 and the comments on our EIS Preparation Notice. The traffic impact report will assess the project's impact on future traffic conditions, including the identification of volume-to-capacity ratios.

The proposal to change the signal cycle length was one of several alternatives considered during the early conceptual plan stage. The green-to-red cycle time would have remained as existing since the pedestrian walk phase would have only allowed for crossing half of the highway. More detailed study, however, indicated that this alternative would not be feasible since increases in Nimitz Highway traffic (without this project) would require greater green times for highway traffic. The planned changes do not include reduction of the cycle lengths.

Very truly yours,

*Robert Holman*  
Robert Holman  
Executive Officer

RH/mka

cc: Group 70

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5127

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

DEPARTMENT OF PUBLIC WORKS

1000 ALLOHA DRIVE, HONOLULU, HAWAII 96813

EILEEN R. ANDERSON, Mayor

YOSHIE H. FUJIIAKA, Chairman  
ROBERT A. SOUZA, Vice Chairman  
MILTON J. AGARER  
MICHAEL J. CHUIP  
LESLIE A. BOOS, JR.  
ROBERT M. HARRIS  
DOMINIC M. HOWARD

KAZU HAYASHIDA  
Manager and Chief Engineer

May 9, 1983

Aloha Tower Development Corp.  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attention: Mr. Robert Holman

Gentlemen:

Subject: EIS Preparation Notice for  
Aloha Tower Plaza Development  
Plan, THK: 2-1-1

We have no objections to the proposed project. However, we are not making water commitments in advance because of our limited water supply. Until we develop new sources, water commitments for new developments are being made only when construction drawings or building permits, whichever are applicable to the proposed developments, are submitted to us for our review and approval. Developments that require action by the City Department of Land Utilization must first be approved by that department before we, in turn, will take any action on any proposed development.

Should water be made available to the project, the developer will be required to pay a water development charge for source, storage, and transmission facilities. The developer may also be required to pay an additional assessment for his proportionate share for water system improvements that are required in the downtown area to accommodate new developments.

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

Very truly yours,

KAZU HAYASHIDA  
Manager and Chief Engineer

cc: Group 70

ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Dr. Ryukichi Hirabayashi Mr. Kent H. Keith, Chairman  
Mr. Robert Holman, Executive Director Mr. Anton Lesner Mr. Thomas Ito

19 May 1983

Mr. Kazu Hayashida  
Manager and Chief Engineer  
Board of Water Supply  
630 South Beretania Street  
Honolulu, HI 96813

Dear Mr. Hayashida:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for reviewing the subject NOP. In answer to your specific comments:

(1) Availability of Water:

We appreciate the information provided; we have identified water availability as an unresolved issue.

(2) Water Development Charge:

The information provided will be incorporated into the text of the draft EIS.

Very truly yours,

Robert Holman  
Executive Director

RH/dh

cc: Group 70

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5127





Mr. Robert W. Hojman  
Page 2

2. In addition to the study on Winitz east-west traffic, analysis should be provided concerning vehicular traffic on the mauka-makai local streets. This evaluation would include vehicular capacity/volume/impact on Aiala, Bishop, Bethel Streets and Huanu Avenue which are the major mauka-makai roadways leading to and away from the Plaza.
3. A 500-vehicle subsurface parking garage in proposed below the hotel and office buildings with a single entrance/exit located directly opposite the vehicular entrance to Irwin Park and its parking facility. Conflicting left/right turn movements can be expected as drivers enter and leave both parking facilities. In view of the potential driver conflicts, the adequacy of a single in/out arrangement at the Plaza's high turnover type of parking space facility should be discussed.

There is another question related to the policy of pricing parking stalls at high rates to discourage all-day parking. This policy may effectively price out certain segments of the population and may work against the goal of making the Aloha Tower Complex a "people place." Differential rates by time-of-day and day-of-week should be discussed as a possibility.

4. Although passive recreational activities such as viewing harbor and shoreline activities are recreational pursuits to be offered, active pier fishing and crabbing are also popular along the waterfront. Policies regarding future use by the public for active recreational purposes may need to be discussed.
5. A consultant's social and economic impact study is being prepared to address impacts on CBD business activity, addressing the ability of the development to capture economic activity, the ability of the entire CBD to absorb the proposed development as well as localized impacts on businesses adjacent to the site. Besides this CBD study, the consultant may also need to consider the project's impact on Iwilei, Liliha and Kakaako.
6. Other concerns include:  
The impact on wind patterns, and potential impacts related to drainage in the underground parking garage near sea level need to be addressed.

The project's relationship to the Harbor Master Plan and the future of downtown needs elaboration.

Mr. Robert W. Hojman  
Page 3

Thank you for the opportunity to comment on the DIS. If you have any questions, please contact me at 527-6022.

Sincerely,

*Ralph Kakaako*  
RALPH KAKAOKO  
Planner

APPROVED:

HILLARD T. CHOU

# ALOHA TOWER DEVELOPMENT CORPORATION

Major Letters Addressed To: Mr. Kent H. Keith, Chairman  
Mr. Seamus Egan, Mr. Donald Karppe, Mr. Alton Levine, Mr. Thomas Tish  
Mr. Robert Holman, Executive Officer

May 27, 1983

Mr. Ralph Kawamoto, Planner  
Department of General Planning  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Kawamoto:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE  
YOUR LETTER - DGP 3783-6082

Thank you for reviewing the Aloha Tower Plaza Development Plan  
Notice of Preparation of EIS. In answer to your specific comments:

1. Estimated traffic volumes generated by the proposed development are provided in the Traffic Impact Report which is appended to the draft EIS. Pedestrian volumes were estimated by Larry Williams (Williams-Kuebelbeck). The traffic analyses have assumed that the improvements proposed by the project would be in place.
2. The State DOT's viaduct alternatives would not affect the Aloha Tower project's circulation because the proposed viaduct concepts would include second level roadways only between Kalih'i Stream and Kapalama Drainage Canal. Improvements proposed between Kapalama Canal and Pier 18 where capacities are adequate, are limited to minor at-grade improvements. The analysis did not include a major study of CBD traffic, but did identify the increases in peak hour demand volumes expected through downtown Honolulu; these increases are less than ten percent of existing traffic volumes.
3. The single entrance/exit arrangement for the sub-surface parking garage was determined after discussions with parking garage operators and as a result of analyses by traffic specialists. The volume of traffic expected at the parking access would not exceed intersection capacity. Potential conflicts will be controlled by stop signs which will establish vehicular flow rights-of-way. Furthermore, the proposed project will eliminate the parking in Irwin Park when the project is operational.

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5327

Mr. Ralph Kawamoto  
May 27, 1983  
Page Two

The sub-surface parking garage will be a private development and thus, parking rates and operating rules will be set by the developer/owner, as is the case at all other downtown parking garages. It would be speculative to discuss differential rates at this stage of the redevelopment process.

4. Active pier fishing along the waterfront, adjacent to the project site, will not be affected. It is DOT policy, however, to place limitations on public access to Piers 8, 9, 10 and 11 for safety reasons and to avoid interfering with maritime activities. Although it is the intent of the ATDC enabling legislation to encourage public access, access to pier level must be coordinated with DOT.

5. Current and future commercial activity in Iwilei, Liliha and Kakaako was implicitly considered in demand projections for office space, which included the entire Honolulu SHSA. The potential capture for the Aloha Tower site, however, was derived from a downtown (CBD) capture rate of 75% of supportable demand. Impacts were then related to the Aloha Tower capture of a portion of this 75 per cent figure. Table 3 of the Economic Impact Report, which is appended to the draft EIS, presents an office demand summary for the Honolulu SHSA from 1980-1990.

Hotel projections related to the proposed project considered the regional distribution of hotel rooms on Oahu, however, the demand was narrowed down to "downtown" rooms. (See Table 4, Economic Impact Study).

Demand for restaurant seats and retail space was derived primarily as a support for proposed uses of the Aloha Tower site. In addition, a range of capture rates for CBD employees and local residents was assumed for restaurant space. Retail space in Kakaako (Ward Warehouse, Ward Centre, etc.) is addressed in the Economic Impact Study.

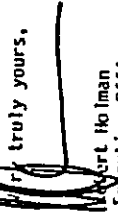
No studies were conducted to determine the impact of the project on localized housing markets. It is anticipated that people who work at the Aloha Tower site will reside in various areas of the Honolulu SHSA, as is the case with other downtown developments.

Mr. Ralph Kawamoto  
May 27, 1983  
Page three

6. Impacts on wind patterns and drainage are addressed in the draft EIS, as are the projects' relationship to the Harbor Master Plan and the Future Directions Downtown Program.

I hope we have addressed your comments adequately. Feel free to call me at 548-5327 if you have any questions.

Truly yours,

  
Robert Holman  
Executive Officer

RH/mka

cc: GROUP 70

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
**CITY AND COUNTY OF HONOLULU**

480 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
PHONE 923-3141



FILIPPA ANDERSON  
CLERK

JOSEPH K. CONANT  
MAYOR

CHARLES R. TOROGE  
DEPUTY MAYOR

April 28, 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attention: Mr. Robert Holman

Gentlemen:

Subject: EIS Preparation Notice  
Aloha Tower Plaza Development Plan

We have reviewed the subject preparation notice and would like to share the following comments we have received regarding our proposed hotel project located on Nimitz Highway and Bethel Street:

1. The study should include the effects on surrounding streets, the Kaahumanu project and all modes (vehicles, pedestrian, etc.) of traffic.
2. Will the proposed development be affected by air pollutants generated by the heavy vehicular traffic on Nimitz Highway?
3. Will activity be impacted by existing or projected noise levels generated by vehicular traffic, aircraft operations, marine operations or other noise sources?
4. Will the project destroy or relocate existing jobs, business enterprises, or services, so as to indirectly result in the emigration of individuals, families and businesses?

A copy of the Environmental Impact Statement will be appreciated.

Sincerely,

  
JOSEPH K. CONANT

cc: Group 70  
924 Bethel Street  
Honolulu, HI 96813  
Attention: Marilyn Metz

# ALOHA TOWER DEVELOPMENT CORPORATION

Major Elena Anderson Mr. Kent H. Keith, Chairman  
Dr. Erolaki Hupashomua Mr. Seama (no) Mr. Donald Luyper Mr. Aaron Irimar Mr. Thomas Frank  
Mr. Robert Holman, Executive Officer

27 May 1983

Mr. Joseph K. Conant, Director  
Department of Housing and Community Development  
650 South King Street, 5th Floor  
Honolulu, HI 96813

Dear Mr. Conant:

**SUBJECT: EIS PREPARATION NOTICE - ALOHA TOWER PLAZA DEVELOPMENT PLAN**

Thank you for reviewing the subject preparation notice. In answer to your specific comments:

1. The traffic impact study, which is incorporated into the draft EIS, includes the effects of the project on surrounding streets and on pedestrian access. The effects on the Kaahumanu project are not addressed, because it is inappropriate to determine impacts on a project that is not yet operational and thus, there is no basis for making assumptions about its traffic effects.
2. The proposed development is set back from Himitz Highway from 200 to 400 feet. The nearest edge of the Plaza is over 500 feet away. Impacts from air pollutants will be less at Aloha Tower than in other areas of the CBD.
3. The setback distance affects noise levels as well. The impacts you suggest are addressed in the draft EIS.

Mr. Joseph K. Conant  
27 May 1983  
Page Two

4. Relocation of existing businesses is addressed in the draft EIS. These businesses are on 30 day revocable leases and are aware they will have to move. They have been given sufficient lead time to find alternative locations. The proposed re-development of Aloha Tower should not directly or indirectly result in the emigration of individuals, families and businesses.

We will suggest that OEQC include your department on the draft EIS distribution list.

Very truly yours,

Robert Holman  
Executive Officer

RH/dh

cc: Group 70



DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
630 SOUTH KING STREET  
HONOLULU, HAWAII 96813-1012



FILED R. ANDERSON  
MAY 9 1983

MICHAEL H. McELROY  
DIRECTOR

ROBERT S. JONES  
STAFF ARCHITECT

LU4/B3-1550(SH)

May 9, 1983

Mr. Robert Holman, Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Environmental Impact Statement Preparation Notice  
Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii

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

1. It is suggested that the possibility of creating underground parking beneath Irwin Park, similar to that adjoining the Municipal Building, be examined. As shown on the various plans, there appears to be a dearth of readily accessible, usable public open space along that portion of the project site fronting Nimitz Highway. The open space on the Makai side of Aloha Tower may primarily attract hotel users for the most part, and a more efficient use of the Irwin Park site appears warranted.
2. Will the parking for the hotel be available to the general public? Will Irwin Park parking continue to be metered?
3. The pedestrian overpass across Nimitz Highway is a good idea. However, view planes along Nimitz Highway should be presented to relate this structure to its surroundings.
4. The EIS should address the acceptability of the preliminary drainage and coverage plans. Included in this discussion should be projected flows, plans and the concerns of the appropriate agencies, e.g., the State Department of Health and City Department of Public Works.
5. Are there any plans to provide private boating slips for a small marina, similar to the Ala Wai Yacht Harbor, in Honolulu Harbor?

Mr. Robert Holman, Executive Officer  
Page 2

6. Discussions of traffic should also address anticipated construction traffic impacts, e.g., vehicle counts, traffic disruption.
7. Are there any plans for the phasing out of the MECO plant downtown? We feel that the gradual relocation of this facility should be considered, if the ultimate goal is the renaissance of the Honolulu waterfront area. The MECO facility creates a major physical, as well as visual barrier, preventing the harmonious integration of waterfront uses, i.e., Aloha Tower, the Occania Floating Restaurant, and the Falls of Clyde.
8. Further discussion should be included to relate this facility with the future development of the Downtown, Makanao, and Waikiki Districts. Are more hotel rooms proposed for Makanao? Any other hotel rooms in Downtown?

If there are any further questions, please contact Sampson Far of our staff at 527-5038.

Very truly yours,

MICHAEL H. McELROY  
Director of Land Utilization

MMH:sl

cc: Group 70

# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Estro Anderson Dr. Kenneth Keeth, Chairman  
Mr. Robert Holman, Executive Officer Mr. Aaron Levine Mr. Thomas Tross

May 20, 1983

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

Dear Mr. McElroy:

Subject: Aloha Tower Plaza Development Plan  
Environmental Impact Statement Preparation Notice  
(Your Letter LU4/83 - 1550 (SH))

Thank you for reviewing the subject notice. In response to your specific comments:

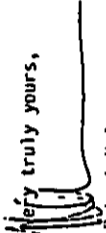
1. Creating underground parking beneath 2.2 acre Irwin Park (+7 feet above sea level) was not examined as part of the project and will not be examined in the future. The costs of constructing such parking would outweigh the benefit of fewer than 100 additional subsurface parking spaces. Irwin Park will be converted to public open space when the project is operational.
2. The visual impact of the pedestrian overpass is addressed in the draft EIS.
3. It is anticipated that the public can use the hotel parking for an hourly fee. This decision will be made by the private developer.
4. Drainage and sewage are addressed in the draft EIS.
5. The Aloha Tower Plaza Development Plan does not include private boating slips.
6. Himitz Highway is heavily used by trucks; the additional number of trucks headed for the Aloha Tower site will be insignificant. Construction vehicles will be accommodated on-site.

Mr. Michael H. McElroy  
20 May 1983  
Page 2

7. The HECU plan is not part of the project, it is privately owned. Although we agree that relocating the facility would improve the appearance of the waterfront area, it is HECU's decision as to when this could take place.

8. A market and economic impact study is incorporated into the EIS. As you are aware, the city has plans for a 400-500 room hotel on its Kaahumanu site. This fact was considered in demand projections for Aloha Tower. Although the proposed Aloha Tower Development will not be in competition with Maikiki, Maikiki was considered in demand projections. Please refer to the Kakaako Plan by HCDA for information concerning projected land use for that area.

Very truly yours,



Robert Holman  
Executive Officer

RH/mka

cc: GROUP 70



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



EILEEN R. ANDERSON  
CLERK

EHIKO I. KUDDO  
DIRECTOR

SAM L. CARL  
DEPUTY DIRECTOR  
OSCAR R. ASANUMA  
EXECUTIVE ASSISTANT

April 27, 1983

Aloha Tower Development Corporation -2- April 27, 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attention: Mr. Robert Holman

Dear Board Members:

SUBJECT: EIS PREPARATION NOTICE  
ALOHA TOWER PLAZA DEVELOPMENT PLAN

Thank you for the opportunity to comment on the Aloha Tower Development Plan - EIS Notice of Preparation, April 1983. The Department of Parks and Recreation considers the overall revised plan, the goals, the general use proposals and the urban design character proposals to be a positive basis for creating an attractive and environmentally acceptable project.

We do, however, have a concern with the statements and proposals regarding Irwin Memorial Park and the actual Irwin Memorial. Our concerns and related comments are as follows:

1. Page 47, 12.0 Historical Sites - 12.3 Irwin Park.
  - a. The statement is made that Irwin Park was deeded to the City in 1930 by Helen Irwin Fagan. The property was deeded to the Territory, specifically the Board of Harbor Commissioners, as a public park and to be called "Irwin Memorial Park." (Reference: Document 22917, Office of the Assistant Registrar, November 21, 1930.) It should be noted that Mrs. Fagan's name is Helene not Helen.
  - b. (William G. Irwin) was one of Honolulu's industrial builders and philanthropists.

The source for this information is needed. Mr. Irwin was known to be a British sugar broker with business ties to Claus Spreckels and not an "industrial builder." Examples of Mr. Irwin's "philanthropy" are necessary, other than Mrs. Fagan's.

- c. Much of the park was converted to paved parking to accommodate the parking demand created by calling passenger liners.

Mrs. Fagan, in a supplemental agreement with the Territory of Hawaii, dated June 22, 1939, agreed to allow parking of vehicles on "that portion of said park now set aside for the parking of vehicles."

It appears that the site was a "once beautiful" park before the War, was taken over by the Army during the War and returned to the Territory in 1945/1946. In late 1945, the Board of Harbor Commissioners announced that the space in the park would be used for parking because of the arrival or departure of steamers. This raised questions of a deed violation. The Harbor Board was able to use the 1939 agreement to justify the use of the park for parking. It was not made clear that Mrs. Fagan agreed to "that portion of said park now set aside for the parking of vehicles." This suggests that creating 203 parking stalls or using the majority of the park site for parking was not in total agreement with the original or supplemental agreement as reported.

- d. Based on the above historical evidence, the site called "Irwin Park" should be referred to as "Irwin Memorial Park," that using the majority of the site for parking is not in accord with the original or supplemental agreement and placing a new Irwin Memorial on the Fort Street Mall Extension rather than in the park property would be historically inconsistent and deceptive.

2. Page 20, D. - ELEMENTS OF THE PLAN - 1.0 Overview.

"Irwin Park and its foliage will be retained. At present, the State Department of Transportation (DOT) intends to use its 115 parking spaces for its employees. If this parking can be relocated, the area can again become park open space."

It is recommended that the parking be relocated and that the area become a park open space with the Irwin Memorial located in the park site.

- a. This recommendation would be consistent with the stated Project Design goal of preserving Irwin Park (page 7), the Design Objective and Planning Guideline of "enhancing the unique qualities of Irwin Park" (page 9) and with the historical and legal intent of establishing the park.

- b. It is inconsistent to call the site "park" and then use it for parking.





# ALOHA TOWER DEVELOPMENT CORPORATION

Major Officers: Mr. Kent H. Kostli, Chairman  
Mr. Robert Holman, Executive Officer  
Mr. Joseph L. ...  
Mr. ...

April 27, 1983

-3-

Aloha Tower Development Corporation

- c. The EIS should make clear that the existing park will be reduced in size and the actual existing size and proposed size itemized. The plans show this, but no reference is made to this fact.
- d. It seems that the opportunity to re-create Irwin Memorial Park to a 100 percent park, even with a decrease in its size, would be an opportunity that should be taken advantage of at this time.

Sincerely yours,

(Mrs.) EMIKO I. KUDO, Director

EIK:vc  
Attach.

cc: Group 70  
The Outdoor Circle

27 May 1983

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

Dear Mrs. Kudo:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for reviewing the subject IUP. In answer to your specific comments:

(1) Historical Information:

We appreciate the information provided. Corrections will be made to the text in the appropriate section of the draft EIS.

(2) Plans for Irwin Memorial Park:

Plans for Irwin Memorial Park call for an exchange of present park for roadway and existing roadway for park. This will provide a logical linkage to the Aloha Tower and an appropriate area for busses and taxis across from the main pier terminal entrance, and will accommodate the realignment of a segment of Ala Moana Boulevard in front of the project site. The Aloha Tower Development Corporation has adopted the policy to remove the parking and return Irwin Memorial Park to park use when the project is operational. A new Irwin Memorial will also be incorporated as an attractive feature within the park. Implementation of this aspect of the proposed action will be consistent with your recommendation and with the design objectives and planning guidelines.

Very truly yours,

Robert Holman  
Executive Officer

RH/dh

cc: Group 70

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 518-3327

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



EILEEN M. ANDERSON  
MAJORS

MICHAEL J. CHUN, Ph.D.  
DIRECTOR AND CHIEF ENGINEER

ENV 83-94

April 28, 1983

Mr. Robert Holman  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Re: EIS Preparation Notice for Aloha Tower  
Plaza Development Plan, Honolulu, Oahu,  
Hawaii

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

Municipal sewers are presently inadequate to handle  
the flows from the subject development. Approxi-  
mately 500 feet of the existing 36-inch line on  
Ala Moana Boulevard between South Street and the  
Ala Moana sewage pump station at Keawe Street will  
be affected. Presently, the City has no plans to  
relieve the line.

Me ke aloha pumehana,

MICHAEL J. CHUN  
Director and Chief Engineer

cc: Group 70  
WHM

ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Mr. Kenneth Higa, Chairman  
Mr. Kent H. Keith, Chairman  
Mr. Robert Holman, Executive Officer Mr. Adam Levine Mr. Thomas Tuck

16 May 1983

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

Dear Dr. Chun:

SUBJECT: ALOHA TOWER DEVELOPMENT PLAN - NOTICE OF PREPARATION OF EIS  
(Your letter ENV 83-94)

Your comment on the inadequacy of the 36-inch line on Ala Moana  
Boulevard has been addressed in the draft EIS. The design  
guidelines for the project also note this inadequacy and suggest  
several options to the developer for remedying the situation prior  
to project implementation.

Very truly yours,

Robert Holman  
Executive Officer

RH/dh

cc: Group 70

FIRE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

1435 S. BERTHMAN STREET, ROOM 305  
HONOLULU, HAWAII 96813



EILEEN R. ANDERSON  
MAYOR

M. M. NONAKA  
CHIEF

April 27, 1983

Mr. Robert Holman, Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Subject: Aloha Tower Plaza Development Plan,  
Honolulu, Oahu, Hawaii - EIS Preparation  
Notice

We have reviewed the Notice of Preparation of EIS for the  
subject project and have no comments at this time.

Very truly yours,

MELVIN M. NONAKA,  
Fire Chief

MMN:ct/NW

cc: Group 70  
924 Bethel Street  
Honolulu, HI 96813  
Attn: Harilynn Metz

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

1435 SOUTH BERTHMAN STREET  
HONOLULU, HAWAII 96813 - ANT & COP (408) 951-3131



EILEEN R. ANDERSON  
MAYOR

OUR REFERENCE EC-JS

May 2, 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attention: Mr. Robert Holman

Gentlemen:

Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii - EIS Preparation Notice

Our primary concerns in regard to this development are related to traffic safety during and after construction and personal safety of individuals employed at or visiting the plaza. It is hoped that traffic concerns will be addressed in the planning of traffic flow within and adjacent to the plaza and in parking arrangements. Individual personal safety should be considered in building and landscape design which should incorporate recognized crime prevention features.

Thank you for allowing us to comment on this development plan.

Sincerely,

HAROLD FALK  
Acting Chief of Police

By *[Signature]*  
ROY KAAA  
Acting Assistant Chief  
Administrative Bureau

cc: Group 70



April 26, 1983

Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Attention: Robert Hofman

Re: Aloha Tower Plaza Development Plan,  
Honolulu, Hawaii - EIS Preparation Notice

The Hawaii Society, The American Institute of Architects, has received your letter of April 8, 1983, regarding the EIS preparation notice for the Aloha Tower Plaza Development Plan and is pleased to reply with its comments.

As indicated in the preparation notice, the proposed action could affect certain areas of concern. Our comments are made under these areas of concern as follows:

(1) The visual appearance of the area.

Our overall impression is positive on the design concept of ROMA's generally low-rise character which is complementary to the historic Aloha Tower. The removal of the existing ramp also improves the visual appearance from Bishop Street, and the open mall leading to Aloha Tower from Fort Street provides an improved view plane from the Downtown area. A landscaped plaza on the makai end of the project enhances the area as viewed from the harbor. There is concern, however, with the use of parking in Irwin Park, which should be returned to its original park use.

(2) The socio-economic welfare of the City and County of Honolulu, the Downtown area and the State of Hawaii.

HS/AIA suggests that careful consideration be given to the numerous concerns expressed by other, more knowledgeable, persons and organizations about the density and economics of the project. In view of the high visibility of this project, the assurance of its financial viability is of great concern to Downtown and to the citizens of Hawaii.

503 Maryland St., Suite 200 Honolulu, Hawaii 96813 Telephone 808-536-7274

The proposed plan should maximize the use of the waterfront by attracting people from Downtown and elsewhere by including a variety of uses and by making the harbor accessible to the public. This variety of uses should be limited to those uses that contribute to the development project; and the uses, such as parking for DOT administrative personnel, should be relocated off the site.

Energy conservation is another important element of the socio-economic concerns. Energy guidelines should be made a part of the requirements for the developer.

(3) The existing traffic patterns of the area, both on-site and off-site.

As we have mentioned above, the project must attract people from Downtown. With the Nimitz Highway severing the Aloha Tower Development from Downtown, access must be made available through the installation of an overhead pedestrian crossing in order to insure that the project will be successful. The design of this overhead pedestrian bridge should be carefully considered for its appearance, its location and its accessibility to the major elements of the project at the raised elevation.

(4) Parking.

Parking should be limited only to the required amount necessary for the development alone. The harborfront space is much too valuable for the public's access to have parking redundancy, such as employee parking. Irwin Park should not be considered as a parking lot, but it should be returned to general public use and as a complementary use for the Aloha Tower Development.

(5) Air quality, noise and water quality.

These are important environmental concerns and should receive detailed study because of the central harborfront site.

(6) Infrastructure and services.

These concerns should be carefully considered, especially in relationship with the air and water quality concerns above.



# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson    Mr. Kent H. Keith, Chairman  
Mr. Stephen L. ...    Mr. ...  
Mr. ...    Mr. ...  
27 May 1983

(7) Maritime operations.

The importance of commercial maritime and harbor activities as an integral part of the project cannot be emphasized enough. HS/AIA, hopes that the Aloha Tower Development can aid the public's access and awareness of the harbor and these activities and that the project can generate and promote the harborfront activities.

(8) Historical sites.

The proposed plans retain and rehabilitate the Aloha Tower structure on the site. Commendably, the plans also open up vistas of the historic tower from strategic points in the harbor and in the Downtown area. We assume that the guidelines for the developer will preserve these vistas.

Irwin Park was an active, people-oriented park area with lei sellers and boat greeters way in the past. Much of this has been lost with the installation of the parking lot. This park could provide the needed parklike open space for the project as a counterpoint to the paved plaza on the other side of the Aloha Tower.

(9) Other concerns.

The climatic conditions should also be considered. We feel that wind conditions could vitally affect the use of the open plaza, the mall and other important public spaces. HS/AIA suggests that wind tunnel tests be made to discover whether these exposed areas can be utilized to the maximum degree.

These concerns have been expressed earlier by the Hawaii Society, AIA, and we appreciate this opportunity to repeat them. We offer our assistance in any way that we can to assure the success of the project and the resolution of these expressed concerns.

Sincerely,

Lewis Ingleson, AIA  
President, Hawaii Society

Copy to: Group 70

Mr. Lewis Ingleson, AIA  
President, Hawaii Society  
American Institute of Architects  
233 Merchant Street, Suite 200  
Honolulu, HI 96813

Dear Mr. Ingleson:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for reviewing the subject ROP. In answer to your specific comments:

(1) Visual Appearance of the Area

We appreciate the fact that the AIA's overall impression of the design concept is positive. You will be pleased to hear that an agreement has been reached between ATDC and DOT that will return Irwin Memorial Park to park use when the project is operational.

(2) Socio-Economic Welfare, Energy

A complete economic impact study will be appended to the draft EIS. The financial feasibility of the proposed project is analyzed in detail in this study. In addition, public access is an important consideration of the design concept.

Your comments on energy are well taken. The ATDC will require the selected developer to prepare a report detailing energy alternatives and their cost effectiveness. The design guidelines describe strategies that will most effect energy use at the Aloha Tower Plaza. They also specify particular options that should be included in the required analytical study.

(3) Traffic Patterns

A pedestrian overpass has been incorporated into the development plan as a public improvement. The design guidelines specify that the developer incorporate the Aloha Tower terminus of this overpass into the office building envelope.

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 518-5377

Mr. Lewis Ingleson, AIA  
27 May 1983  
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(4) Parking

On-site parking at the project will be limited to a maximum 550 private spaces. DOT replacement parking will include 22 spaces for visitors and police adjacent to the Harbors office building and 32 spaces for official vehicles along Pier 10. DOT employee parking will be moved to Piers 5 and 6.

(5) Air Quality, Noise and Water

Air quality, noise, and water quality are addressed in the draft EIS. Analysis has shown, however, that these impacts are minimal.

(6) Infrastructure and Services

These items are addressed in the draft EIS. In addition, a traffic impact study of the proposed development will be appended to the document.

(7) Maritime Operations

All proposed actions within the development plan have been coordinated with DOT Harbors to insure that important maritime and harbor activities are preserved and enhanced. Public access to the harbor and the generation and promotion of harbor activities are important development objectives of the project.

(8) Historical Sites

A visual analysis of the proposed project is incorporated into the draft EIS. In addition, the design guidelines are specific in regards to enhancing the visual importance of the Tower.

(9) Other Concerns

The design guidelines specify that the developer will be required to test the proposed development for its ability to create comfortable natural environments. This study will involve wind tunnel testing.

Mr. Lewis Ingleson, AIA  
27 May 1983  
Page Three

We appreciate your carefully considered comments. It is important to have the support of design professionals in achieving project objectives.

Truly yours,

  
Robert Holman  
Executive Officer

RH/dh

cc: Group 70



LIFE OF THE LAND

cc: PARIS

Aloha Tower Development Corporation  
Aloha Tower, Eight Floor  
Honolulu, Hawaii 96813  
Attention: Robert Hofman

May 5, 1983

Subject: EIS Preparation Notice for the Aloha Tower Plaza Plan

Dear Mr. Hofman:

We ordinarily would not have commented on this EIS Preparation Notice. However, since you have solicited our reactions, we assume that you might be willing to alter your plans on the basis of feedback. If this assumption is incorrect, then you would have been better served by simply publishing a Negative Declaration in the EQC Bulletin.

In terms of aesthetics, your plan is a major improvement over previous ones. However, it would appear that you have abandoned the concept of a shoreline walkway which would be usable at times when ships are in port. This is unfortunate because use of a shoreline walkway would be greatest when there were ships to look at and possibly negligible when there were no ships.

Landscaping with palm trees on the 1.5 acre open space around Aloha Tower will not provide sufficient shade to attract prolonged usage. People are not going to sit in the sun in their go-to-work dress clothes.

If you want to create a people-oriented place, then you are going to have to provide free parking on weekends. On week days, most Oahu residents work or go to school. Downtown employees at best will only be able to spend part of their lunch hour on the waterfront. On weekends, who will want to pay for parking at Aloha Tower Plaza when they can find free parking at Ward Center, Ala Moana Center, Ala Moana Park, and Kaplalani Park? Without free parking, most users of open spaces at Aloha Tower Plaza are likely to either work or reside on the premises.

Incidentally, why did you rule out the possibility of luxury housing units at Aloha Tower Plaza? The intent of "Mixed Use Commercial" on the Development Plan is to include housing units mixed with employment. The Draft EIS for the Kaka'ako Plan points out that from the standpoint of market and traffic, you may get more desirable results from putting in housing than in over-building and over-concentrating your office space.

Yours,

Douglas Heller  
Secretary

250 S. Hotel St. Rm. 211, Honolulu, Hawaii 96813. Tel. 521-1300



# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Erlene Anderson Mr. Euditha Hirashima Mr. Kent H. Keith Chairman  
Life of the Land Mr. Seamus Ho Mr. Donald Soper Mr. Albert Lerner Mr. Thomas Ichi  
Mr. Robert Hofman, Executive Officer

27 May 1983

Mr. Douglas Heller, Secretary  
Life of the Land  
250 S. Hotel Street, Room 211  
Honolulu, HI 96813

Dear Mr. Heller:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN - EIS PREPARATION NOTICE

Thank you for reviewing the subject notice of Preparation. The plan at this phase is still conceptual, detailed design of improvements has not been undertaken. Suggestions, such as yours, will be evaluated within the overall context of achieving the development objectives of the project. In answer to your specific comments:

1. The concept of a shoreline walkway has not been abandoned, just modified to conform to DOT requirements. The developer will be required to provide a continuous terrace along the length of Piers 8 and 9, at the main floor elevation of the hotel and above the inter-island and backup terminals. In order to provide pedestrian access along the pier aprons without conflicting with maritime operations. He will also provide pedestrian access via an elevated walkway along the second level of the office building and along the waterfront plaza.
2. Your point about landscaping is well taken. Design of the open space around Aloha Tower will be undertaken during the public improvement phase of the project. At this time the design will be looked at in greater detail and matters such as specific landscaping requirements will be thoroughly evaluated. Awnings and overhangs along the ground level of the hotel and office buildings, facing the Plaza, will afford shade along the Diamond Head and mauka edges of the park.
3. The private developer will determine, based on his necessary return on investment, whether or not he can offer free parking in the subsurface garage. There is sufficient parking nearby (such as at Piers 5/6) which is either free or can be used for a nominal cost for weekend visitors to the project subject to DOT, who has jurisdiction over Piers 5 and 6.

ALOHA TOWER

EIGHTH FLOOR

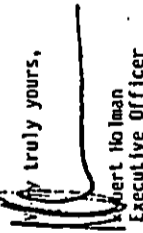
HONOLULU, HAWAII 96813

(808) 548-5327



Mr. Douglas Meller  
27 May 1983  
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4. The site utilization concepts presented in the development plan were agreed to by the Governor and the legislature after a lengthy planning process and several feasibility studies. Housing was looked at during the planning period but was deemed to be an inappropriate use for that particular parcel because private benefits would outweigh public benefits.

Very truly yours,  
  
Albert Holman  
Executive Officer

RH/dh

cc: Group 70

REFERENCES & FOOTNOTES

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13. U.S. Department of Transportation and State of Hawaii Department of Transportation, Draft EIS, Makai Boulevard Concept between Middle Street to Pier 18, Honolulu, Island of Oahu, State of Hawaii, Jan. 1983, p.4-12.
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21. Department of Planning and Economic Development, Hawaii International Services Agency, The Aloha Tower Plaza, 1981, p.12.
22. Draft EIS, Makai Boulevard Concept between Middle Street to Pier 18, p. 4-15.
23. "Compilation of Data on the Availability and Adequacy of Existing Utilities and Traffic Pattern Layout at the Proposed Aloha Tower Plaza Site", p. 7.
24. City and County of Honolulu, Department of Public Works, Design Standards of the Division of Sewers, 1970.
25. Ibid.
26. EIS review letter, Richard O'Connell, Hawaiian Electric Company, July 8, 1983
27. NOP review letter, Emiko Kudo, Department of Parks and Recreation, City and County of Honolulu, April 27, 1983.
28. Ibid.
29. Department of Planning and Economic Development, Hawaii International Services Agency, Aloha Tower and the Hawaii World Trade Center, March 1 1979.

APPENDIX A  
COMMON HAWAIIAN  
PHYTOPLANKTON AND ESTUARINE ZOOPLANKTON  
AND  
CHECKLIST OF SPECIES FROM HONOLULU HARBOR

TABLE A-1  
 COMMON HAWAIIAN PHYTOPLANKTON<sup>2</sup>  
 AND  
 ESTUARINE ZOOPLANKTON<sup>3</sup>

Scientific Name	Common Name
PHYTOPLANKTON	
PHYLUM PHAEOPHYTA	
CLASS BACILLARIACEA: DIATOMS	
Chaetoceros compressum	Diatom
Nitzschia longissima	Diatom
N. seriat	Diatom
Skeletonema costatum	Diatom
ZOOPLANKTON	
PHYLUM ARTHROPODA	
CLASS CRUSTACEA: CRUSTACEANS	
Lucifer chacei	Shrimp
PHYLUM CHAETOGNATHA	
Sagitta inflata	Arrowworm
PHYLUM CHORDATA	
CLASS OSTECHTHYS: BONY FISHES	
Stolephorus purpureus	Nehu larvae

<sup>1</sup>Source: Tetra Tech, Inc.; Final Report, Study Areas II and VI-C Water Quality Analysis and Environmental Assessments Oahu, Hawaii; prepared for National Commission on Water Quality; Pasadena, California; February 1976

<sup>2</sup>Reference: McCain and Coles, 1973; Data from Honolulu Harbor.

<sup>3</sup>Reference: Conoco-Dillingham Oil Company, 1972; Data are from Mamala Bay.

TABLE A-2

## CHECKLIST OF FISHES FROM HONOLULU HARBOR

Scientific Name	Local Name	Common Name
<u>Abudefduf abdominalis</u>	Maomao	Sargeant major
<u>Abudefduf sordidus</u>	Kupipi	
<u>Acanthurus dussumieri</u>		Surgeon fish
<u>Acanthurus mata</u>	Pualu	Surgeon fish
<u>Acanthurus nigrofuscus</u>	Maii	Brown surgeon fish
<u>Acanthurus nigrosus</u>		Surgeon fish
<u>Acanthurus xanthopterus</u>	Pualua	Surgeon fish
<u>Albula vulpes</u>	Oio	Bonefish
<u>Arothron hispidus</u>		
<u>Adioryz xantherythrus</u>		
<u>Aulostemus chinensis</u>	Nunu	Stickfish
<u>Canthigaster jactator</u>	Oopu hue	Puffer
<u>Caranx ignobilis</u>	Pauuu	White jack
<u>Caranx melampygus</u>	Omilu	Blue jack
<u>Caranx sexfaciatus</u>	Papio	White jack
<u>Chaetodon auriga</u>	Kikakapu	Treadfin butterflyfish
<u>Chaetodon lunula</u>	Kikakapu	Raccoon butterflyfish
<u>Chaetodon miliaris</u>	Kikakapu	Lemon butterflyfish
<u>Chaetodon unimaculatus</u>	Kikakapu	
<u>Chanos chanos</u>	Awa	Milkfish
<u>Chromis ovalis</u>		Damselfish
<u>Conger marjuratus</u>		
<u>Ctenochaetus strigosus</u>	Kole	Surgeon fish
<u>Dascyllus albisella</u>		White spotted angelfish
<u>Diodon holocanthus</u>		
<u>Diodon hystrix</u>		Porcupine
<u>Elops hawaiiensis</u>	Awaawa	Lady fish
<u>Flammeo sammara</u>		
<u>Gymnothorax undulatus</u>	Puhi	Moray eel
<u>Hemiramphus depauperatus</u>	Iliehe	Halfbeak
<u>Hepatus sandvicensis</u>	Manini	Convict tang
<u>Kuhia sanvicensis</u>	Aholehole	Mountain bass
<u>Lutjanus fulvus</u>	Toau	Blacktailed snapper
<u>Microcanthus strigatus</u>		
<u>Mugil cephalus</u>	Ama ama	Mullet
<u>Mulloidichthys auriflamma</u>	Weke ula	
<u>Mulloidichthys samoensis</u>	Weke ula ula	Sand goatfish
<u>Myripristis borbonicus</u>	Pauu	
<u>Myripristis murdjan</u>	Uu	
<u>Naso unicornus</u>	Kala	Unicornfish
<u>Ostracion meleagris</u>	Moa	Boxfish
<u>Parupeneus multifasciatus</u>	Moano	Goatfish
<u>Parupeneus porphyreus</u>	Kumu	Goatfish
<u>Peravagor pilosoma</u>	Oiliuwi	Fantailed filefish

CHECKLIST OF FISHES FROM HONOLULU HARBOR (Continued)

Scientific Name	Local Name	Common Name
<u>Pomacentrus jenkinsi</u>		Damselfish
<u>Scomberoides sanctipetri</u>	Lai	Leatherback
<u>Sphyraena snodgrassi</u>	Kaku	Barracuda
<u>Sphyrna lewini</u>		Hammerhead shark
<u>Stethojulis balteatus</u>	Hinalea	Wrasse
<u>Stolephorus purpureus</u>	Nehu	Hawaiian anchovy
<u>Tilapia spp</u>		Tilapia
<u>Upeneus arge</u>		
<u>Zanclus canescens</u>	Kihi Kihi	Moorish idol
<u>Zebrasoma flavescens</u>	Laipala	

Sources: HECO, 1976; and Tetra Tech, 1976

APPENDIX B  
AIR QUALITY IMPACT  
BY  
DAMES & MOORE



May 18, 1983

Group 70 Incorporated  
924 Bethel Street  
Honolulu, Hawaii 96813

Attention: Mr. Francis Oda

Gentlemen:

Air Quality Impact Opinion  
Proposed Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii

We are pleased to present you with our opinion regarding the air quality impact of the proposed Aloha Tower Development Plaza Plan. Our work has been performed in substantial conformance with our proposal of April 29, 1983. We understand that this report will be incorporated into an Environmental Impact Statement (EIS) for the proposed Aloha Tower Plaza Development Plan (The Plan). In preparing this report we referred to The Plan, other literature provided by you, and information in our files.

We performed a 'meso-scale' analysis to estimate air quality. A more detailed analysis would have required considerably more time and may not have contributed significantly greater insight.

PROJECT CONSIDERATIONS

The Aloha Tower Plaza development will redevelop a portion of the downtown Honolulu shorefront in the vicinity of the Aloha Tower; the location plan (Figure 1) shows the general setting. It is anticipated that the existing marine operations at Piers 8 through 11 will continue. An office building of approximately 125,000 to 150,000 square feet, a 400 to 500 room executive hotel and three maritime passenger facilities will be constructed. Some 15,000 square feet of commercial retail space and up to 100 restaurant seats will be incorporated. Parking for 500 cars will be located below the first floor level of the office and hotel buildings. Irwin Park, currently used as a car park, will be returned to open space. The project is expected to be constructed by 1986.

EXISTING AIR QUALITY STANDARDS

Attachment 1 shows a compilation of current Federal and State of Hawaii air quality standards for several pollutants. The concentration level indicated in the standards for the various pollutants has been identified as having the potential of adversely affecting health or resulting in degradation to an environment if present at concentrations exceeding the standards. State air quality standards (AQS) are generally more stringent than Federal standards. Federal AQS may be exceeded once per year only, but State AQS should never be exceeded.

AMBIENT AIR QUALITY IN AREA OF PROPOSED PROJECT

Although there are no air quality monitoring stations at the project site, there are several monitors elsewhere in Honolulu. A summary of data from stations located at Kalihi, Sand Island, and downtown Honolulu are presented in Attachments 2 through 4, respectively. The location of the sites is shown on Figure 1. The data do not cover all pollutants at all sites; however, the proposed project area is relatively central to the selected stations. It is observed that State AQS for Particulates and Oxidants were exceeded once to twice a year during the periods shown; and Sulphur Dioxide State AQS were never exceeded. However, CO State AQS were consistently exceeded between 1977 and 1979, although the frequency was declining. The extent of this trend cannot be traced beyond 1979 since the CO monitor at Hale Kinau was relocated to Kaimuki, an area remote from the project site.

EXISTING AND ANTICIPATED EMISSIONS IN PROJECT AREA

Currently, the major sources of pollutant emissions in the project area are from vehicular traffic, the nearby Hawaiian Electric Company (HECO) electricity generating station, and ocean going vessels docked at Piers 9, 10 and 11.

Group 70, Incorporated  
 May 18, 1983  
 Page Three

1. Honolulu Generating Station

According to information provided us by HECO, the generating station operates daily between 6:00 a.m. and 9:00 p.m. for weekdays only. Weekend operations occur only when other HECO generating units on the system are down for maintenance. There are three units at the station (designated units 7, 8, and 9 by HECO) generating between 40 and 60 MW - the smaller of these will be retired in December 1983. HECO has provided the following data:

Generating Unit No.	7	8	9
Normal capability MW	40	58	60
Gas flow rate (lb./hr.)	500,550	630,354	655,448
Stack top elev. (ft. above sea level)	142	168.5	168.5
Emissions lb./hr.			
SO <sub>2</sub>	235.4	251.2	196.0
NO <sub>x</sub>	274.6	314.1	209.0
Particulates	24.5	12.6	13.1
CO	9.8	12.6	13.1

Since unit 7 will be retired in December 1983, the total emissions from the generating station will be reduced by 35 percent. This improvement to local air quality should continue through 1986.

2. Ships at Piers 9, 10 and 11

Because no information is available concerning the proposed interisland ferry services at Pier 8, we have restricted our attention to ship generators at Piers 9, 10 and 11, which are used generally for passenger cruise ships. Rarely, (less than 4 times a year) two cruise ships will dock together. The SS Independence and SS Constitution, operated by American Hawaii Cruises, are scheduled dockings, on weekends. While moored, the ships' plants operate on auxilliary power, and consume in the order of 60 tons of fuel per day.

Using EPA emission factors for commercial steamships, (Table 3.2.3-2 of Ref. 1) an estimate was made of hourly emissions. The data are based on a low speed 'hoteling' mode of travel, or some 10 percent of available maximum power. Estimates are approximate and conservative since auxilliary power at dockside would be less than power required when the vessels are underway.

Group 70, Incorporated  
May 18, 1983  
Page Four

<u>Pollutant</u>	<u>lbs./hr</u>
Particulates	6
SO <sub>x</sub>	20
CO	Negligible
Hydrocarbons	2
NO <sub>x</sub>	22

Because maritime operations are anticipated to continue at the project area, the contribution of the ship emissions will continue at much the current level.

3. Emissions Due to Traffic in Project Area

Motor vehicles generate significant volumes of pollutants, and vehicle traffic is expected to increase, with or without the project. A meso-scale analysis was performed of pollutant emissions due to traffic local to the project area.

A draft report of a traffic analysis for the proposed project was provided Dames & Moore which indicates that in the area enclosed by Fort Street, Bishop Street, Ala Moana Blvd. and Nimitz Highway, peak hour traffic is during the afternoon and is currently (1983) some 6120 vehicles per hour. The peak hour traffic volume in 1986 without the project is expected to be 6290 vehicles per hour, using a 1.3 percent increase in traffic volume. The traffic analysis of expected traffic volume with the project for an estimated afternoon peak hour indicates a volume of 6770 vehicles, and if the current parking lot at Irwin Park is retained and the Inter-Island ferry is operational, the maximum peak hour volume is estimated as 7170 vehicles.

To compute pollutant emissions, EPA guidelines (Ref. 2) and an emission factor table (Table F-15 of Ref. 3) were used. Several assumptions are implicit in the generation of the factors:

- 1) The vehicle mix was estimated to be 88.2 percent automobiles, with the remainder light trucks and vans. This mix is close to actual traffic mixes measured elsewhere in Honolulu in recent years.
- 2) The average ambient temperatures is 75°F, and average traffic speed is 19.6 miles per hour.

# Dames & Moore

Group 70, Incorporated  
May 18, 1983  
Page Five

- 3) A percentage of 20.6 of vehicles in a cold start mode, and 27.3 percent in a hot start mode.

The emission estimates are presented below.

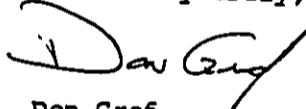
<u>Year</u>	<u>Project Status</u>	<u>Peak Hour Traffic Volume</u>	<u>CO Lbs.</u>	<u>HC Lbs.</u>	<u>SO<sub>x</sub> Lbs.</u>
1983	Without	6120	78.2	8.1	4.6
1986	Without	6290	56.4	5.9	4.0
1986	With	6770	61.5	6.4	4.3
1986	With plus other areas	7170	65.2	6.6	4.5

We have estimated the approximate amount of pollutants that will be expelled by the underground parking ventilation system. Assuming 280 vehicles per peak hour leaving the car park and auto-court, all in a cold start mode, and traffic mix and average speed as above; we estimate that 1.6 lbs. of CO, 0.2 lb. of HC and 0.1 lb. of SO<sub>x</sub> will be emitted by vehicles exiting from the area.

Based on our analysis it is apparent that the quantity of vehicle emissions in 1986 with the project and other uses will be less than that emitted currently.

We are pleased to have been able to perform this service for you. Should you have any questions related to our opinion, please do not hesitate to contact us.

Yours very truly,



Don Graf  
Associate

DFG/EWM:fkf  
(Three copies submitted)

- Attachments: References
- Figure 1 - Location Plan
  - 1. Summary of State of Hawaii and Federal Ambient Air Quality Standards
  - 2. Summary of Air Pollutant Measurements at Kinau Hale
  - 3. Summary of Air Pollutant Measurements at Kalihi Kai
  - 4. Summary of Air Pollutant Measurements at Sand Island

REFERENCES

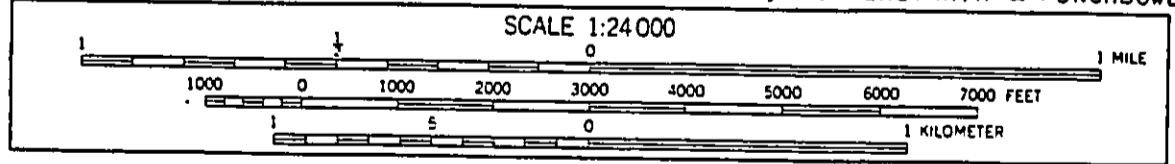
1. U.S. Environmental Protection Agency, Office of Air and Waste Management, Office of Air Quality Planning and Standards, Compilation of Air Pollution Emission Factors, Publication AP-42, January 1975.
2. U.S. Environmental Protection Agency, Office of Air and Waste Management, Office of Air Quality Planning and Standards, Guidelines for Air Quality Maintenance Planning and Analysis Volume 9: Evaluating Indirect Sources, January 1975.
3. U.S. Environmental Protection Agency, Office of Air and Waste Management, Office of Air Quality Planning and Standards, Mobile Source Emission Factors, March 1978.

3014-113-11/110B; 2005B

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- PROJECT SITE
- STATE AIR QUALITY MONITORING STATION
  - 1. KALIHI KAI (NIMITZ HWY. AND WAIKAMILO RD.)
  - 2. SAND ISLAND (ANUENUE FISHERIES RESEARCH STATION)
  - 3. KINAU HALE (DEPT. HEALTH LABS; S. BERETANIA & PUNCHBOWL)



REFERENCE:  
 U.S.G.S TOPOGRAPHIC MAP  
 HONOLULU, HAWAII  
 DATED 1968

### LOCATION PLAN

**DAMES & MOORE**  
 FIGURE 1

SUMMARY OF  
STATE OF HAWAII AND FEDERAL  
AMBIENT AIR QUALITY STANDARDS

Pollutant	Sampling Period	Federal Standards		State Standards
		Primary <sup>a</sup>	Secondary <sup>b</sup>	
1. Suspended Particulate Matter (TSP) (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 (SO <sub>2</sub> ) (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 (CO) (milligrams per cubic meter)	Maximum Average in Any 8 Hours	10		5
	Maximum Average in Any 1 Hour	40		10
4. Hydrocarbons: (HC) Non-methane (micrograms per cubic meter)	Maximum Average in Any 3 Hours	160		100
5. Photochemical Oxidants (micrograms per cubic meter)	Maximum Average in Any 1 Hour	240		100
6. Nitrogen Dioxide (NO <sub>2</sub> ) (micrograms per cubic meter)	Annual Arithmetic Mean	100		70
	Maximum Average in Any 24 Hours	-		150
7. Lead (micrograms per cubic meter)	Calendar Quarter Average	1.5		1.5

<sup>a</sup> Designed to prevent against adverse effects on public health.

<sup>b</sup> Designed to prevent against adverse effects on public welfare including effects on comfort, visibility, vegetation, animals, aesthetic values, and soiling and deterioration of materials.

REFERENCE: HAWAII AIR QUALITY DATA, JANUARY 1979 TO DECEMBER 1981. STATE OF HAWAII, DEPT. OF HEALTH; ENVIRONMENTAL PROTECTION & HEALTH SERVICES DIVISION.



ATTACHMENT 2

Summary of Air Pollutant Measurements at Kinau Hale (Dept. of Health Lab, Punchbowl and Beretania St.) - 24 hour sampling.

Pollutants <sup>a,b</sup>	1977	1978	1979	1980	1981	1982
<u>Particulates</u>						
No. of samples	57	60	58	61	35	54
Range of values	14-51	14-53	22-62	23-103	23-75	11-42
Average value	31	29	32	37	40	33
No. of times State AQS exceeded	0	0	0	1	0	0
<u>Sulfur Oxides</u>						
No. of samples	59	61	57	58	38	49
Range of values	5-53	5-44	5-42	5-60	5-44	5-38
Average value	17	18	22	18	19	13
No. of times State AQS exceeded	0	0	0	0	0	0
<u>Carbon Monoxide</u>						
No. of samples	359	365	208 <sup>c</sup>	-	-	-
Range of values	0-19.6	0-20.7	0-17.3	-	-	-
Average value	3.5	3.1	3.0	-	-	-
No. of times State AQS exceeded	22	19	10	-	-	-
<u>Oxidant</u>						
No. of samples	300	284	337	295 <sup>d</sup>	-	-
Range of values	4-61	10-84	10-80	10-84	-	-
Average value	25	33	39	48	-	-
No. of times State AQS exceeded	0	0	0	0	-	-

- Notes: a. All units are micrograms/m<sup>3</sup> except CO (mg/m<sup>3</sup>).  
 b. Exceedence criteria are relative to State AQS.  
 c. CO unit moved to Kaimuki in August 1979.  
 d. Oxidant unit moved to Sand Island December 1980.  
 e. Reference: As for Attachment 1 (State of Hawaii, Dept. of Health).

Summary of Air Pollutant Measurements at Kalihi Kai (Dept. of Health Station, Nimitz Hwy. and Waiakamilo Rd.) - 24 hour sampling.

Pollutant <sup>a,b</sup>	1979	1980	1981	1982
<u>Particulate Material</u>				
No. of samples	53	60	58	47
Range of values	25-112	29-106	32-93	25-72
Average value	56	55	53	48
No. of times State AQS exceeded	2	1	0	0
<u>Sulfur Oxides</u>				
No. of samples	54	59	56	44
Range of values	5-16	5-5	5-8	5-5
Average value	5	5	5	5
No. of times State AQS exceeded	0	0	0	0

Notes: a. Units are micrograms/m<sup>3</sup>.  
 b. Exceedences are relative to State AQS.

Summary of Air Pollutants Measurements at Sand Island (Anuenue Fisheries Research Centre) - continuous sampling - 24 hour values.

Pollutant <sup>a,b</sup>	1981 <sup>c,d</sup>	1982 <sup>e</sup>
<u>Oxidants</u>		
No. of samples	314	247
Range of values	10-104	10-100
Average value	37	30
No. of times		
State AQS exceeded	1	1
<u>Nitrogen dioxide<sup>d,e</sup></u>		
No. of samples	46	-
Range of values	6-77	-
Average value	26	-
No. of times		
State AQS exceeded	0	-

- Notes:
- Units are micrograms/m<sup>3</sup>.
  - Exceedences are relative to State AQS.
  - Monitoring for pollutants commenced early 1981.
  - Monitor for NO<sub>2</sub> was not working for most of 1981 and 1982.
  - No data for October through December 1982.

APPENDIX C  
ALOHA TOWER PLAZA  
VISUAL ANALYSIS  
BY  
ROMA

## ALOHA TOWER PLAZA VISUAL ANALYSIS

### 1. Visual Setting and Evaluation Criteria

The Aloha Tower Plaza site is an extremely prominent and visually recognizable area of downtown Honolulu. This is due to the site's central location within Honolulu Harbor, and to the 185 ft Aloha Tower structure which stands at the center of the site. The most prominent public views to the site and tower are experienced from Nimitz Highway, Ewa and Diamond Head of the site; from Fort Street, which is on axis with the tower; from Bishop Street at Nimitz Highway; and from Sand Island and the Harbor entrance. (Figure 1) In addition, the site is viewed from the many high rise buildings located in the downtown core.

The significance of the Aloha Tower as a statewide and city landmark is well established. A recent study has shown that it is the second most recognized landmark in the State of Hawaii, after Diamond Head. For this reason the effect of new development on the tower must be carefully evaluated, both in terms of visual obstructions and scale relationship.

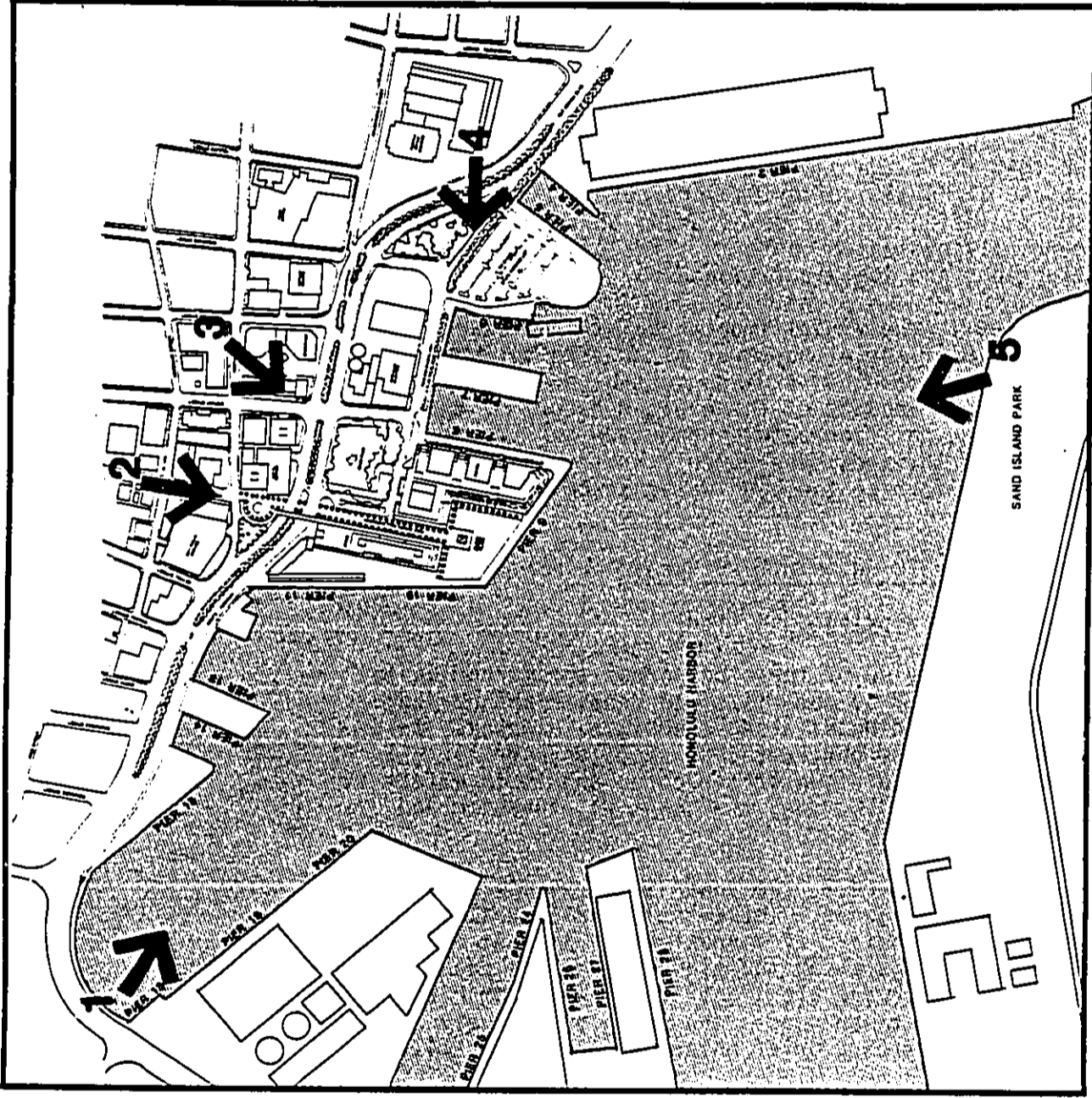
In addition to the visual importance of the tower, the relationship of the Aloha Tower plaza site to Honolulu Harbor and the downtown skyline must be evaluated in visual terms. Because of the exposed nature of the site, and its position between downtown and the sea, it is important that new development transition graciously in scale and form to the open water space of the Harbor.

### 2. View from Pier 18 and Nimitz Highway

#### a. No-Action (Existing Condition)

A prominent view of the site across the Harbor basin is experienced by motorists and pedestrians heading south (Diamond Head) along the Nimitz Highway. This view, partially obstructed by sheds on Pier 14 includes the downtown office core, and is in effect a "cross section" between the downtown, the site and the Harbor.

As seen in Figure 2, the tower is in view from its 3rd floor and above. The existing gallery along Pier 10 at a height of approximately 38 feet forms a continuous edge along the pier aprons. As one proceeds southward along Nimitz Highway from Pier 18, views to the tower across the basin are largely maintained, with a brief interruption at Pier 14.



- KEY TO VIEWS**
- 1. FROM PIER 18
  - 2. FROM FORT STREET
  - 3. FROM BISHOP STREET
  - 4. FROM PIER 4
  - 5. FROM SAND ISLAND PARK

FIGURE 1: KEY MAP WITH PROPOSED PROJECT

U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
HONOLULU, HAWAII

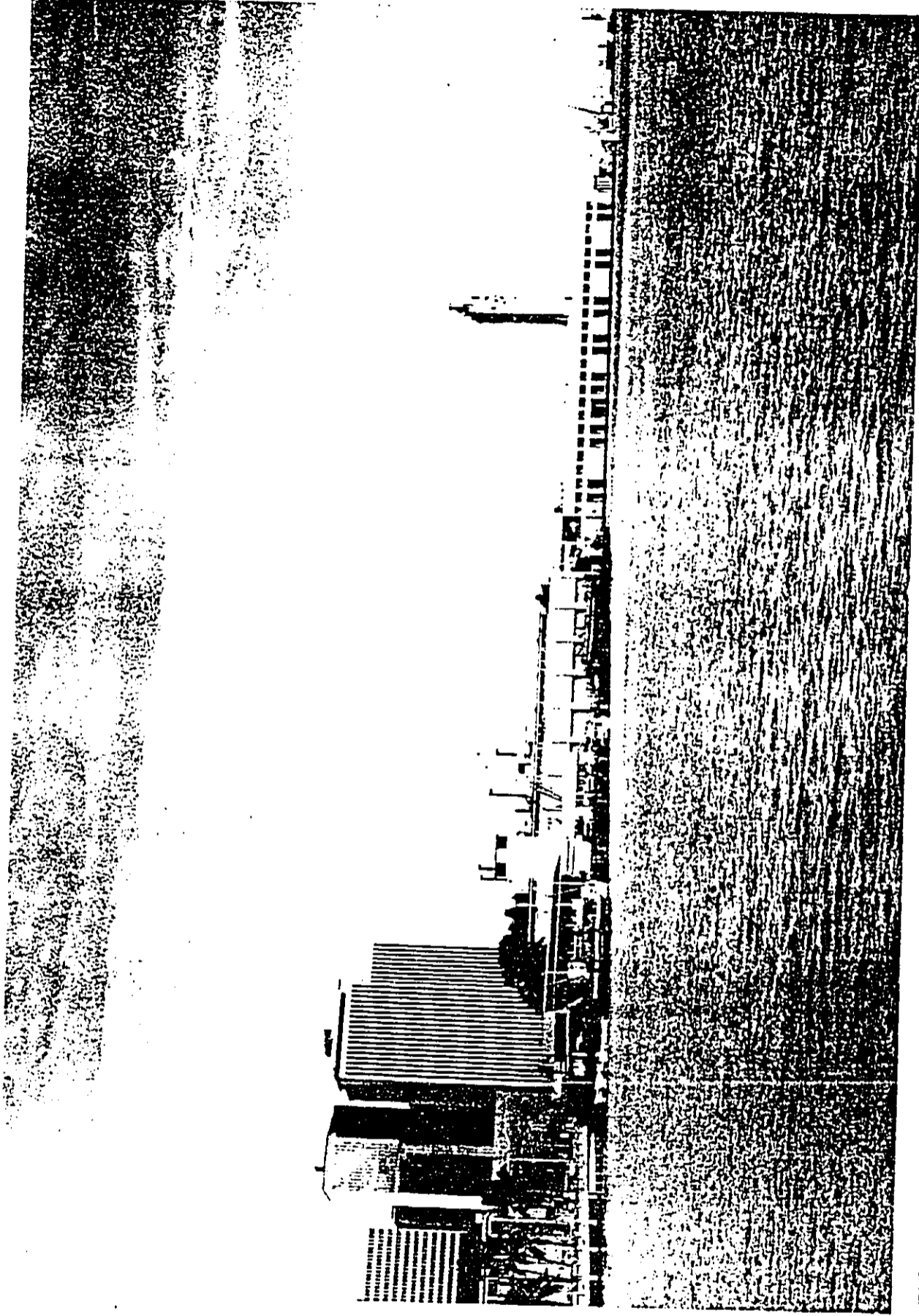


FIGURE 2: NO ACTION: VIEW FROM NIMITZ HIGHWAY AND PIER 18

b. American City Corporation (ACC) Proposal

Figure 3 illustrates the massing of the ACC proposal, which includes an 11 floor, 140 foot office structure at Piers 10 and 11, and a 16 floor, 150 foot hotel along Pier 8. The proposal includes maintenance of the Pier 11 gallery, and the provision of a new 38 foot gallery along the length of Pier 10. A .75 acre plaza is located at the foot of Aloha Tower.

Although the office structure steps down from 140 feet to the 20' podium level, and does not obstruct present views to the tower, the following factors need to be considered:

- . The 150 foot hotel located behind the Aloha Tower decreases the visual significance of the historic structure as a free standing beacon within the harbor.
- . The monolithic massing of the office and hotel structures create an abrupt and brutal transition between the downtown skyline and the harbor. The scale of present waterfront structures including Pier 14 and the Aloha Tower are dwarfed by the new development.
- . While views to the tower from Nimitz Highway and Pier 18 are maintained, the tower would be completely obstructed by the office development for 1000 feet between Pier 14 and Fort Street along the Nimitz Highway.

b. Proposed Project (ROMA Urban Design Plan)

Figure 4 illustrates the proposed project, which maintains a 65 ft height limit for both the hotel along Piers 8 and 9, and the office structure along Piers 10 and 11. The Pier 11 gallery is maintained under this proposal, and the Pier 10 gallery removed. All pier sheds are removed, and with the planned 1.5 acre plaza along Piers 9 and 10 cause the Aloha Tower to become a free standing structure within this open space. The following visual impacts result from this proposal:

- . Views from Pier 18 and Nimitz Highway will reveal the entire height of the tower, in its new plaza setting, with the office development obstructing a portion of the tower below the 4th floor.





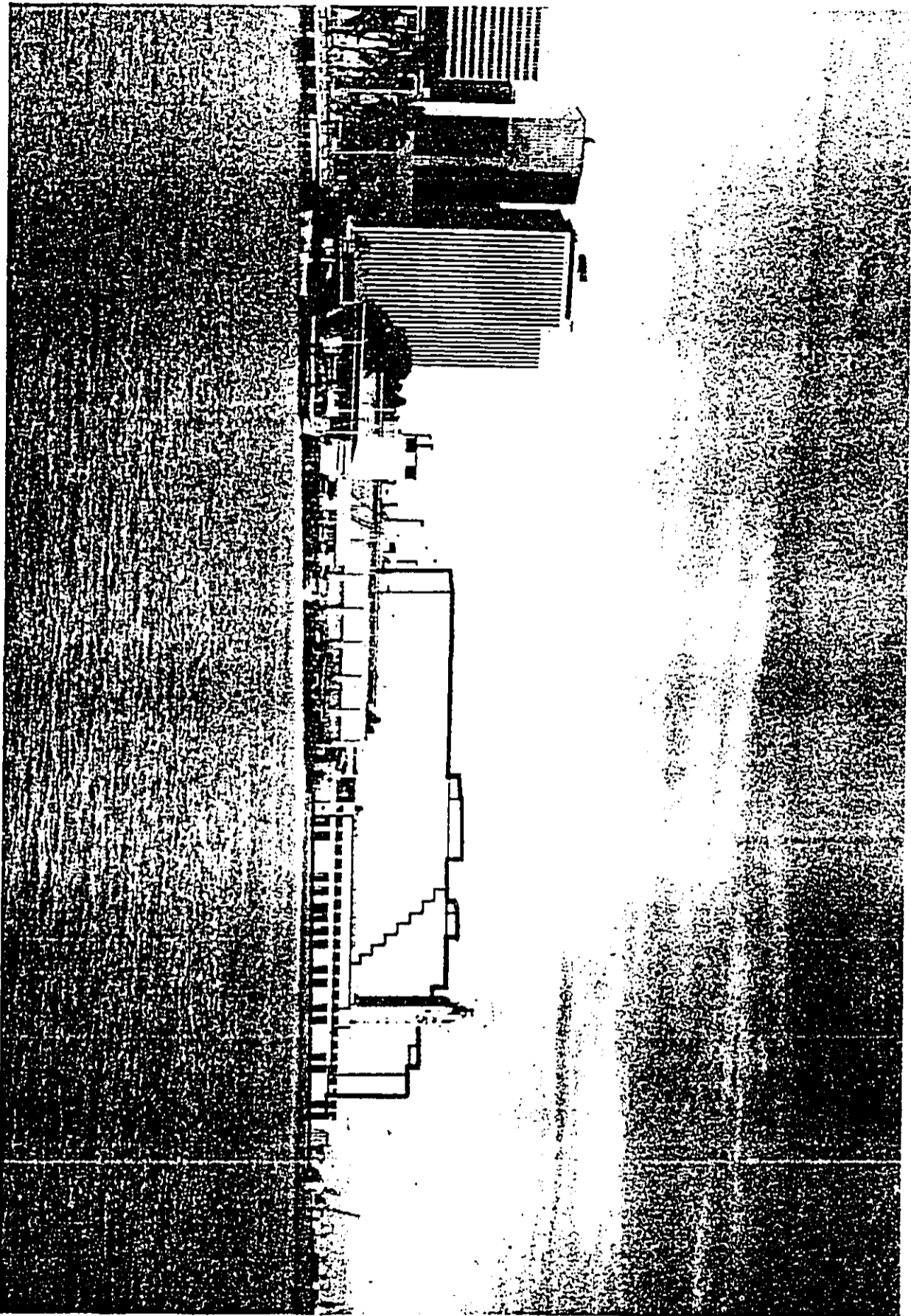


FIGURE 3: ACC PROPOSAL: VIEW FROM NIMITZ HIGHWAY AND PIER 18

- . The hotel and office developments terrace down from 65 feet to 30-40 feet at the pier aprons, creating an attractive transition to the water and a well-proportioned relationship to the tower. Guidelines requiring these step backs, and variation in facade treatment will encourage visual interest and relief along the horizontal building forms.
- . As one proceeds southward along the Nimitz Highway between Pier 14 and Fort Street, the bottom half of the tower will be obstructed by the 65 foot office structure along Piers 10 and 11.

### 3. View From Fort Street Mall

#### a. No Action (Existing Condition)

Fort Street is downtown Honolulu's principal retail street, featuring an attractive pedestrian mall. Aloha Tower forms a distinctive terminus to this mall. The construction of the 38 foot high podium and terminal structure in 1963 blocked the base of the tower, which up to this time had served as a prominent at-grade entrance to the structure. As shown in Figure 5, this podium visually obstructs the lower third of the tower, and in addition creates a visual and physical barrier to the waterfront.

#### b. ACC Proposal

Figure 6 indicates in profile the relationship of the ACC proposal to the Aloha Tower, across the Fort Street axis. Visual impacts of this proposal are as follows:

- . The 20 foot high podium level of this proposal continues to obstruct the tower base, and views to the water.
- . The 140 foot high office building along Fort Street diminishes the prominence and verticality of the tower. Although the 150 foot high hotel structure is set back from the tower by approximately 100 feet, it too diminishes the prominence of the tower from Fort Street at Nimitz Highway.



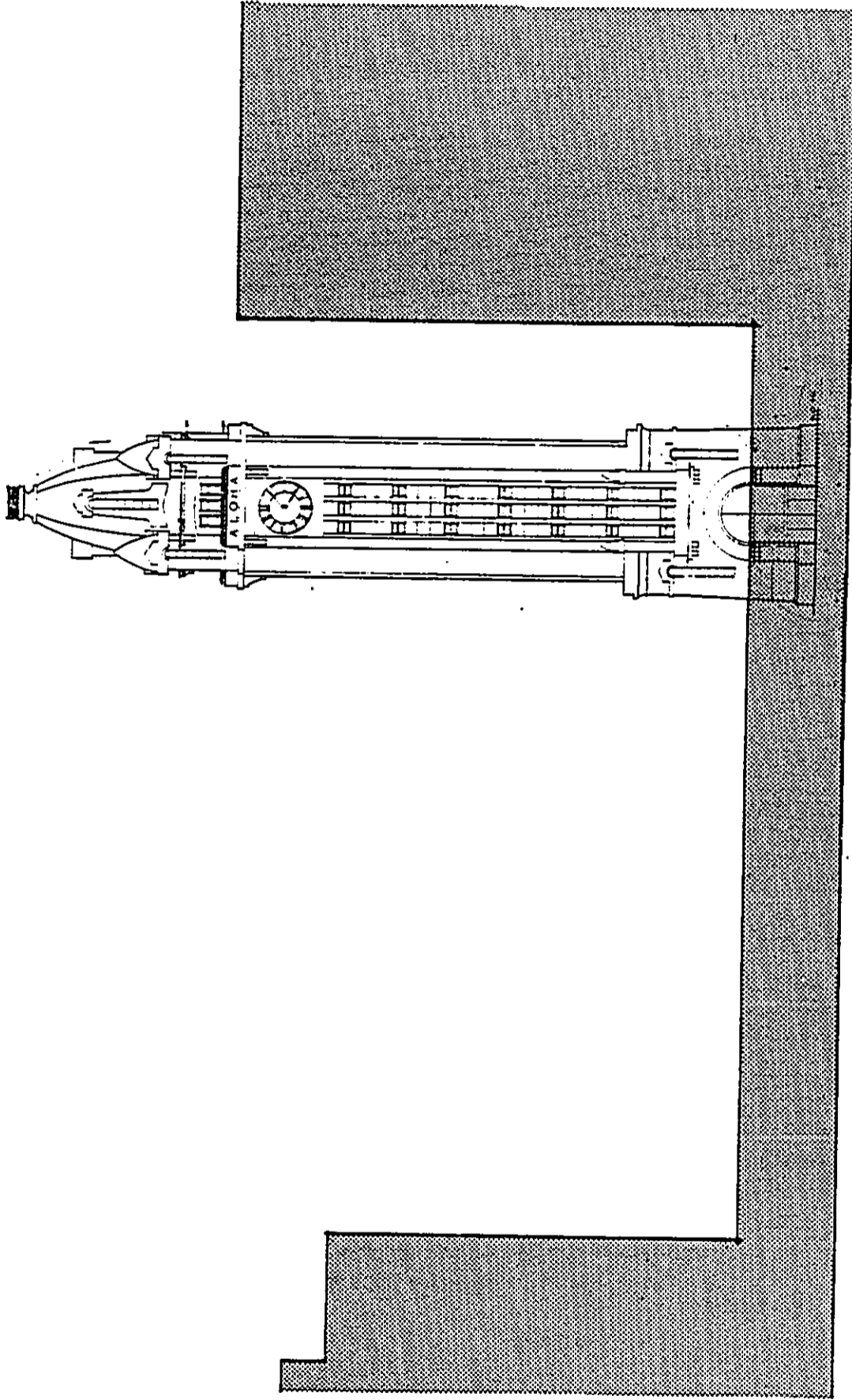


FIGURE 6: ACC PROPOSAL: PROFILE ACROSS FORT STREET AXIS

c. Proposed Project (ROMA)

Figure 7 illustrates the Fort Street view and profile of the Aloha Tower and surrounding development. Visual impacts are as follows:

- By removing the existing podium structure, the proposed project restores views of the original tower base, and provides new views past the tower to the harbor. The tower for the first time in its history would become a free-standing structure, with a new ground floor level, six feet above present pier grade. The Fort Street mall is graded up at a 1% slope to meet this new ground level.
- The 65 foot high hotel and office buildings are scaled appropriately to the Aloha Tower, emphasizing its verticality, and stepping back from the mall to create an attractive "frame" for this important vista.

4. View From Bishop Street and Nimitz Highway

a. No Action (Existing Condition)

Figure 8 shows the view of Aloha Tower from Bishop Street and Nimitz Highway. The lush vegetation of Irwin Park in the foreground obstructs much of the tower, up to the 8th floor. Irwin Park is an attractively landscaped area, the majority of which is currently used for public parking.

Figure 9 shows the present view of the harbor along the Bishop Street corridor. The vehicular ramp leading to the podium structure of Aloha Tower creates a visual barrier to the water.

b. ACC Proposal

As shown in Figure 10, the 150 foot hotel of the ACC proposal would not obstruct views to the Aloha Tower. However the following factors should be considered:

- The height and bulk of this structure in relation to the harbor, the tower, Irwin Park and the adjacent Hawaiian Electric building would negatively impact the visual quality and cohesiveness of this waterfront area.
- The proposal maintains the existing vehicular ramp leading to a +20 foot podium level, thereby retaining the visual barrier between Bishop Street and the harbor.

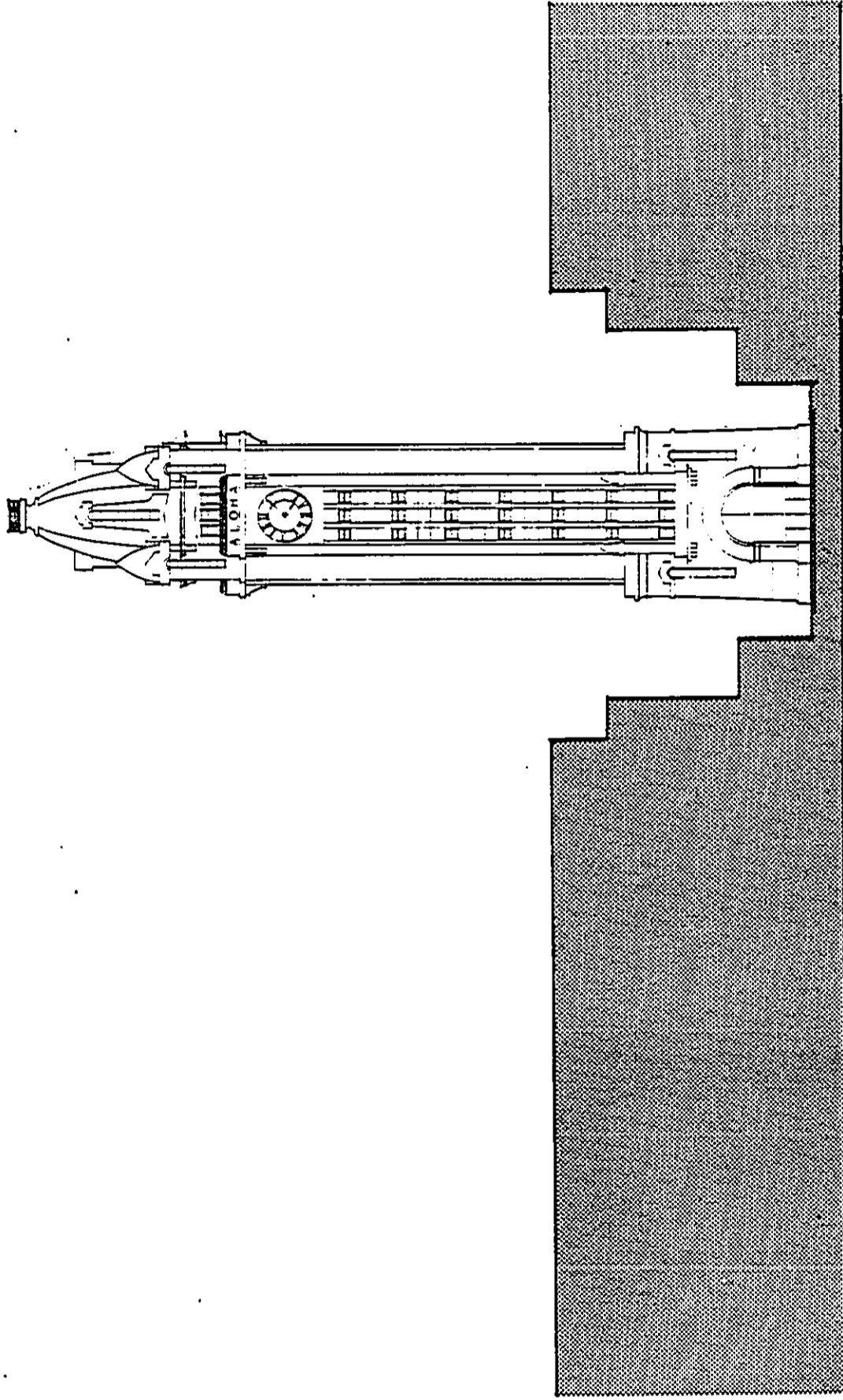


FIGURE 7: PROPOSED PROJECT: PROFILE ACROSS FORT STREET AXIS





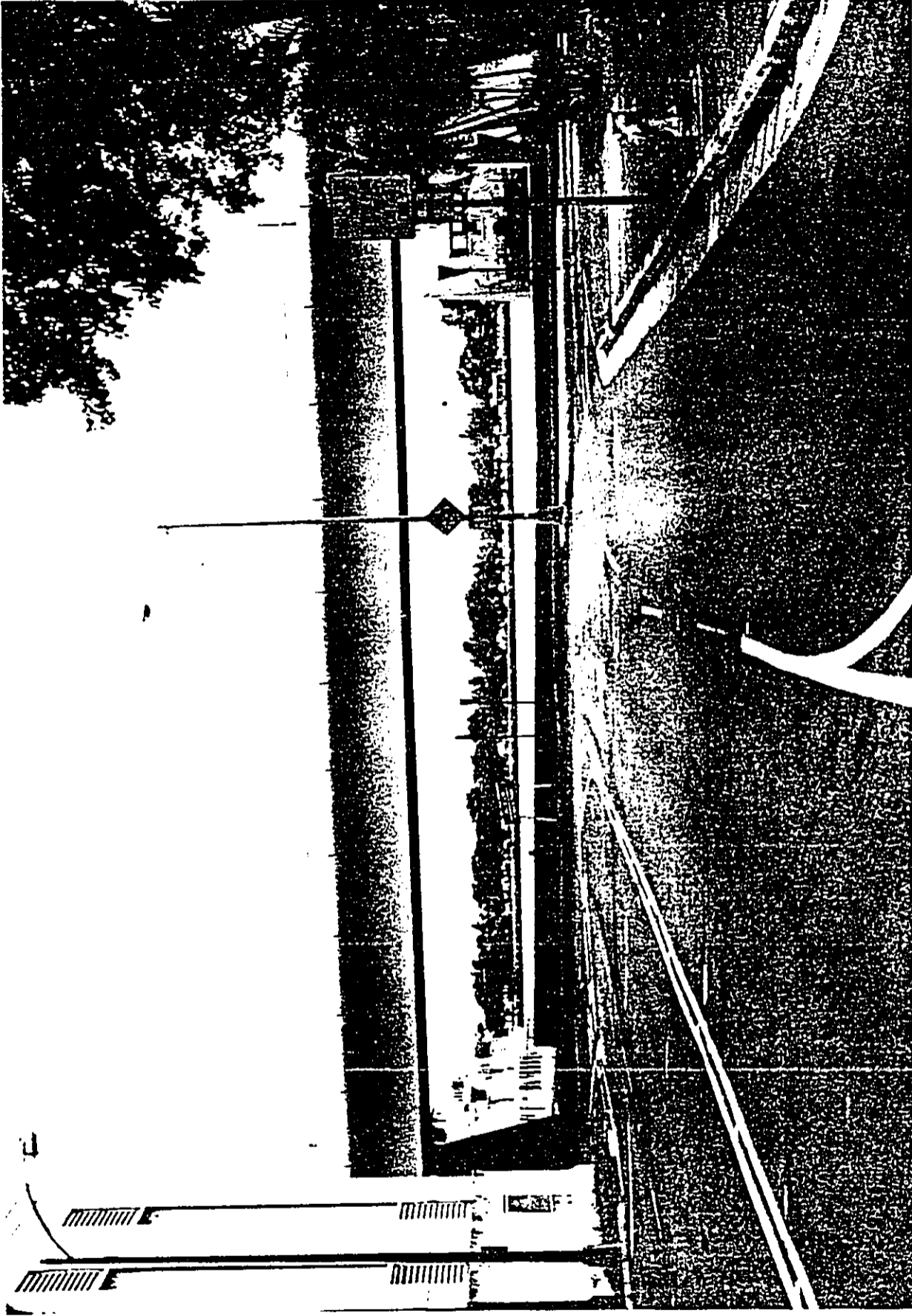


FIGURE 9: NO ACTION AND ACC PROPOSAL: BISHOP ST VIEW CORRIDOR



c. Proposed Project (ROMA)

Although the proposed project obstructs a small portion of the tower above the Irwin Park tree canopy, as shown on Figure 11, the following factors should be considered:

- . The massing of the buildings creates a good transition to the park, and does not dominate the view to the tower. Required terracing at the upper floor reduces the visual height of the building, further enhancing its relationship to the park and the tower.
- . The existing vehicular ramp is removed, thereby restoring the Bishop Street view corridor to Honolulu Harbor.

5. View From Northbound Nimitz Highway at Pier 4

a. No Action

Proceeding north along the Nimitz Highway from Waikiki, the motorist and pedestrian get their first major view of the Aloha Tower in the vicinity of Pier 4. As illustrated in Figure 12, this view reveals the tower above the sixth floor (+70' above pier grade). All other site features are obstructed by foreground landscaping in the State parking lot, and by the Oceania Restaurant moored at Pier 6.

b. ACC Proposal

Figure 13 shows the visual impacts of the ACC proposal from this location. They are as follows:

- . The 150 foot hotel at Pier 8 will almost completely obstruct the Aloha Tower, revealing only the yard arm and "crow's nest" at the tip of the historic structure.
- . In addition the hotel will create a monolithic wall in this low-scaled and open portion of the waterfront.

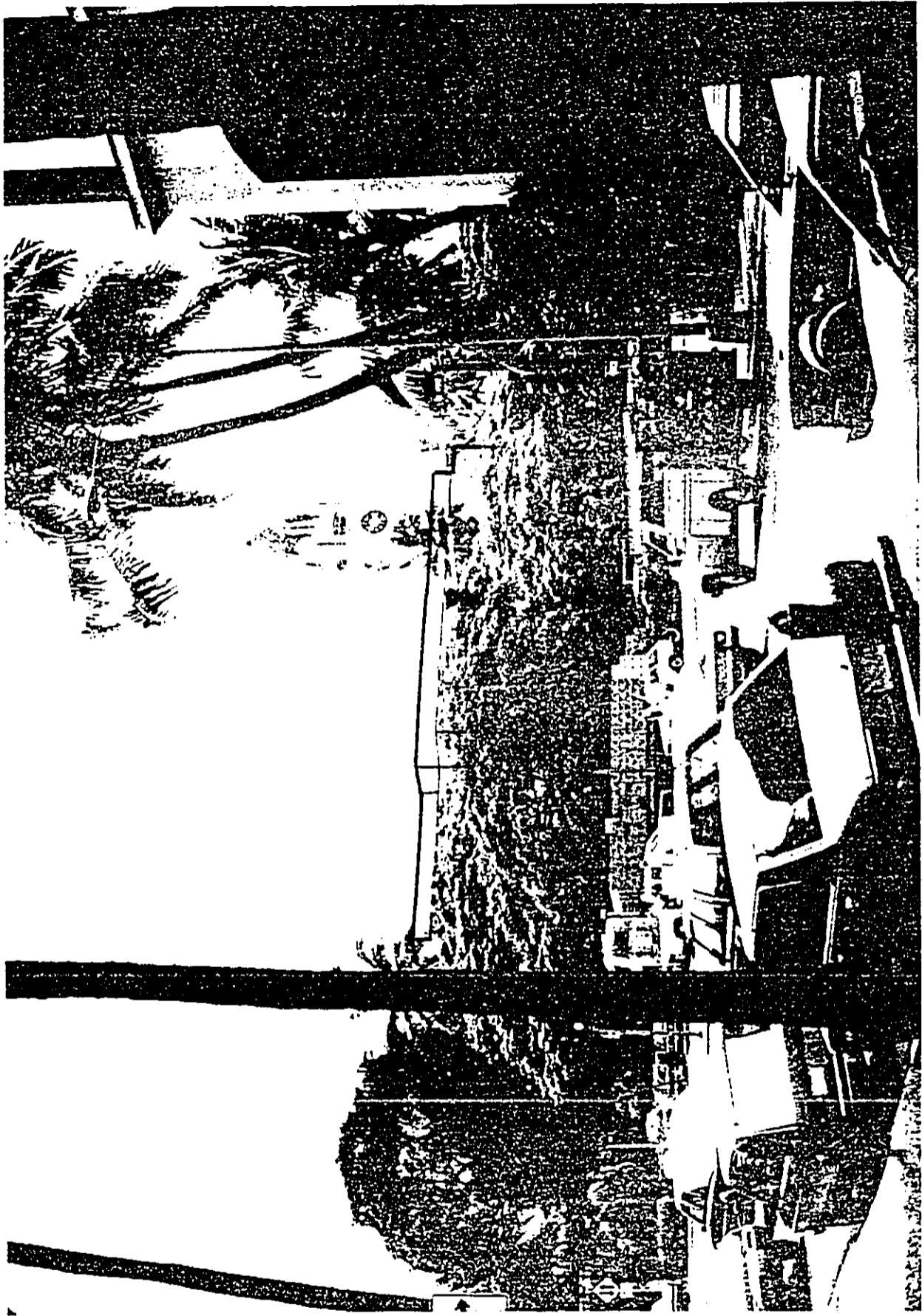


FIGURE 11. PROPOSED PROJECT: VIEW FROM BISHOP ST AND NIMITZ HWY

11





c. Proposed Project (ROMA)

Figure 14 illustrates the impacts of the proposed project. They are as follows:

- . The 65 foot high hotel structure at Pier 8 will only barely be visible though the trees, and as a result will obstruct only a small portion of the Aloha Tower.
- . The terraced building edge with its frequent indentations makes a good transition to the waterfront and the surrounding low-rise structures.

6. View From Sand Island Park and the Harbor Entrance

a. No Action (Existing Condition)

Unobstructed views of the Aloha Tower and site are enjoyed by visitors to the Sand Island Park, and by ship passengers and crews entering Honolulu Harbor. (Figure 15) The Aloha Tower presents a prominent profile in the harbor, with the backdrop of the downtown skyline behind. As with views from Pier 18 the tower is seen from the 3rd floor and above, with the 38 foot pier sheds and Pier 9 gallery in the foreground.

b. ACC Proposal

Figure 16 simulates the massing of this proposal, against the downtown skyline. Visual impacts are as follows:

- . While the 150 ft hotel structure does not obstruct views to the tower from Sand Island, the scale of the building will dominate the tower and skyline, and create an abrupt transition to the water's edge.
- . Views to the tower would be substantially blocked from the harbor entrance, by the 120 foot stepped down portion of the hotel. This would also affect visibility of the harbor entrance from the operations office within the tower.
- . Although creation of a plaza and a new architectural base for the west (makai) and north (Ewa) elevations of the tower enhance the project,





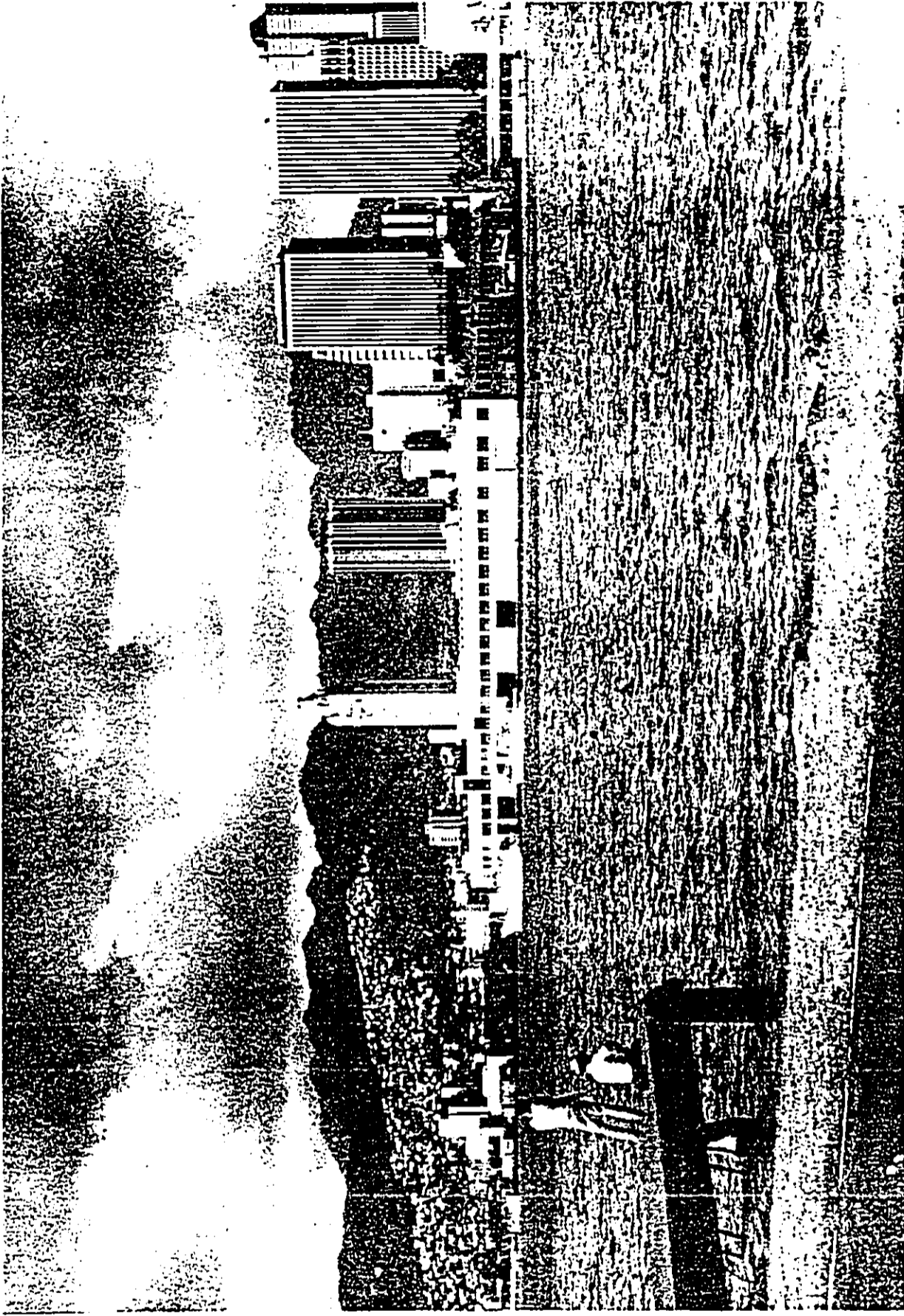


FIGURE 15: NO ACTION: VIEW FROM SAND ISLAND PARK

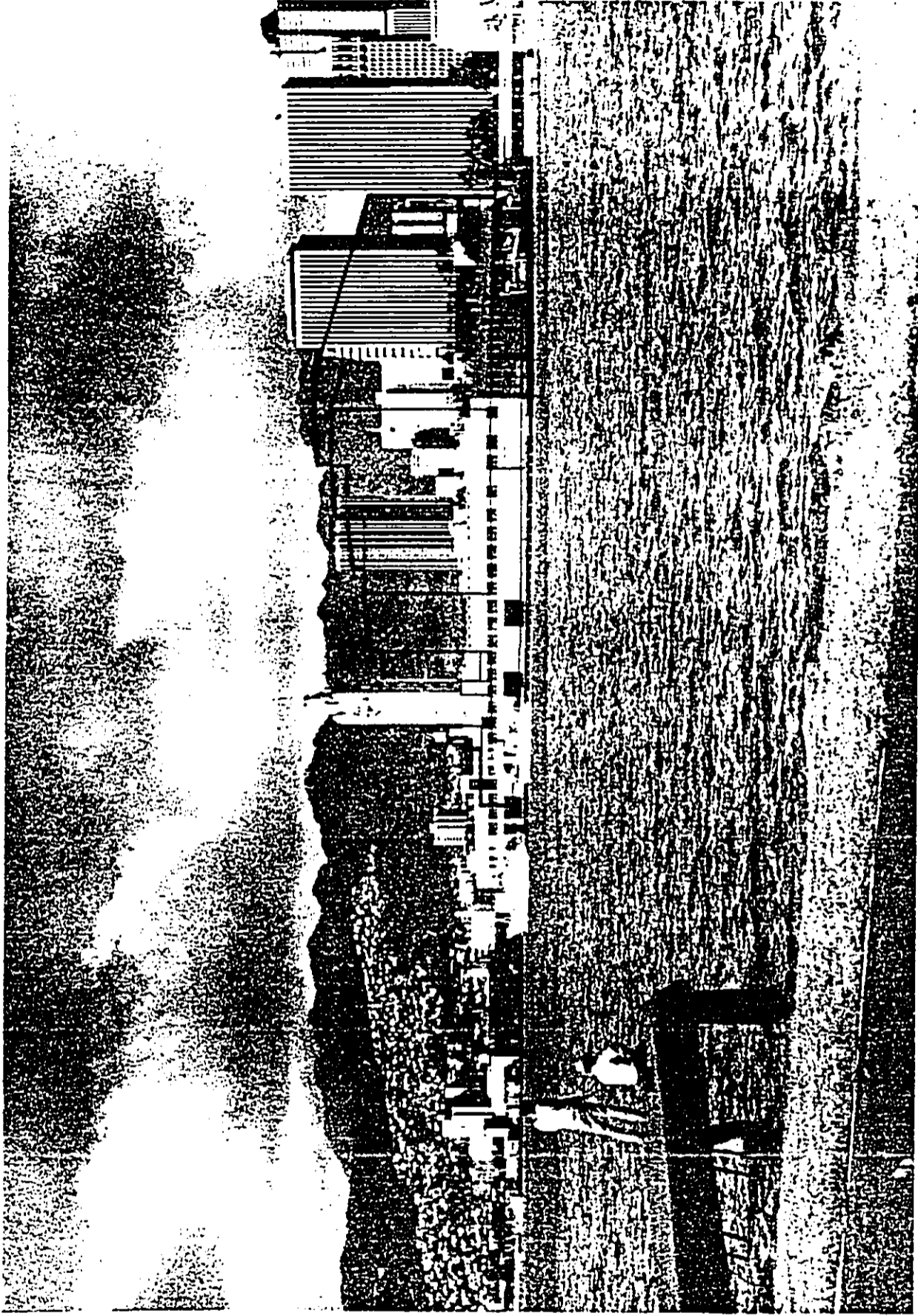


FIGURE 16: ACC PROPOSAL: VIEW FROM SAND ISLAND PARK

views to the plaza and tower base from Sand Island Park will be blocked by the podium structure beneath the hotel.

c. Proposed Project (ROMA)

Figure 17 illustrates views to the proposed project from Sand Island Park. Visual impacts are as follows:

- The prominence of the Aloha Tower is enhanced by the creation of a 1.5 acre plaza at its base, and by the tower's free standing position on that plaza.
- The low-rise office and hotel structure forms an attractive and well-scaled backdrop to the tower, and steps down to the water's edge.

7. Other Visual Considerations

In addition to these important view corridors, several other visual considerations should be made. These include: views along the Nimitz Highway between Fort and Bishop Streets, with particular attention given to the pedestrian overcrossing proposed in each of the alternatives; views to Pier 8 from future development sites on the downtown Honolulu waterfront; views from downtown high-rise development; and finally potential views from Aloha Tower and the proposed development itself.

a. Pedestrian Overcrossing

It is important that the planned pedestrian overcrossing at Fort Street and Nimitz Highway be attractively designed and incorporated into the proposed development, and the park adjacent to the Amfac Center. Both the ACC and proposed projects achieve this through direct linkages to the second level of the development, and careful treatment at the park. The pedestrian bridge in the proposed project will ramp down into the park by means of a semi-circular ramp that will create a sense of enclosure and protection within the open space. The ACC proposal creates a stairway and elevator connection. Both proposals will have minimal visual impacts on the Nimitz Highway, and will in fact serve to "announce" the project.

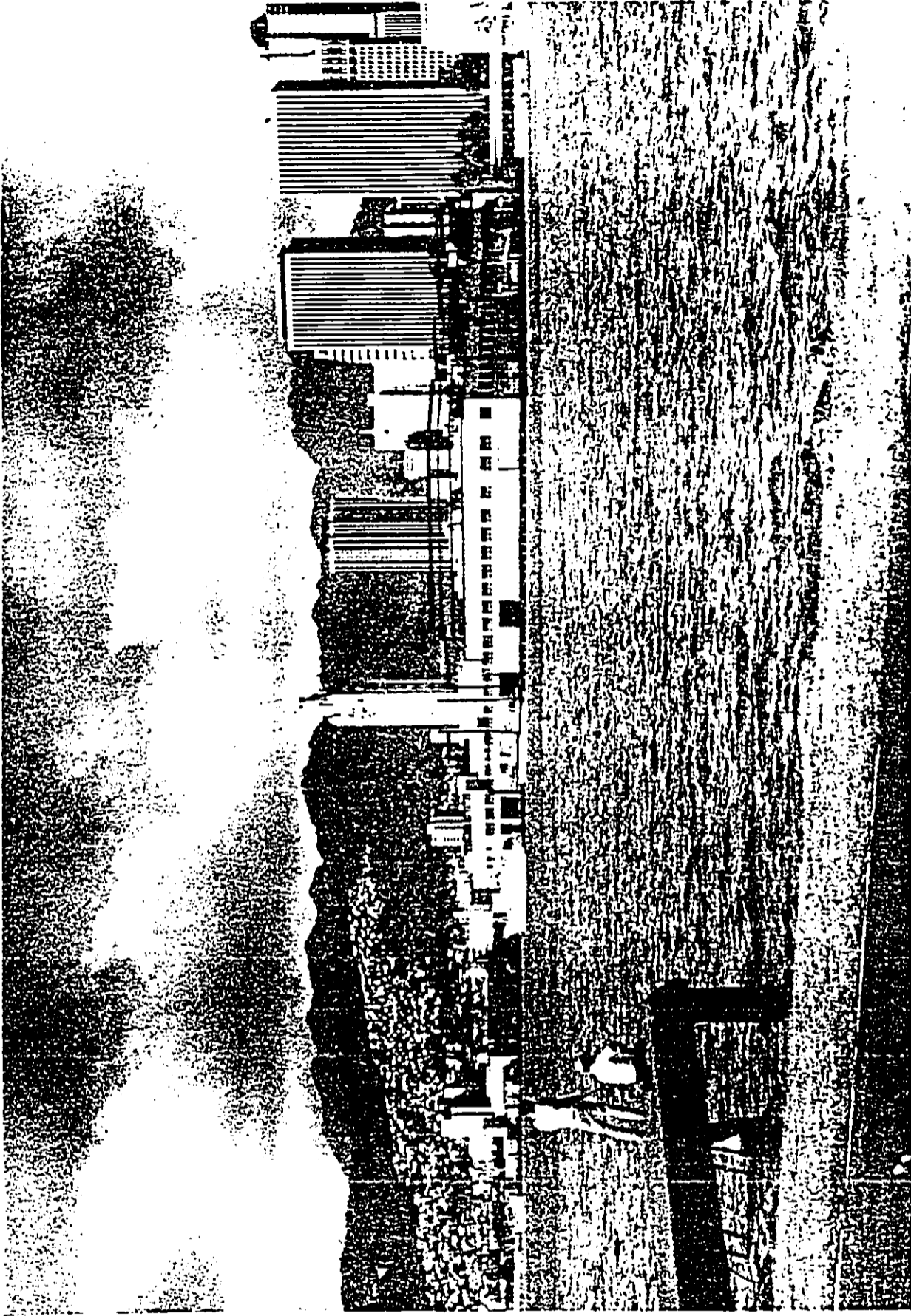


FIGURE 17: PROPOSED PROJECT: VIEW FROM SAND ISLAND PARK

The at-grade crossing at Fort Street and Nimitz Highway creates an important visual as well as physical connection to the Aloha Tower project, and should be maintained in addition to the pedestrian bridge. The ACC proposal, because of its podium treatment eliminates this crossing, while the proposed project maintains it as an important link to the downtown.

b. Views to Pier 8

Future development along the downtown waterfront is most likely to occur south (Diamond Head) of the Aloha Tower project. Potential sites for such development include the Hawaiian Electric building along Ala Moana Boulevard between Bishop and Richards Streets, and Piers 5, 6 and 7. For this reason it is very important that views to the project from these sites be carefully considered.

The Pier 8 elevation of the ACC proposal would completely obstruct the Aloha Tower, and create a formidable wall (150 feet in height) immediately adjacent to the water's edge. This would serve to sever any potential visual link that could be made between future development and the Aloha Tower, and would be a bad precedent for other waterfront development opportunities.

The proposed project's 65 foot height steps down to 40 feet along Pier 8, and with its many terraces, indentations and landscaping creates an appropriately scaled facade adjacent to the water's edge. Much of the Aloha Tower will remain in view from these future sites. As mentioned above, the removal of the existing ramp along Ala Moana Boulevard will be a significant improvement to the area, opening up views to the Harbor, and enhancing the water's edge between Piers 6 and 8.

c. Private Views from Downtown Development

Views from the downtown high rise buildings should be considered in evaluating the visual impacts of the proposals. Presently views to the tower, harbor and ocean from adjacent high rise buildings are largely unobstructed.

The ACC proposal would negatively impact views to the Aloha Tower and ocean from the Grosvenor Center, Harbor Square, the Federal Office Building, and other

high rise buildings in the vicinity of the State Capital.

The proposed low-rise project would have negligible effect on views to the tower or harbor from adjacent high rise buildings.

d. Views From the Aloha Tower

The Aloha Tower is a popular destination for tourists seeking panoramic views of the city and harbor. For this reason, it is important to consider the impact of views from the 10th floor observation deck. (135 feet above pier deck)

The ACC proposal would completely obstruct views toward Diamond Head and Chinatown. The proposed project would have no effect on views from the observation deck of the tower.

e. Views From the Aloha Tower Development

In order to enhance the marketability of the project, the hotel and office building should offer its guests and tenants attractive views. The ACC proposal, due to its height offers better distant viewing opportunities of Downtown, Waikiki, and Diamond Head. The proposed project, in turn offers better close-in views of activities along the extended mall and plaza, as well as cruise ship activities along the aprons. In particular, the overlooking lanais and terraces of the proposed project create an immediacy and a participatory relationship between indoor and outdoor spaces.

APPENDIX D  
TRAFFIC IMPACT STUDY  
BY

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

TRAFFIC IMPACT STUDY

ALOHA TOWER PLAZA  
HONOLULU, HAWAII

ALOHA TOWER  
DEVELOPMENT CORPORATION

PREPARED FOR:  
ROMA ARCHITECTS

AUGUST 1983

SUBMITTED BY:  
PARSONS BRINCKERHOFF  
QUADE & DOUGLAS, INC.



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## TRAFFIC IMPACT REPORT

### ALOHA TOWER PLAZA

#### INTRODUCTION

The Aloha Tower Development Corporation (ATDC) proposes to redevelop a portion of the waterfront area in downtown Honolulu. A conceptual plan for the area, which includes the Aloha Tower landmark, Irwin Park, and Piers 8 through 11 of Honolulu Harbor, has been developed. Details of the parts of the project, however, will be determined by a private developer, yet to be selected by ATDC.

The development will be controlled by ATDC and guided by the conceptual plan. The plan calls for retaining the Aloha Tower and demolishing the existing pier sheds, second level passenger terminals, and the access ramp. New construction would include a 400- to 500-room hotel and between 100,000 and 150,000 square feet in commercial (retail) and office use. Minimum requirements include 15,000 square feet in retail use and 600 seats of restaurant service.

Maritime activities would be maintained at the pier aprons. New passenger terminals will be provided at piers 9 and 11; space will be allocated for possible future improvement of an interisland ferry terminal at Pier 8. The plan also calls for additional open space on the site, removal of the public parking in Irwin Park, and provision of replacement employee parking off-site, in the Piers 5-6 area.

This report will address the probable traffic impacts of the proposed project. The existing conditions and three possible future cases are identified. The analyses are based on traffic conditions during morning (AM) and afternoon (PM) peak hours of typical weekdays.

#### EXISTING CONDITIONS

The project site consists of approximately thirteen acres bounded by Nimitz Highway, Bishop Street, and Honolulu Harbor, as shown in Figure 1. Existing uses on the site include offices, employee and public parking, and maritime activity.

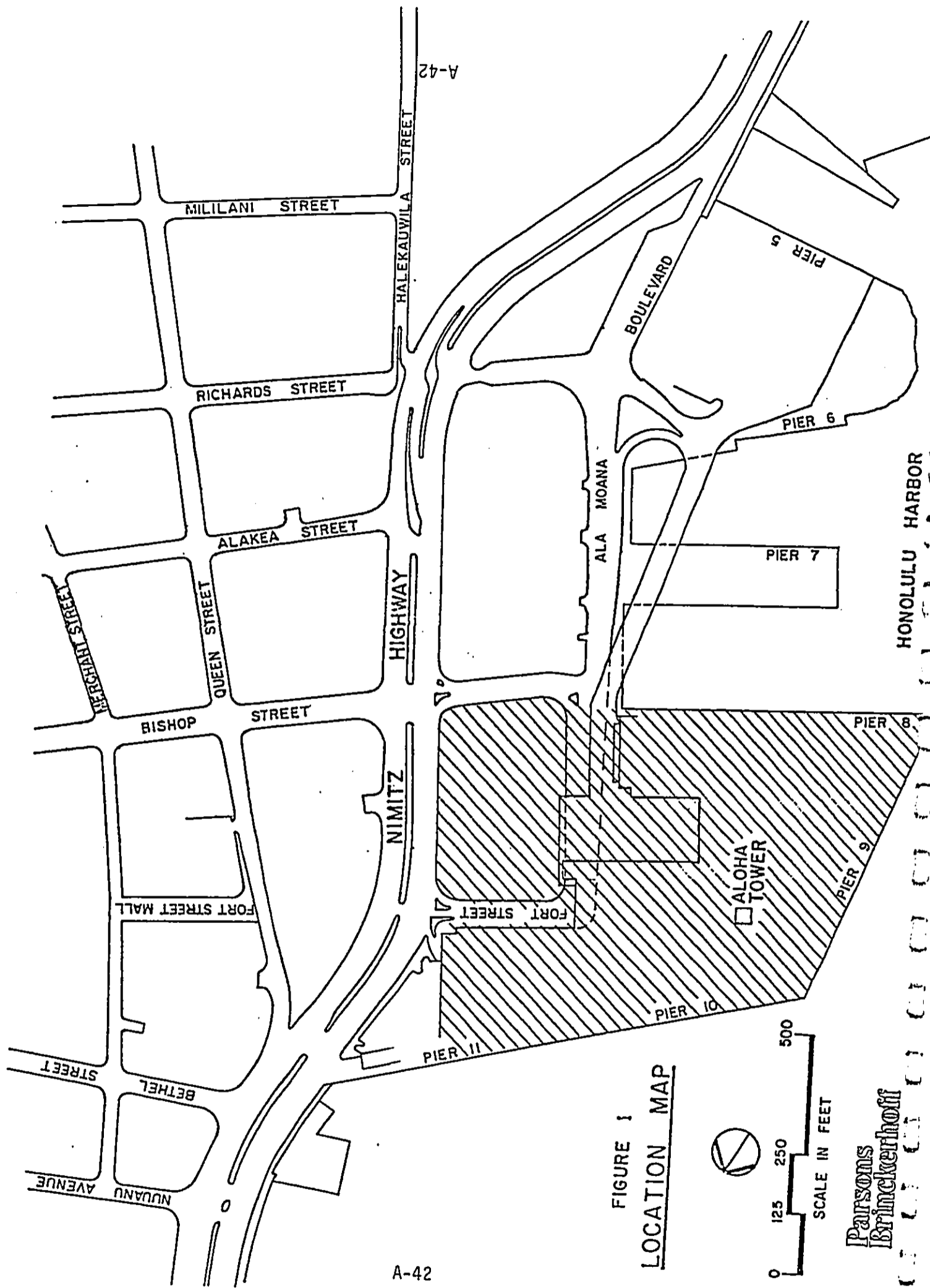


FIGURE 1  
LOCATION MAP

### Roadway System

State Route 92 (Nimitz Highway/Ala Moana Boulevard) is the primary highway link between Honolulu International Airport and Waikiki. This 6- to 8-lane facility serves a mix of traffic, including commuters, visitors, and commercial traffic. Traffic on the facility includes users originating from or destined to the downtown Honolulu/civic center area as well as through traffic between the Waikiki-Ala Moana-Kakaako areas and the Iwilei-Kalihi-Airport areas. Access into the project site from Nimitz Highway is provided at Richards Street (from Waikiki) and at Bishop Street (from Iwilei).

Ala Moana Boulevard originates at Fort Street and continues toward Waikiki. A three-block section of Ala Moana Boulevard provides local service and parking in the waterfront area. Between Fort and Bishop Streets, Ala Moana Boulevard provides access into the pier sheds and the Irwin Park parking area.

Fort Street serves mauka-bound traffic exiting the project site, and is one-way from Ala Moana Boulevard to Nimitz Highway. Parking is allowed on both sides of Fort Street. Mauka of Nimitz Highway, the Fort Street corridor is a pedestrian mall; mauka-bound traffic at Nimitz Highway must turn right or left.

Bishop Street is two-way, with two lanes each for mauka- and makai-bound traffic, between Ala Moana and Nimitz Highway. Existing mauka-bound traffic originates from the area diamondhead of the Aloha Tower site, and must turn right or left at Nimitz Highway. Bishop Street, mauka of Nimitz Highway, is one-way makai-bound.

Richards Street between Nimitz Highway and Ala Moana Boulevard is used for public metered parking and for makai-bound traffic from the highway. The ewa-bound left turn provided here is the only direct access into the site from the ewa-bound lanes of the highway.

Mauka of the highway, Nuuanu Avenue and Bethel, Bishop, Alakea, and Halekauwila Streets connect to Nimitz Highway near the project. Richards Street is physically separated. Nuuanu Avenue and Bishop Street are the main makai-bound streets through downtown Honolulu; Bethel and Alakea Streets serve mauka-bound traffic. These one-way streets carry traffic between Nimitz Highway (and the project site) and the other ewa-waikiki corridors as well as downtown Honolulu. Waikiki-bound traffic on Nimitz Highway can also turn left into Halekauwila Street toward the Kakaako area.

### Traffic Volumes

A traffic assignment describing the existing (1983) condition on roadways in the vicinity of the project is based on traffic counts from the State Highways Division<sup>1</sup> and the City and County of Honolulu.<sup>2</sup> These counts were adjusted to 1983 at an increasing annual rate of 1.3%, which was derived from historical data taken in April and July of 1983, included with the State counts.

Manual counts of peak hour activity at the site provided additional information. The existing traffic assignment is the starting point of the analysis of future conditions.

### Levels of Service

The existing levels of service were determined through field observations and compared to results from Highway Capacity Manual<sup>3</sup> analyses. The analytical results generally compare well with observed conditions, except as follows:

1. The number of vehicles turning right from Bishop Street (makai- or westbound) onto Nimitz Highway substantially exceeds the calculated capacity of the single turn lane. Field observations indicate that this occurs because of the large number of right turns on red, which effectively increases the "green time," and therefore the capacity, for right turn traffic.
2. Left turns from Nimitz Highway, southbound, into Alakea and Halekauwila Streets exceeds calculated capacities by 30 to 45 percent. The calculated capacities are based on a maximum service volume of 1200 vehicles per hour of green signal indication, or an average headway of 3 seconds per vehicle. Field observations at these and other similar locations in Honolulu indicate that average headways of 2 seconds per vehicle are experienced during peak traffic hours. Use of the shorter headway could increase calculated capacity by 50 percent.
3. Nimitz Highway southbound (toward Waikiki) levels of service do not reflect the poor observed peak hour conditions caused by queues of vehicles waiting to turn left onto Alakea or Halekauwila Streets and overflowing the storage space provided. The Halekauwila Street queue will, at times, affect through traffic and extend past Bishop Street. From Alakea Street, queues will often extend beyond Bishop Street to Fort Street.

4. Makaibound left turns from Bishop Street to Nimitz Highway are affected by the queueing on Nimitz Highway. The temporary blockage lowers the capacity of the Bishop Street approach and results in lower observed levels of service. The approach geometrics also constrain the distribution of turning vehicles between the two lanes available, which contributes toward the lower service level.

The existing levels of service are shown in Table 1. Analysis of the Bishop Street and Ala Moana Boulevard intersection confirms that the existing intersection configuration and yield controls are adequate.

#### Pedestrian Movement

Crosswalks are striped across Nimitz Highway at Fort, Bishop, and Richards Streets to serve pedestrian movements between downtown and the project site. The "walk" indications are pedestrian-actuated and occur simultaneously with minor movement green displays; total crossing time provided is approximately thirty seconds. The crossing time is adequate for normal walking speeds of four feet per second, but the long cycle length (120 seconds) and quick "don't walk" indication contribute to a perceived barrier to persons desiring to cross the highway.



### FUTURE CONDITIONS

Completion of the proposed project is scheduled for late 1986. This study assumed that full utilization of the facilities would occur in approximately 1½ years, and addresses possible future conditions for year 1988. Three cases were considered; 1) no build or future conditions without the proposed project, 2) future conditions with the project, which identified the project's likely impact, and 3) future conditions with maximum impact, which included the project and other potential uses on the site.

The future traffic projections do not specifically identify possible traffic increases due to a hotel and convention hall presently being considered by the City and County of Honolulu near Nimitz Highway and Bethel Street. A development of this type could generate traffic onto Nimitz Highway and some of the streets affected by the Aloha Tower Plaza.

#### Future Traffic Without the Project

Future traffic volumes were estimated using State and County traffic counts and the State's latest projection of future Nimitz Highway traffic<sup>4</sup> at a nearby project. An annual growth factor of 1.3 percent was used to project the future Nimitz Highway traffic. Traffic volumes on Bishop, Alakea and Halekauwila Streets at their Nimitz Highway intersections were assumed to increase at a similar rate. Within the project site, however, no increases are expected in this case. Major movements from the traffic assignment are shown in Figure 2.

#### Levels of Service

Traffic analyses using Highway Capacity Manual procedures indicate that the existing intersections would generally remain adequate and continue to serve future traffic at today's service levels. The exceptions are the makai-bound right turn from Bishop Street to Nimitz Highway, and the left turns from Nimitz Highway to Alakea and Halekauwila Streets. The calculated over-capacity conditions were discussed in the section on existing conditions.

### PROJECT IMPACT

The traffic impact of the proposed project will be due to added vehicles on the roadway system. The greatest impact from the proposed uses would occur during the existing traffic peak hours.

The traffic impact of the proposed project is based on the following development:





- a) A new hotel, catering to downtown business clientele, with 500 rooms and typical in-house food service, meeting, and retail facilities,
- b) A new commercial building, totalling 150,000 square feet, with 10% of this in retail use, 85% in office use, and 5% in restaurant use.
- c) Replacement cruise ship passenger terminals with use patterns similar to existing.
- d) Access to maritime activities relocated to the Pier 11/Nimitz Highway area.
- e) Relocation of on-site employee parking to the Pier 5-6 area.
- f) Removal of the monthly and hourly parking at Pier 8 (Seaflite) and Irwin Park.

Additional analyses addressed the impact of the proposed project if:

- a) The interisland ferry system were to be fully operational using the terminal facilities at Pier 8.
- b) Irwin Park public parking were to be retained.

The new uses on the site would generate additional traffic, while removed or relocated uses would require adjustments in the base traffic assignment.

#### Traffic Generation - Proposed Project

Traffic generation estimates the number of vehicles added by the proposed project. Related trip distribution and traffic assignment analyses determine where these vehicles would be added onto the roadway system.

Various sources were consulted in this study. The Institute of Transportation Engineers' compilation of trip generation<sup>5</sup> rates includes hotels, commercial, and retail land uses, but cautions against using their average rates in central business district (CBD) locations. Traffic generation rates used in this study were developed after studying the available average rates for non-CBD land uses and adjusting these rates based on expected differences due to the CBD location. Four categories of hotel generated traffic (guests, employees, meeting-goers, and others) and three commercial categories (retail, office, and restaurant) were evaluated.

Two adjustments were made to reflect the CBD location. The pedestrian orientation of the project is expected to result in a smaller proportion of trips using vehicles to the site. Higher average vehicular occupancies are also expected because of the CBD location. Table 2 shows the reductions applied to the daily traffic generation of the various categories to reflect these adjustments.

Table 2  
TRAFFIC GENERATION ADJUSTMENTS

<u>Use</u>	<u>Adjustment Due to Differences in:</u>	
	<u>Vehicular Use</u>	<u>Vehicular Occupancy</u>
Hotel: Guests	0.8	1.0
Employees	0.75	0.8
Meeting-goers	0.3	1.0
Others	0.4	0.8
Commercial: Office	0.7	0.92
Retail	0.2	0.86
Restaurant	0.3	0.75

Peak hour traffic generation rates were developed using a simulation of the daily traffic activity at the site. Traffic generation rates developed for this project are shown in Table 3 along with comparable rates for non-CBD areas based on other sources. Table 4 shows the proposed project's peak hour traffic generation.

Table 3  
TRAFFIC GENERATION RATES

	<u>Daily</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>(In + Out)</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
<u>Non-CBD Areas:</u>					
Hotel (vehicles per occupied room)	10.5	0.57	0.28	0.36	0.37
Commercial (vehicles per 1000 square feet, gross floor area)	18.7	1.88	0.48	0.67	1.89
<u>CBD Area: (used in this study)</u>					
Hotel (vehicles per room)	5.0	0.27	0.30	0.40	0.35
Commercial (vehicles per 1000 square feet, gross floor area)	9.0	0.79	0.21	0.32	0.71

Table 4

TRAFFIC GENERATION  
(vehicles per hour)

	AM Peak Hour		PM Peak Hour	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Hotel	135	150	200	175
Commercial	119	32	48	107
TOTAL	254	182	248	282

Traffic Generation-Other Uses

The traffic generated by an interisland ferry terminal at Pier 8 was considered separately from the proposed project. Although space has been allocated by the Aloha Tower Plaza proposal, finish construction and operation of the terminal has not been defined. Possible groundside traffic due to a fully operational interisland ferry system was estimated to identify the total traffic at the site. The peak interisland traffic hour is expected to coincide with the peak hours (AM & PM) for highway traffic.

Two independent methods were used to estimate the interisland ferry traffic. Information obtained from the State Harbors Division indicated that the likely vessel used would carry approximately 270 passengers and that probable peak activity periods would have three vessels per hour served at Pier 8. The study analysis estimated that the vessels would be 80% occupied and that groundside vehicle occupancy would average four persons per vehicle. This method resulted in a peak volume of 324 vehicles per hour.

The second method assumed a diversion of interisland airline passengers onto the waterborne mode. Travel data gathered during a study of groundside access to Honolulu International Airport<sup>6</sup> was used with estimates of: 2 million total annual ferry passengers, peak day activity equal to 130% of average day, and peak hour activity equal to one-sixth of peak day activity. This method resulted in a peak volume of 315 vehicles per hour.

The traffic impact of a fully operational interisland terminal was identified using a peak hour volume of 330 vehicles. All of these vehicles were assumed to use the drop-off/pickup area near the Ala Moana Boulevard and Bishop Street intersection.

The proposed project also includes removal of the existing 115 metered public parking spaces in Irwin Park. The maximum impact of the proposed project, however, would also include retention of this existing parking and full utilization of the interisland terminal.

#### Traffic Distribution and Assignment

The traffic generated by the hotel and commercial users on site were distributed using Oahu employment as a travel indicator.<sup>7</sup> Trip distribution of groundside vehicular traffic generated by the interisland ferry was based on locations of existing hotel rooms.<sup>8</sup> Three general directions were identified; the distribution, by generator, is shown in Table 5.

Table 5

#### TRIP DISTRIBUTION

	<u>Hotel and Commercial</u>	<u>Interisland</u>
Ewa on Nimitz Highway	40%	6%
Diamondhead on Nimitz/Ala Moana	24%	92%
Mauka through downtown Honolulu	36%	2%

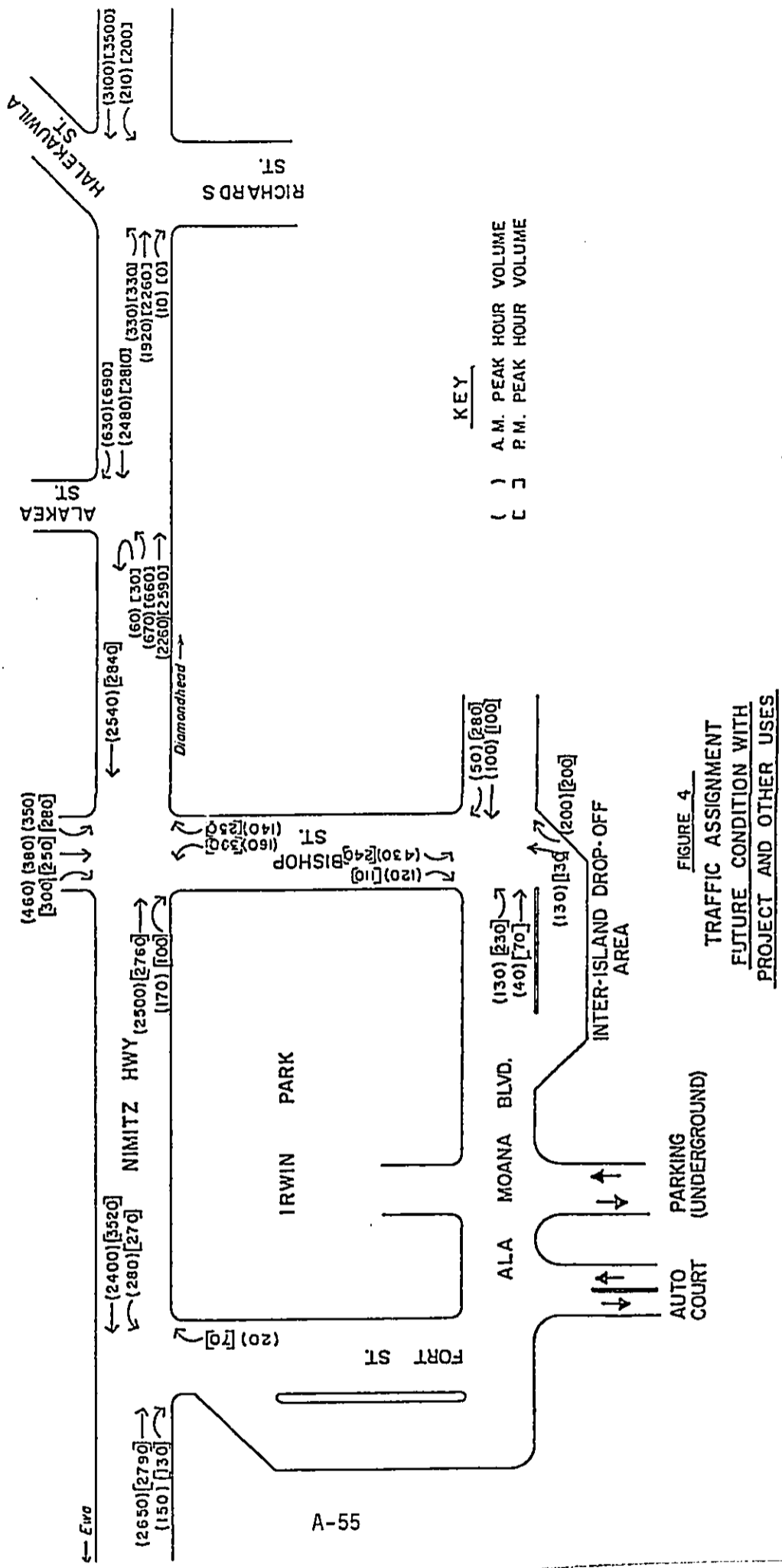
The traffic was assigned to the proposed roadway system using the distribution factors and assuming that other parts of the regional system were unchanged from existing. Traffic assignments, i.e., forecasts, of future traffic are shown in Figures 3 and 4 for two future cases with the proposed project.

#### Proposed Improvements

The traffic analyses assumed that the following improvements will be made at the project site and to nearby roadways:

- o Circulation on site is altered; two-way traffic would be allowed on Ala Moana Boulevard (between Bishop and Fort Streets) and on Fort Street (makai of Nimitz Highway).
- o Fort Street is relocated and only right turns will be allowed from Fort Street at Nimitz Highway.
- o Northbound (to Iwilei) traffic on Nimitz Highway is shifted to provide a storage lane for the new left turn (northbound) into Fort Street.







- o Bishop Street, between Queen Street and Nimitz Highway, is restriped to improve lane uses. A new traffic island channelizing makai-bound right turns and minor modifications to existing islands at the Bishop Street and Nimitz Highway intersection are provided as necessary.

Figures 5 and 6 show the existing and proposed layouts.

#### Levels of Service - Proposed Project

Intersection levels of service were determined for the traffic assignment shown in Figure 3 using Highway Capacity Manual procedures. The results, shown in Table 6, indicate that the Nimitz Highway and Fort Street intersection would adequately serve the forecasted traffic.

Conditions at the Nimitz Highway and Bishop Street intersection, however, will be near level of service E, or capacity. The demand volume for makai-bound right turns from Bishop Street to Nimitz Highway and for southbound left turns from Nimitz Highway to Alakea and Halekauwila Streets exceed computed capacities in both peak hours. As indicated in the earlier discussion of the existing condition, in which computed capacities were exceeded, the actual turn capacities could be expected to be somewhat higher than computed.

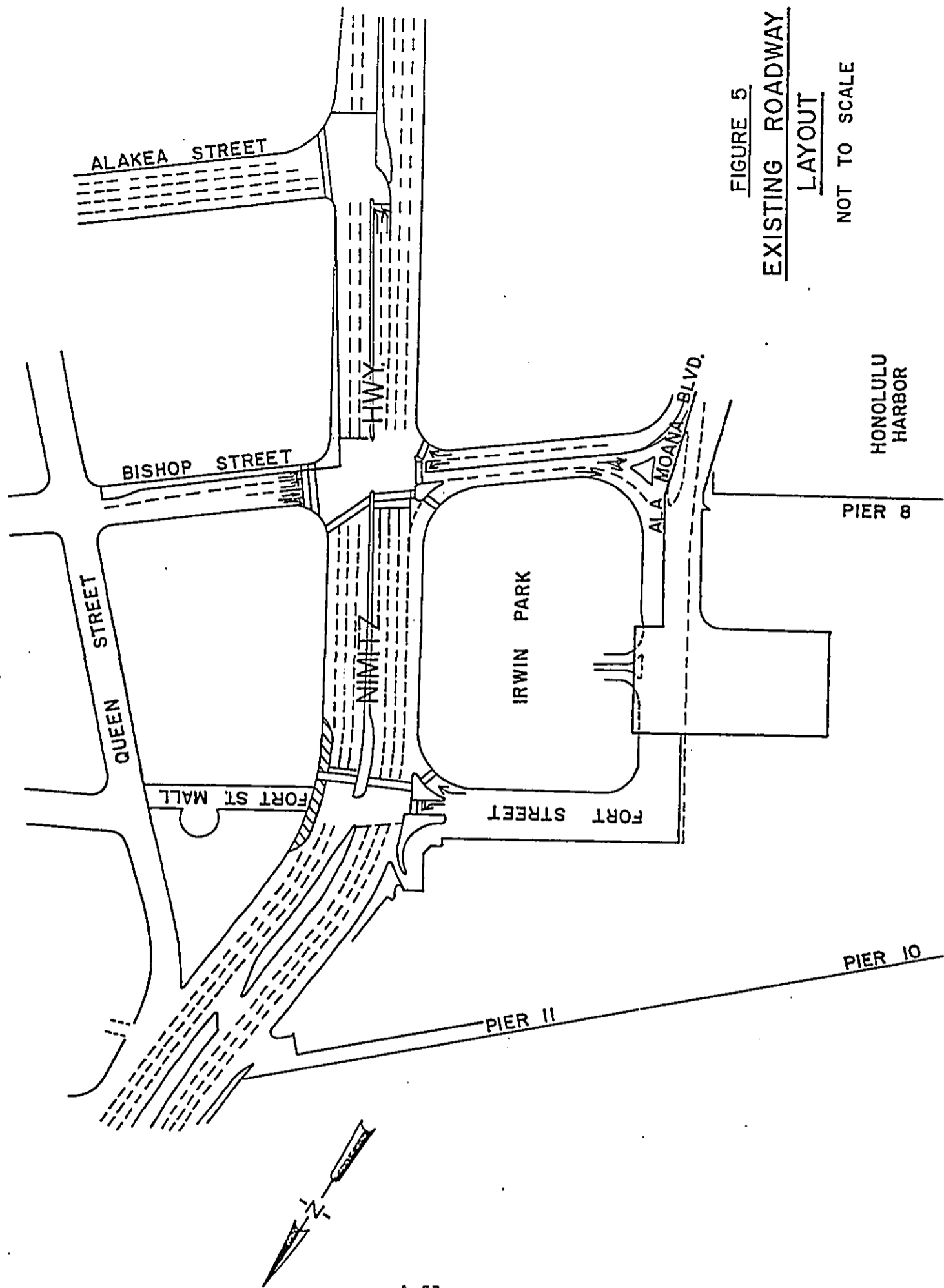


FIGURE 5  
EXISTING ROADWAY  
LAYOUT

NOT TO SCALE

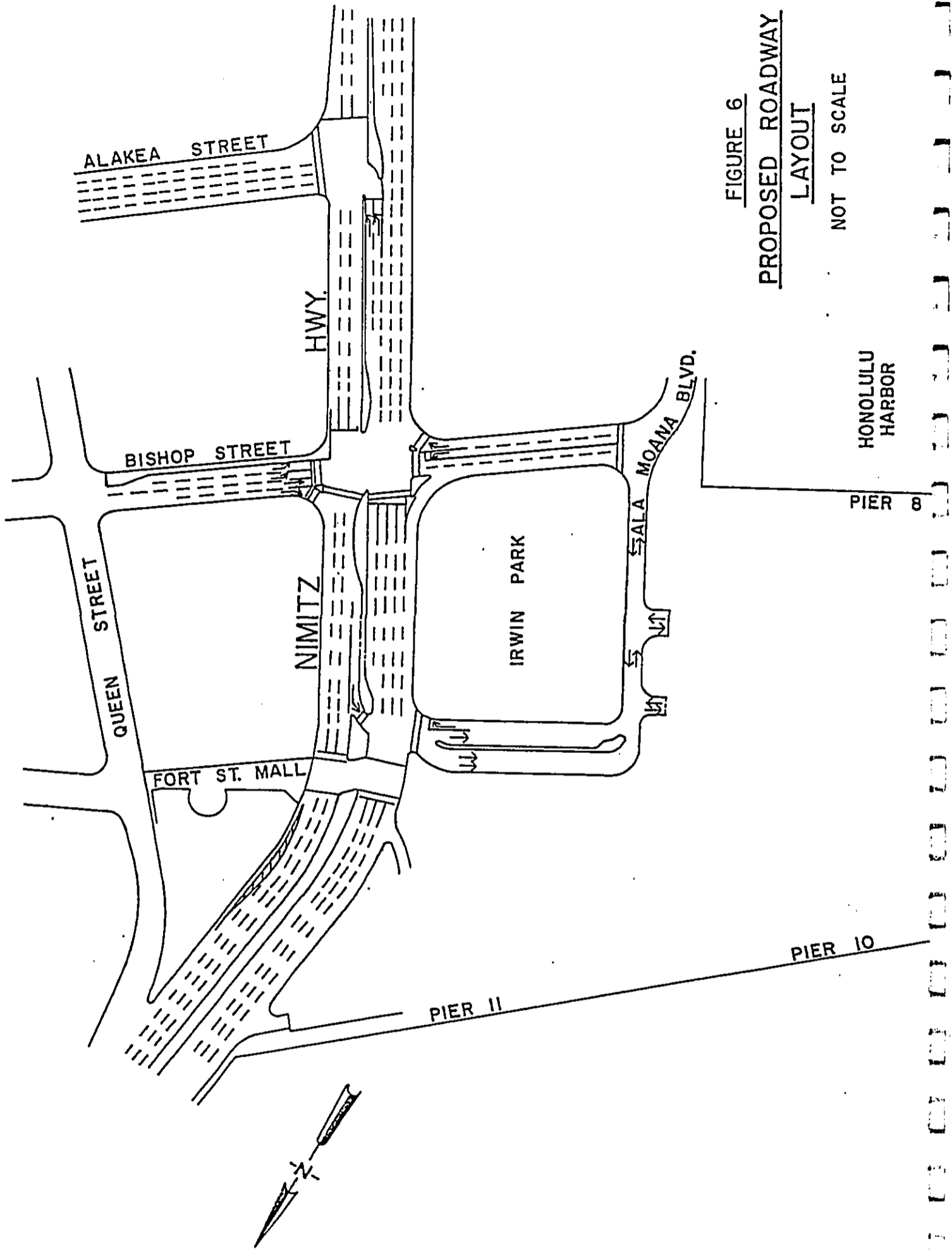


FIGURE 6  
PROPOSED ROADWAY  
LAYOUT

NOT TO SCALE

HONOLULU  
HARBOR

PIER 8

PIER 10

PIER 11

Table 6  
 FUTURE LEVELS OF SERVICE <sup>1</sup>  
 WITH THE PROPOSED PROJECT

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Nimitz Highway, southbound (toward Waikiki)		
at Richards Street	A	A
at Bishop Street	A	B
at Fort Street	A	A
Nimitz Highway northbound (toward Iwilei)		
at Halekauwila Street	D	E
at Alakea Street	D	E
at Bishop Street	C	C
at Fort Street	A	D
(left turn)	C	C
Nimitz Highway left turns		
northbound, to Richards Street	C	C
southbound, to Halekauwila Street	F	F
southbound, to Alakea Street	F	F
Bishop Street, at Nimitz Highway		
West (makai) bound (left turn)	C	D
(through)	D	D
(right turn)	E	D
East (mauka) bound (left turn)	D	F
(right turn)	A	A
Fort Street, eastbound (mauka-bound)	A	A

Notes: 1) Levels of Service are defined in the Appendix.

### On-Site Parking

The project's conceptual plan shows 500 parking spaces in an underground parking garage. The development prospectus estimates that 450 spaces will be necessary to conform to the requirements of the proposed "B-4" zoning.<sup>9</sup> The developer will be required to provide parking as required by the zoning code, up to a maximum of 550 spaces.

Existing parking on the project site will be affected by the proposed project. The reorganization of the maritime activities near Pier 11, the removal of the roadway ramp at Pier 6, and a restriping scheme for the Piers 5-6 parking lot would provide 195 new parking spaces in the area. These will replace the 187 existing parking spaces at the site.

Another 230 existing spaces, used primarily by downtown employees and visitors, are located at SeaFlite's Pier 8 terminal and in Irwin Park; these will be lost if the proposed plan is implemented. This parking, an interim use of available facilities was not considered in a recent study of downtown parking supply and demand.<sup>10</sup> Loss of this parking, which is primarily in long-term use, is not considered crucial since a surplus of long-term downtown parking has been projected.<sup>11</sup>

### Public Bus Service

The proposed project is not expected to have significant impacts on the public bus system. Bus routes would not be affected by the project; scheduling, however, may be affected by increased patronage if additional service on existing routes becomes necessary. Existing bus stops at Alakea Street near Nimitz Highway and at Bishop Street near Queen Street are less than 1/4 mile from the project. Existing routes stopping at these locations include routes between Waikiki and Honolulu International Airport and between Ala Moana Shopping Center and Windward Oahu. Present peak period service at these locations is twenty-one buses per hour, or 1050 seats per hour, per direction. Other bus stops in downtown Honolulu serve more than 200 additional buses in the peak hour.

The proposed project's estimated peak hour bus patronage is 200 persons. Using a trip distribution similar to that used for automobile traffic, and assuming all loading at the nearest bus stops, the highest loading would occur at the Alakea Street bus stop, with 80 additional bus patrons entering the system. Transfers at King and at Hotel Streets would then occur to accommodate the varied destinations.

### Other Localized Impacts

The reorganization of the Aloha Tower area will also impact service access to maritime activities in the Piers 8 to 11 area. Service and emergency vehicles would be routed along the Piers 9, 10, and 11 aprons. Access from the highway network would be from Nimitz Highway near Pier 11.

The proposed project would close the existing median opening so that only right turns in from and out to the southbound lanes of Nimitz Highway would be allowed. The additional traffic due to the deletion of left turns from the northbound lanes of Nimitz Highway is not expected to have significant impact because of its low volume and the availability of alternative routes through downtown Honolulu.

The storage lane that could be provided for left turns to Fort Street from northbound Nimitz Highway would be adequate for the proposed project's traffic generation. The peak-hour volumes indicate that a storage capacity of four vehicles would be needed; the hourly left turn volumes at this location with cruise ship operations are not expected to be greater. With maximum use, i.e., interisland ferry in operation, the storage capacity would not be adequate. In this case, more of the left turns may have to be accommodated at Richards Street.

### Levels of Service - Maximum Use

The traffic assignment shown in Figure 4 included traffic generated by the proposed project plus a fully operational interisland ferry system. This assignment also assumed that the public (metered) parking at Irwin Park would remain. Intersection levels of service were determined and are shown in Table 7.

This additional traffic would generally lower the levels of service at the Nimitz Highway intersections with Bishop, Fort, Alakea, Richards and Halekauwila Streets.

Table 7

FUTURE LEVELS OF SERVICE  
WITH THE PROPOSED PROJECT  
AND OTHER USES

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Nimitz Highway, southbound (toward Waikiki)		
at Richards Street	A	A
at Bishop Street	A	C
at Fort Street	B	A
Nimitz Highway northbound (toward Iwilei)		
at Halekauwila Street	D	F
at Alakea Street	D	E/F
at Bishop Street	D	D
at Fort Street	C	D
(left turn)	D	E
Nimitz Highway left turns		
Northbound, to Richards Street	E	E
southbound, to Halekauwila Street	F	F
southbound, to Alakea Street	F	F
Bishop Street, at Nimitz Highway		
West(makai)bound (left turn)	C	D
(through)	D	D
(right turn)	E	D
East(mauka)bound (left turn)	E	F
(right turn)	A	C
Fort Street, eastbound (mauka-bound)	A	A

Notes: 1) Levels of Service are defined in the Appendix.

### Volume-to-Capacity Ratios

Volume-to-capacity (V/C) ratios were calculated at several locations. These ratios provide an additional indicator of the proposed project's traffic impacts on the roadway system. The greatest impact occurs during the PM peak hour; V/C ratios are shown in Table 8.

Table 8  
V/C Ratios

<u>(PM Peak Hour)</u>	<u>Existing</u>	<u>Future Condition</u>		
		<u>W/O Project</u>	<u>With Project</u>	<u>At Maximum Use</u>
Nimitz Highway at Fort Street				
Northbound	0.82	0.87	0.99	1.00
Southbound	0.62	0.66	0.66	0.67
Nimitz Highway at Bishop Street				
Northbound	0.57	0.66	0.93	1.02
Southbound	0.60	0.64	0.78	0.80
Ala Moana Blvd. and Bishop St. (4-way stop)	0.23	0.23	0.68	0.80

### Regional Impacts

Traffic generated by the proposed project could also affect conditions on other streets and at other intersections. This study did not include forecasts or intersection analyses beyond the immediate vicinity of the project, which would require a system-wide study. Expected impacts, however, are generalized herein.

The proposed Aloha Tower Plaza would increase traffic at three locations as shown in Table 9. Because of different conditions, each location is discussed separately and in a different manner.



Table 9

## REGIONAL IMPACTS

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
Nimitz Highway at Pier 18		
Ewabound	+70 vph	+110 vph
Waikikibound	+100 vph	+100 vph
Ala Moana Blvd. at Punchbowl Street		
Ewabound	+60 vph	+60 vph
Waikikibound	+40 vph	+70 vph
Downtown Honolulu		
Maukabound	+70 vph	+100 vph
Makaibound	+90 vph	+90 vph

The State Highways Division is currently studying alternatives to increase capacities along Nimitz Highway ewa of Aloha Tower. The project, whose nearest point to Aloha Tower is at Pier 18, uses a traffic assignment<sup>12</sup> which assumed implementation of the Honolulu Harbor Master Plan. The uses proposed by the Aloha Tower Plaza project are consistent with the Master Plan, therefore the highway study's traffic assignment should not be affected. Table 9 and the highway's traffic assignment indicate that the Aloha Tower project's traffic contribution at Pier 18 is approximately three percent of the total design year peak hour highway traffic.

The project's impact to Ala Moana Boulevard is discussed in terms of existing traffic. Potential traffic increase on Ala Moana Boulevard due to the project is between 2 and 3 percent of existing traffic, based on Table 9. Future traffic increases greater than this could be expected without development of the project because travel between existing hotel and commercial areas and downtown is likely to occur on this corridor.

Mauka- and makai-bound traffic through downtown Honolulu is served by a network of one-way streets. The traffic assignment assumed that all makai-bound traffic generated by the Aloha Tower project would use Bishop Street, in order to identify the maximum impact conditions; Nuuanu Avenue, however, also serves makai-bound traffic through downtown Honolulu. The proposed layout requires that mauka-bound traffic first use Nimitz Highway, then turn onto Smith, Bethel, or Alakea Streets. Increased capacities on these mauka-makai streets may be necessary to maintain traffic service through downtown Honolulu.

### Mitigative Alternatives

Several mitigative alternatives which could improve levels of service at the Nimitz Highway and Bishop Street intersection were considered. Conversion of either (or both) the traffic signals at Bishop or Fort Streets to three-phase operation could improve levels of service. At Bishop Street, conversion would separate the mauka- and makai-bound movements and allow option lanes on the Bishop Street approaches to achieve better lane utilization. At Fort Street, a third signal phase could serve left turns from Fort Street to northbound Nimitz Highway and relieve some of the demand at Bishop Street. Conversion to three-phase operation, however, would cause additional conflicts between vehicular and pedestrian movements across the highway and could cause bottleneck situations for Nimitz Highway traffic.

Another alternative would be to eliminate parking along the kokohead side of Bishop Street between Queen Street and Nimitz Highway. This action would increase intersection capacity by providing an additional makai-bound lane; on-street parking and loading, however, would be affected.

Although these alternatives are not recommended at this time, variations of them should be considered if the traffic demands forecasted for the maximum use case are realized.

### CONCLUSIONS AND RECOMMENDATIONS

Traffic in the vicinity of the proposed project is expected to increase with or without the proposed project. The additional traffic generated by the proposed project would result in lower service levels of the nearby roadways; however, roadway capacities would be sufficient. The following improvements are recommended so that the expected traffic volumes can be accommodated:

- o Allow two-way traffic on Ala Moana Boulevard and Fort Street. Provide left turn lanes separate from through traffic lanes as required to serve driveways into the parking garage and hotel.
- o Relocate Fort Street approximately sixty feet in the diamondhead direction and allow only right turns out of Fort Street.
- o Provide a storage lane for left turns from Nimitz Highway northbound into Fort Street.
- o Restripe Bishop Street between Queen Street and Nimitz Highway for better lane use and provide or alter traffic islands as necessary for new traffic layout.

- o Adjust signal phasing at the Nimitz Highway intersections with Bishop Street and Fort Street.

Specific actions should be coordinated with the State Highways Division and the City Department of Transportation Services during the public facility design stage of the proposed project.

FOOTNOTES

1. State of Hawaii, Department of Transportation, Highways Division, Planning Branch. Various counts.
2. City and County of Honolulu, Department of Transportation Services, Traffic Planning Section. Various counts.
3. National Academy of Sciences, National Research Council, Highway Research Board, Special Report 87, Highway Capacity Manual, Washington D. C., 1965.
4. State of Hawaii, Department of Transportation, Highways Division, Planning Branch. Traffic Assignment for Project No. F-092-1(16), TA 80-16.
5. Institute of Transportation Engineers, Trip Generation, Arlington, Virginia, 1979.
6. State of Hawaii, Department of Transportation, Airports Division. Groundside Operations Study and Development Plan, Honolulu International Airport, Project No. O-1090. August 1979.
7. State of Hawaii Department of Planning and Economic Development, State of Hawaii Data Book 1980, Table 8.
8. State of Hawaii Department of Planning and Economic Development, State of Hawaii Data Book 1982, Table 544.
9. City and County of Honolulu. Comprehensive Zoning Code (CZC), 1978, as amended.
10. City and County of Honolulu. Honolulu Parking Management Study, May 1981.
11. Ibid.
12. SDOT, TA 80-16.

## APPENDIX

The Highway Capacity Manual defines six levels of service, labelled A through F, from the best to worst condition. Characteristics of each level of service for intersections and for highways are described below. Level of Service C is typically used for highway design and Level of Service D is considered adequate for urban arterials; corresponding Level of Service for rural highways are B and C.

Intersections

Level of Service A: Drivers operate in a free flow situation with no delays and easy turn movements.

Level of Service B: This level represents stable conditions; drivers may be slightly restricted in movements, however, no delays exceed one cycle.

Level of Service C: Small back-ups may occur behind turning vehicles and drivers may experience delays exceeding one cycle. Although movements may be somewhat restricted, they are not objectionable as stable operation continues.

Level of Service D: Drivers experience restrictions which approach instability. Delays may occur during short peaks, however, periodic clearance of developing queues prevents excessive back-ups.

Level of Service E: This level represents conditions at capacity which serve the most vehicles the intersection is able to accommodate. Long queues and substantial delays occur at capacity.

Level of Service F: Capacity of intersection exceeded. Conditions are jammed and volumes that can be carried are unpredictable. Congestion with excessive delays and very long queues are typical of this service level.

Highways

Level of Service A: A free flow situation with low volumes and high speeds. There is a high level of maneuverability with speeds controlled by driver discretion, speed limits, and physical constraints.

Level of Service B: A condition of stable flow, drivers may experience a slight reduction in operating speeds, but still have a reasonable amount of maneuverability.

Level of Service C: Stable flow continues although drivers may start to feel restricted as speeds and maneuverability become controlled by higher volumes. A satisfactory speed is still obtainable in this service level.

Level of Service D: Changes in operating conditions approach unstable flow. Volume fluctuations and temporary restrictions reduce operating speeds and maneuverability. Low comfort and convenience can be tolerated for short durations.

Level of Service E: Volumes are near or at capacity of the highway. Operating speeds are less than 30 mph and momentary stoppages may occur in this unstable flow.

Level of Service F: Capacity of highway section exceeded; conditions deteriorate. Forced flow situation with low speeds and unpredictable volumes dropping below capacity. Downstream congestion may cause delays of varying duration. The possibility exists that both speed and volume may drop to zero.

APPENDIX E  
COMMENTS AND RESPONSES  
ON THE  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

COMMENTS AND RESPONSES ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

The following agencies, organizations and individuals reviewed and commented on the draft Environmental Impact Statement. Those who made substantive comments concerning the proposed action received written responses to their concerns. They are indicated by an asterisk (\*) in the following list. All of the letters received, together with responses to all substantive comments, are reproduced on the following pages of this Appendix.

State Agencies:

Department of Defense  
Department of Accounting and General Services  
Department of Agriculture  
Office of Environmental Quality Control  
\*Department of Health  
\*Department of Land and Natural Resources  
University of Hawaii  
  \*Environmental Center  
  \*Water Resources Research Center

County Agencies:

Police Department  
Building Department  
Department of General Planning  
Department of Housing and Community Development  
\*Department of Public Works  
\*Office of the Mayor  
\*Department of Parks and Recreation  
\*Board of Water Supply  
\*Department of Land Utilization  
\*Department of Transportation Services  
\*Fire Department

State/County:

Oahu Metropolitan Planning Organization

Federal Agencies:

U.S. Department of Agriculture, Soil Conservation Service  
U.S. Department of the Interior, Fish and Wildlife Service  
Department of the Air Force  
U.S. Department of Transportation, U.S. Coast Guard  
Department of the Army  
Naval Base, Pearl Harbor

Individuals and Organizations:

\*American Lung Association  
\*Hawaiian Electric Company, Inc.  
\*The Chamber of Commerce of Hawaii  
\*Jack F. Schweigert, Esq. (For SeaFlite, Inc.)





STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ADJUTANT GENERAL  
215 DUNDON ROAD, HONOLULU, HAWAII 96819

CLONCE B. ANDERSON  
Lieutenant Colonel

ALVIN T. LUM  
Major General  
Adjutant General

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES  
P. O. BOX 111, HONOLULU, HAWAII 96819



CLONCE B. ANDERSON  
Lieutenant Colonel

HONOLULU  
COMMUNICATIONS  
DIVISION

LETTER NO. (P) 1552.3

HITEMC

16 JUN 1983

JUN 21 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Aloha Tower Plaza Development Plan

Thank you for providing us the opportunity to review the proposed project, "Aloha Tower Plaza Development Plan" Environmental Impact Statement Draft.

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

Yours truly,

*Jerry M. Matsuda*  
JERRY M. MATSUDA  
Captain, USMC  
Colt & Engr Officer

cc: Aloha Tower Dev. Corp.  
Group 70  
Env. Quality Comm w/EIS

Ms. Jacqueline Parnell, Director  
Office of Environmental  
Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Aloha Tower Plaza Development Plan

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

Very truly yours,

*Jideo Murakami*  
JIDEO MURAKAMI  
State Comptroller

A-71

GEORGE R. ANIYOSHI  
GOVERNOR



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

June 15, 1983

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

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

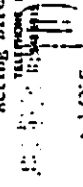
GEORGE R. ANIYOSHI  
GOVERNOR



STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
508 MALEKAHUNA STREET  
ROOM 301  
HONOLULU, HAWAII 96813

July 6, 1983

Melvin K. Kozumi  
Acting Director



Mr. Robert Holman  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Subject: Aloha Tower Plaza Development Plan Draft EIS,  
Honolulu, Hawaii

We have reviewed your draft EIS and have no substantive  
comments. Thank you for the opportunity to review your  
draft EIS.

The Department of Agriculture has reviewed the subject document  
and does not have any comments or objections to offer.

Thank you for the opportunity to comment.

*Jack K. Siwa*  
JACK K. SIWA  
Chairman, Board of Agriculture

Sincerely,

*Melvin K. Kozumi*  
Melvin K. Kozumi  
Acting Director

CC: ~~George R. Aniyoshi~~



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3318  
HONOLULU, HAWAII 96821  
June 24, 1983

CHARLES G. CLARK  
DIRECTOR

JOHN F. CHALWINE, M.D.  
HEBERT H. THOMPSON, M.A.  
MELVIN E. KONZUMI  
ARLENE MADRID SHAW, M.A., J.D.

Mrs. Jacqueline Parnell

-2-

June 24, 1983

MEMORANDUM

To: Mrs. Jacqueline Parnell, Director  
Office of Environmental Quality Control

From: Deputy Director for Environmental Health

Subject: Environmental Impact Statement (EIS) for Aloha Tower Plaza Development  
Plan, Honolulu, Oahu, Hawaii

- a. Construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must have a muffler.
- b. The conditional use of the permit must be compiled with as specified in the regulations and the conditions issued with the permit.
- 5. Traffic noise from heavy vehicles traveling to and from the construction site must be minimized in residential areas and must comply with the provisions of Title II, Administrative Rules Chapter 42, 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.

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

We submit the following comments for your information and consideration:

1. Noise disturbances originating from activities related to operation of the proposed development will adversely impact residents of Harbor Square. The following factors may contribute to noise impacts:
  - a. Increase in vehicular traffic volume, including tour buses.
  - b. Activities relating to deliveries of goods and services, including commercial refuse collection.
  - c. Activities relating to maintenance work.
  - d. Open air type entertainment.
  - e. Increase in cruise ship volume with whistles, bells or entertainment using amplification.
2. At the same time, noise originating from the Hawaiian Electric power plant located near the proposed development will impact guests of the proposed hotel.
3. Through facility design, noise from any equipment, such as air conditioning/ventilation units, heat pumps, water pumps and exhaust fans, must be attenuated to meet the allowable levels of Title II, Administrative Rules Chapter 43, Community Noise Control for Oahu.
4. Our Community Noise Permit requirement for construction noise is addressed under Section 4.1 of page 67. The following additional comments should be added:

cc: Aloha Tower Development Corp. ✓  
Group 70

*Melvin E. Konzumi*  
MELVIN E. KONZUMI

# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Mr. Kent H. Keith, Chairman  
Dr. Iwakihi Higashinaka Mr. Susumu Ito Mr. Donald Harper Mr. Asaok Terase Mr. Thomas Ueda  
Mr. Robert Holman, Executive Officer

26 July 1983

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

Dear Mr. Koizumi:

SUBJECT: Environmental Impact Statement for Aloha Tower Plaza  
Development Plan, Honolulu, Oahu, Hawaii (DOH File EPHS-SS)

Thank you for reviewing and commenting on the subject EIS. In response to your specific comments:

1. Noise disturbances impacting residents of Harbor Square

In general, it should be noted that the Harbor Square Condominium is located approximately 800 feet southeast of the nearest edge of the proposed development, approximately the same distance as from Harbor Square to the Bank of Hawaii. It is separated from the project by Himitz Highway and buffered from the project site by Hawaiian Electric, Grosvenor Center, the Dillingham Transportation Building and Irwin Park. In addition, it is situated north of the Aloha Tower site and thus, under prevailing northeast tradewinds, noise emanating from the project will be directed seaward and away from the condominiums. Although we recognize the legitimacy of your concerns, we believe that noise impacts on Harbor Square residents from operation of the proposed project will normally be insignificant. The AIDC will, however, monitor the situation carefully and adhere to Community Noise Regulations. This should insure appropriate mitigation of any potential adverse noise impacts which might occur as a result of project operations. In regard to the factors listed in your letter:

July 26, 1983  
Page 2

a. Increase in vehicular traffic volume, including tour buses

As stated in Appendix A of the draft EIS, the project is served primarily by State Route 92 (Himitz Highway/Ala Moana Boulevard) which is also the primary highway link between Honolulu International Airport and Waikiki. This 6- to 8-lane facility serves a mix of traffic, including commuters, visitors, and commercial traffic. Traffic on the facility includes users originating from or destined to the downtown Honolulu/civic center area as well as through traffic between the Waikiki-Ala Moana-Kakaako areas and the Iwilei-Kalihi-Airport area. Traffic along this arterial, in the vicinity of Harbor Square, is projected to increase at a rate of 1.3 percent per year from 1983 to 1988 resulting in a AM peak hour volume of 5070 vehicles per hour without the project. Operation of the project will add 130 vehicles to the peak hour traffic stream, 3 percent of total volume. Although these 130 additional vehicles could conceivably raise the highway noise level slightly, the impact on Harbor Square residents is expected to be insignificant.

Tour buses serving the new development were not considered a major factor as the expected market for the hotel and business travelers rather than resort guests. If tour buses occasionally serve the hotel they will discharge and pickup passengers within the landscaped auto court which is well within the project and at least 1,000 feet from Harbor Square. To further mitigate noise problems, the design guidelines recommend that the auto court include an overhead canopy. This solution has been effectively applied at the Stanford Court in San Francisco, which has guest rooms located above its auto court.

Any increase in tour bus activity which results from an increase in cruise ship activity would occur with or without the project. If the project is developed as set forth in the plan buses will pick up and discharge passengers only "at-grade" and not on the second level, as occasionally occurs at the present time. On rare occasions when Ala Moana Boulevard between Piers 7 and 8 (as shown on Figure 14 of the

draft EIS) is used for tour bus staging (primarily in the daytime), the drivers will be required to shut off their engines while waiting to proceed to the pier 10/11 pickup area. This will help to mitigate any potential noise impacts to Harbor Square residents, however, it is uncertain at this time if this area will even be used for tour bus staging.

b. Activities Relating to Deliveries, Refuse Collection, etc.

The design guidelines specify that refuse from the hotel will be stored within the building and will be collected within the covered service dock/loading area as shown on Figure 7 of the EIS. Service and delivery vehicles will also use this area. Restricting these activities to an interior area will isolate the sound and act to minimize potential noise impacts.

As shown on Figure 9 of the EIS, deliveries, loading and refuse collections related to office use will be permitted at the mauka end of the office building, 1,000 feet from Harbor Square. Using construction trucks as an extreme example of vehicular noise (94 dB(A) at 50 feet), with a 9 dB(A) reduction due to the location of Grosvenor Center in relation to the project and Harbor Square, peak sound levels at Harbor Square would be 59 dB(A). This is within the daytime limit for business zoning of 60 dB(A) and below the typical urban ambient level of 70+ dB(A). It should be noted that this noise level will be a maximum which will occur only intermittently during daylight hours. In addition, prevailing tradewinds will carry the noise seaward on most days, thus reducing noise impacts significantly.

c. Activities Related to Maintenance Work

Except in emergencies, maintenance activities will take place during daytime hours. In most cases the distance of the project from Harbor Square and its separation by Himitz Highway, the prevailing tradewinds, the presence of medium and high-use structures between the proposed project and the condominiums, and the proposed design and layout of the project will act to mitigate noise impacts.

Trimming trees in Irwin Park might be one instance where noise levels have the potential of annoying residents, if they have their windows open and if atmospheric conditions such as Kona winds are present. This would occur very rarely.

d. Open Air Type Entertainment

As stated in the EIS, the ATDC development objectives (and Chapter 206J Hawaii Revised Statutes) clearly indicate that the Aloha Tower Plaza complex should be a major public gathering place and that new activities should be created which will bring people to the waterfront. Fulfilling these objectives may result in increased noise levels at the project site. Among the activities being considered are open air concerts in the plaza area.

It is unlikely that sounds emanating from public areas (where open air entertainment is most likely to take place) would reach adverse levels. Existing noise regulations require that nighttime sound emissions from business zoned parcels be 50 dB(A) or less at the property line. Although stringent, the ATDC will be responsible for insuring that these noise levels are not exceeded in public areas. (Hotel management will be responsible for containing entertainment noise from that source).

e. Increase in Cruise Ship Volume

Increases in the number of cruise ships calling at Piers B-11 are not a function of the proposed Aloha Tower development. Any increase in noise levels resulting from increased maritime activity would occur even if the Aloha Tower site is not redeveloped. DOT Harbors will be responsible for insuring that maritime activities do not violate Community Noise Regulations.

2. Noise From Hawaiian Electric Power Plant


As stated in the Air Quality Impact Study appended to the draft EIS, the generators in question are only used for peak periods (6:00 a.m. to 9:00 p.m. weekdays) unless other Hawaiian Electric (HECO) generating units on the system are down for maintenance. Of the three units at the station, one will be retired in December 1983. (See Appendix A, draft EIS, page A6).

July 26, 1983  
Page 5

We have discussed the noise factor with HECO's Environmental Department. Their records indicate that they have received no noise complaints from either Harbor Square residents or Grosvenor Center tenants in the past seven or eight years. Complaints were received in the early 1970's; as a result of these complaints modifications were made at the plant to attenuate noise. From time to time, when it is necessary to blow off steam, adverse noise may be generated. People in surrounding buildings, however, are notified prior to these occurrences of the time and duration of the disturbance. We, therefore, do not believe that noise from the power plant will significantly impact hotel guests at the Aloha Tower Plaza. Please contact Jim Peck, HECO Environmental Department, if you require additional information concerning noise characteristics of the power plant.

3. The developer will be required to design the facility so that noise from any equipment is attenuated to meet the allowable levels of Title 11, Administrative Rules Chapter 43, Community Noise Control for Oahu.
4. The additional comments will be added to the final EIS.
5. Traffic noise from heavy vehicles traveling to and from the construction site will be minimized in the event they must travel through residential areas. In addition, heavy vehicles will comply with the provisions of Title 11, Administrative Rules Chapter 42, Vehicular Noise Control for Oahu.

Very truly yours,

  
Robert W. Hojman  
Executive Officer

RH/dh

cc: Group 70  
City and County Department of  
Land Utilization (Folder 83/2-1(CC))

GEORGE R. ANTONIOM  
DIRECTOR OF LAND



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 951  
HONOLULU, HAWAII 96808

June 28, 1983

Mr. Robert W. Holman  
Aloha Tower Development Corp.  
Aloha Tower, 8th Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Thank you for the opportunity to review the draft environmental impact statement (EIS) for the development of the Aloha Tower Plaza. We have two concerns regarding the project.

HISTORIC SITES CONCERNS:

We concur with your plans to retain and/or enhance historic structures or features, such as the Aloha Tower (listed on the Hawaii and National Register of Historic Places), Pier Gallery, and the Irwin Park.

If during the course of your project's land excavation operations, buried archaeological deposits are uncovered, please notify our office at 548-6408. Should such deposits be significant or determined potentially significant, you will be requested to have such materials to be retrieved by professional archaeologists.

RECREATION CONCERNS:

Overall, considerations for public shoreline access, open space, and retention of Aloha Tower are positive. However, the EIS does not address how the project will affect the observation deck on the tenth floor of Aloha Tower. Specifically, will the general public be allowed to continue using the tenth floor as an observation deck? If so, a) how will the project affect the view from the deck and b) will the elevators be improved to adequately handle the visitors wishing to get to the deck?

Very truly yours,

SUSUMU ONO, Chairman  
Board of Land and Natural Resources and  
State Historic Preservation Officer



SUSUMU ONO, CHAIRMAN  
BOARD OF LAND & NATURAL RESOURCES  
EDGAR A. HANAU  
SECRETARY TO THE CHAIRMAN  
DEVELOPERS:  
ALOHA TOWER DEVELOPMENT  
CORPORATION  
1001 SOUTH KING STREET  
RENEWABLES DEVELOPMENT  
CORPORATION  
1001 SOUTH KING STREET  
LAND MANAGEMENT  
STATE PLANS  
STATE AND LAND DEVELOPMENT

**ALOHA TOWER DEVELOPMENT CORPORATION**

Mayor Eileen Anderson Dr. Eppitshi Iliashikawa Mr. Kent H. Keith, Chairman  
Mr. Susumu Ono Mr. Donald Raper Mr. Robert Heine, Executive Officer  
Mr. Aaron Irvine Mr. Thomas Ivis

July 22, 1983

Mr. Susumu Ono, Chairman  
Board of Land and Natural Resources  
and State Historic Preservation Officer  
P.O. Box 621  
Honolulu, Hawaii 96813

Dear Mr. Ono:

Subject: Aloha Tower Plaza Development Plan - Draft EIS

Thank you for reviewing and commenting on the EIS. In answer to your specific concerns:

Historic Sites Concerns:

As stated in the EIS (pp. 47-48), the existing pier complex at the Aloha Tower site, where excavation and grading will take place, falls seaward of the shoreline that existed in 1810. Historical maps indicated that the main part of this complex was produced by fill land between the years 1810 and 1843. It is expected, due to the long time interval and heavy traffic, that the underlying materials are consolidated and highly compacted. It is, therefore, unlikely that archaeological deposits will be found on-site unless they were deposited there as part of the landfill operation. The developer will, however, be instructed to notify your office if buried archaeological deposits are uncovered and to undertake specific mitigation measures at your direction.

Recreational Concerns:

Aloha Tower will be an integral part of the proposed development and as such will continue to be an important visitor attraction within the area. The general public will be encouraged to use the observation deck.

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5327

A-77

Mr. Susumu Ono

(2)

July 22, 1983

The Aloha Tower observation deck is 135 feet above pier deck and the proposed development will be restricted to a 65 foot height limit. Therefore, as stated in Appendix C of the draft EIS, the proposed project will have no effect on distant views from this observation area. The design concept for the Aloha Tower rehabilitation includes a new elevator (Figure 13, draft EIS).

Very truly yours,

  
Mr. Robert W. Holman

RWH:nrl  
cc: Group 70





# University of Hawaii at Manoa

Environmental Center  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 949-7361

Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Sir/Madam:

Draft Environmental Impact Statement  
Aloha Tower Plaza Development Plan  
Honolulu, Oahu

The Environmental Center review of the above cited document has been prepared with the assistance of Donald Bell, Real Estate; John Craven, Ocean Engineering/Law School; Peter Flachsbart, Urban and Regional Planning; and Pamela Bahnsen, Environmental Center.

In general, our reviewers have found this DEIS to be a comprehensive document that adequately describes the potential environmental impacts associated with the development of the Aloha Tower Plaza. The specific concerns that follow have been identified by our reviewers.

### Development Objective and Design

Presently in the DEIS we are unable to determine in what capacity the Aloha Tower will be used. Discussion of its proposed usage should be included in the Revised EIS. We do note, however, that it is under consideration to install a central air conditioning system in the building (page 28) and yet it is stated on page 6, as one of the development objectives, that a naturally comfortable microclimate be created along with an energy efficient design (page 9). We suggest, in light of energy conservation concerns, that the effectiveness of an alternative method for natural air flow through the tower be examined.

We note on pages 13 through 21 that certain design requirements are to be required of the private developer whose primary area of development is to be the hotel, office building, restaurants and retail shops. How will these design and use criteria be implemented and enforced in the private developer's design and subsequent construction? Will the terms/requirements of the project's design, as specified in the DEIS, be stipulated in the contract/agreement between ATDC and the private developer? (See pages v, vi, 10, 13, 14, and 33)

AN EQUAL OPPORTUNITY EMPLOYER

Director, OEQC

- 2 -

July 8, 1983

### Historical Attributes

A more serious concern raised by our reviewers does not apply to any question of adequacy of the DEIS, but addresses the cultural/historical significance of the site and its use in the design of the project.

We note that one of the proposed development's objectives is to, "Design buildings and open spaces to be of the highest quality, in the Hawaiian tradition and in the tradition of waterfronts (page 9)." We concur with the intent of promoting the "Hawaiian tradition" in the design, however we find little evidence in the plan of specific actions that will be required to emphasize the cultural and historical Hawaiian "maritime" traditions of the Honolulu waterfront. Given the location of the project, emphasis on the marine historical attributes would be the singular feature that would set this development apart from all other "Hawaiian" commercial complexes.

We would like to suggest that greater consideration be given to a design that would reflect both the present and past histories of the abutting Honolulu Harbor and its maritime activities. Possible methods of implementing this historical maritime theme would be to 1) design the Aloha Tower to accommodate an expanded and comprehensive maritime museum that would trace Hawaii's maritime history in a chronological sequence by floor levels; 2) incorporate the historical maritime theme into the design, decor, and furnishings of the hotel, office building, restaurants, retail shops and mail areas. The historical maritime design could create a unique atmosphere through provision of open space for ancient canoes, perhaps the Hokulua or other appropriate examples of Hawaiian maritime history, would complement and emphasize the significance of the Aloha Tower and the accompanying docks.

A-1-29

Given the special location and recognized landmark significance of the Aloha Tower (page A-15) and the opportunity to create an unparalleled internationally visible cultural and historic maritime commercial complex, it would seem of utmost importance that the cultural and historical theme of the site be emphasized to the maximum extent possible to avoid the alternative of an isolated "Tower" and "well designed" but standard commercial complex on a waterfront. It is our understanding that the cities of Baltimore, Boston, and Victoria B.C. have created complexes somewhat similar to what we are suggesting with outstanding success.

We appreciate the opportunity to comment on this DEIS and hope you will find our suggestions of interest in your preparation of the Revised EIS and further development of this project.

Sincerely,

*Jacqueline N. Miller*  
Jacqueline N. Miller  
Acting Director

cc: Aloha Tower Development Corporation  
Group 70  
Donald Bell  
John Craven  
Peter Flachsbart  
Pamela Bahnsen

**ALOHA TOWER DEVELOPMENT CORPORATION**

July 26, 1983  
Page 2

Major Officers: Mr. Kent H. Keith, Chairman; Mr. Donald Kayser, Mr. Alton Levine, Mr. Thomas Irish; Mr. Robert Holman, Executive Officer

July 26, 1983

Ms. Jacquelin M. Miller  
Acting Director, Environmental Center  
University of Hawaii  
2550 Campus Road  
Honolulu, Hawaii 96822

Dear Ms. Miller

Subject: Aloha Tower Development Plan  
Draft Environmental Impact Statement

Thank you for reviewing the subject dEIS. In answer to your specific comments:

1. Usage of Aloha Tower

Plans for usage of the Aloha tower have not been finalized as yet. The goal of AIDC, as stated in the dEIS, is to encourage public access and use of the waterfront area; this includes the Aloha Tower itself. Page 89 of the draft EIS states:

"The Aloha Tower is envisioned as being the focal point of the new development. Because of an increased accessibility and visual prominence it is expected that more people will be encouraged to visit it. Much interest has also been expressed by the local maritime museum in locating its expanding collection there. It is anticipated that these actions will reinforce public attraction not only to the "tower" itself but to other features and activities on the site."

2. Air Conditioning

Alternatives to central air conditioning will certainly be examined during the design of the public improvements. As stated on page 28 of the dEIS, central air conditioning was suggested so that existing window units could be removed. Window units are energy inefficient as well as being unattractive appurtenances to the refurbished tower.

3. Design and Use Criteria

Five developers are presently preparing proposals for the Aloha Tower Plaza development. Selection of the winning team will be based, in part, on the development proposal's adherence to the spirit of the design guidelines. The AIDC will monitor the implementation phase of the development from design through operation. In addition, the developer's lease with the AIDC will contain a provision that the lessee will design, construct and maintain all improvements on the leased premises in accordance with the design guidelines and the proposed physical program.

4. Historical Attributes

1. Public Improvements/Aloha Tower

Your suggestion that the Aloha Tower accommodate an expanded maritime museum is being considered. (See response to your first comment.) Your suggestions as to emphasizing the "marine" traditions of the waterfront in the design of the public open spaces have been forwarded to the Board Members of the AIDC for their consideration.

2. Private Development Program

The design guidelines adopted by the AIDC are intended as a framework within which development of the Aloha Tower Plaza can take place. They are specific, where conformance is essential to the public purpose of the project, and more general where this concern is not as critical. For example, guidelines are specific in requiring particular treatment at the ground level edge of each development site (e.g., arcades, awnings, active uses), because of the important relationship



ALOHA TOWER      LEGAL COUNSEL      HONOLULU, HAWAII 96813      (808) 548-5127

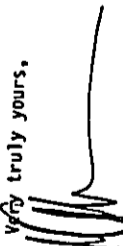
July 26, 1983  
Page 3

to the planned public open spaces. The guidelines are less specific and more general in addressing matters such as the organization and layout of guest room or office floors.

The ATDC will be looking for an imaginative response to these guidelines, one that understands and enhances the overall design concept for the project. To mandate that all proposals follow a particular theme would restrict the creativity of the professionals involved and limit the range of responses to the design problem.

The Board, however, will made aware of your concerns and will evaluate them in the context of the overall development concept.

Very truly yours,



Robert M. Holman  
Executive Officer

RHH:byb

cc: Group 70



# University of Hawaii at Manoa

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

16 June 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila St., Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Draft EIS Aloha Tower Development Plan, Honolulu, Oahu,  
Hawaii, June 1983

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

1. P. 7, Fig. 2 and many other maps could use a north arrow.
2. P. 51, para 2.1, line 1 has missing words.
3. P. 54, Table 1, "Water Quality Data for Pier 11". The numbers given are means and contain too many significant figures. Analyses are not accurate to the figures shown.

Also under Turbidity the units are FTU, not FT0 as shown.

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

Sincerely,  
*Edwin T. Murabayashi*

Edwin T. Murabayashi  
EIS Coordinator

ETH:jm

cc: Aloha Tower Development Corp.  
Group 70

AN EQUAL OPPORTUNITY EMPLOYER



# ALOHA TOWER DEVELOPMENT CORPORATION

Major Office Address: Mr. Kent H. Keith, Chairman  
Mr. Donald Berger, Mr. James Frank, Mr. Thomas Cook  
Mr. Robert Holman, Executive Officer

June 29, 1983

GROUP 70

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

Subject: Aloha Tower Development Plan - Draft EIS

Dear Mr. Murabayashi:

Thank you for reviewing the subject EIS. The errors which you have pointed out will be corrected in the Final EIS.

Very truly yours,

*Robert W. Holman*  
Robert W. Holman

RWH:nrl

cc: Group 70

ALOHA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5327

BUILDING DEPARTMENT  
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL BUILDING  
438 SOUTH KING STREET  
HONOLULU, HAWAII 96813



EILEEN M. ANDERSON  
MAYOR

ROY H. TANJI  
DIRECTOR AND BUILDING SUPERINTENDENT

WILLIAM F. REYNOLDS  
DEPUTY DIRECTOR

PB 83-464

June 20, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Draft EIS for Aloha Tower  
Plaza Development Plan

We have reviewed the subject draft EIS and have no comments.  
Thank you for the opportunity to review it.

Very truly yours,

*[Signature]*  
ROY H. TANJI

Director and Building Superintendent

cc: J. Harada  
Aloha Tower Develop. Corp.  
Group 70

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

1435 SOUTH WEREAHUA STREET  
HONOLULU, HAWAII 96813-4800 (1984) 941-3111



EILEEN M. ANDERSON  
MAYOR

OUR REFERENCE EC-ES

June 17, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Aloha Tower Plaza Development Plan EIS

We do not have any comments to add to those furnished in response to the  
Notice of Preparation of EIS for Aloha Tower Plaza Development Plan.  
Thank you for allowing us to review this draft EIS.

Sincerely,

HAROLD FALK  
Acting Chief of Police

By *[Signature]*  
ROY KANA  
Acting Assistant Chief  
Administrative Bureau

cc: Aloha Tower Development Corp.  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813  
Attention: Robert Holman

Group 70  
924 Bethel Street  
Honolulu, Hawaii 96813  
Attention: Harilynn Metz

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



EILEEN R. ANDERSON  
MAYOR

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
CITY AND COUNTY OF HONOLULU  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
PHONE 923-4161



EILEEN R. ANDERSON  
MAYOR

JUN 28 1983  
RALPH PORTIMORE  
DEPUTY CHIEF PLANNING OFFICER

DGP6/83-6953

June 27, 1983

June 30, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Aloha Tower Plaza Development Plan  
Draft Environmental Impact Statement

We have no further comments on the subject draft environmental impact statement. Our earlier comments have been acknowledged by the applicant and are discussed in the EIS.

Sincerely,

*Ralph Kawamoto*  
RALPH KAWAMOTO  
Planner

APPROVED:

*Willard T. Choh*  
WILLARD T. CHOH

cc: Aloha Tower Development Corporation  
/Group 70

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Environmental Impact Statement (EIS)  
for the Aloha Tower Plaza Development Plan

Our previous comments on traffic volume, air and noise quality, and relocation issues are addressed in the subject draft EIS.

We thank you for the opportunity to review your EIS.

We will retain the report for our files.

Sincerely,

JOSEPH K. CONANT  
Original Signed  
JOSEPH K. CONANT

cc: Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813  
Attention: Robert Holman

Group 70  
924 Bethel Street  
Honolulu, Hawaii 96813  
Attention: Marilyn Metz

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



MICHAEL J. CHUN, Ph.D.  
DIRECTOR AND CHIEF ENGINEER  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
STATE OF HAWAII

MANUICHA M. KAYA  
ADMINISTRATIVE  
ENV 83-157

June 28, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
State of Hawaii  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Re: EIS for Aloha Tower Plaza Development Plan,  
Honolulu, Oahu, Hawaii

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

1. The calculated peak sewage flow should be 982,000 gallons per day (gpd) instead of 939,250 gpd (7.2b, Page 82). This corrected figure is derived by adding the infiltration/inflow rate of 2,750 gallons per acre per day multiplied by 16 acres to the sewage daily flow (938,000 + 44,000 = 982,000 gpd).
2. Under 7.2c, "Impacts" on page 82, additional capacity may be provided with a parallel line at the inadequate section of the existing 36-inch trunk sewer; however, the exact pipe size will have to be determined.

Me ke aloha pumehana,

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

cc: Aloha Tower Development Corp.  
Group 70  
Div. of Wastewater Management

ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Dr. Enoch H. Keli, Chairman  
Mr. Kent H. Keith, Chairman  
Dr. Enoch H. Keli, Chairman Mr. Donald Kayser Mr. Alton Irvine Mr. Thomas Frost  
Mr. Robert Itohan, Executive Officer

July 22, 1983

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

Dear Mr. Chun:

Subject: EIS for Aloha Tower Plaza Development Plan  
(Your letter ENV 83-157)

Thank you for reviewing and commenting on the EIS.  
In response to your specific comments:

1. Peak Sewage Flow

After discussions between a representative of our Civil Engineering Consultant, Sam O. Hirota, Inc., and a staff member of your Division of Wastewater Management, we have corrected the inflow/infiltration factor to reflect 2750 gallons per acre per day multiplied by 16 acres. Peak sewage flow is, therefore, 938,000 + 35,750 or 973,750 gpd. This revision will be incorporated in the final EIS.

2. Sewer Line

The reference to the size of the parallel line will be deleted in the final EIS.

Very truly yours,

*Robert W. Hoiman*  
for, Robert W. Hoiman

RWH:nt1  
cc: Group 70

ALOHA TOWER HONOLULU, HAWAII 96813 (808) 548-5377

14-00 05

OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII 96813 AREA CODE 808 534-4141



EILEEN R. ANDERSON  
MAYOR

June 24, 1983

Mr. Robert Holman, Executive Officer  
Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Dear Mr. Holman:

Aloha Tower Plaza Development Plan  
Draft Environmental Impact Statement (EIS)

Thank you for forwarding the subject draft EIS. Potential environmental effects in urban Honolulu, particularly developments along the harbor, are a major concern of my administration.

I am aware that affected City agencies have previously indicated their interest in the construction of the proposed development at the EIS preparation stage. EIS procedures call for your providing them copies of the draft EIS, containing new and significant information. The agencies will be submitting their respective comments to you separately.

Thank you for including us in the review and evaluation process.

Very truly yours,

*Eileen R. Anderson*  
EILEEN R. ANDERSON

ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson Mr. Kent M. Keith, Chairman  
Dr. Evelyniki Hupashomua Mr. Seamae Iano Mr. Donald Kayser Mr. Adam Levine Mr. Thomas Ilika  
Mr. Robert Holman, Executive Officer

July 22, 1983

The Honorable Eileen R. Anderson  
Mayor  
City and County of Honolulu  
Honolulu, Hawaii 96813

Dear Mayor Anderson:

Subject: Aloha Tower Plaza Development Plan Draft  
Environmental Impact Statement

Thank you for your comments on the subject EIS. For your information, copies of the draft EIS were distributed to ten agencies of the city through the Environmental Quality Commission (EQC). To date, eight have submitted comments and we anticipate that comments will be received from all recipient agencies.

We appreciate your continued support for the project and your stated goals of revitalizing the important downtown area of our city.

Very truly yours,

*Robert W. Holman*  
for, Robert W. Holman

RWH:nrl

cc: Group 70

AURIA TOWER

EIGHTH FLOOR

HONOLULU, HAWAII 96813

(808) 548-5327



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

EILEEN R. ANDERSON  
MANAGER



EMIKO I. KUDO  
DIRECTOR

SAM L. CARL  
ASST. DIRECTOR  
OSCAR M. ARANIMA  
RECREATION ASSISTANT

July 5, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT  
ALOHA TOWER PLAZA DEVELOPMENT PLAN

Thank you for the opportunity to review the Environmental Impact Statement for the Aloha Tower Plaza Development Plan. The Department of Parks and Recreation is pleased to see that the Irwin Memorial Park will be restored to open space and park use as originally intended. We do not have any specific comments to make at this time on other plan elements, but we would appreciate the opportunity to review more detailed plans of the plaza area and the park when they are prepared.

Sincerely yours,

(Mrs.) EMIKO I. KUDO, Director

EIK:vc

cc: ~~WAMS~~ ~~Environmental~~ Group 70

ALOHA TOWER DEVELOPMENT CORPORATION

Major Eileen Anderson Mr. Kent H. Keith, Chairman  
Dr. Evelyn Hightower Mr. Spence Oso Mr. Donald Kruger Mr. Aaron Levine Mr. Thomas Irish  
Mr. Robert Holman, Executive Officer

July 22, 1983

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

Dear Mrs. Kudo:

Subject: Environmental Impact Statement Aloha Tower  
Plaza Development Plan

Thank you for your comments on the subject EIS and Plan. I will inform the Board of Directors of the ATDC of your request to see more detailed plans of the Plaza area and park when they are prepared.

Very truly yours,

for, ROBERT W. HOLMAN

RWH:nrl

cc: Group 70

ALOHA TOWER

EXECUTIVE OFFICE

HONOLULU, HAWAII 96813

(808) 548-5327



COPY



ALOHA TOWER DEVELOPMENT CORPORATION

Mr. Kent H. Keith, Chairman  
Mr. Robert Hollman, Executive Director  
Mr. Donald Sawyer, Mr. Aaron Truener, Mr. Dennis Trisk  
Mr. Stephen Anderson, Mr. Stephen Higashimura, Mr. Sessum Ono

July 5, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: Draft Environmental Impact  
Statement for Aloha Tower Plaza  
Development Plan

We appreciate the opportunity to review the environmental document and have the following comments:

1. Estimates of Future Demand, pgs. 79-80:  
The total average daily water demand should be 441,000 gallons per day. This correction also affects the figure for the total average daily demand for the new development plus existing demand and the maximum daily demand. Our water distribution lines will need to be upgraded to accommodate the increased demand of this and other projects planned for the downtown area.
2. Impacts, pg. 80:  
The Board of Water Supply does not issue water permits. A commitment to serve water for the development will be made when the construction drawings or building permits are submitted to us for our review and approval. However, all action required by the City's Department of Land Utilization must be approved by them before we will take any action on the development.

If you have any questions, please contact Lawrence Whang at 527-5221.

Very truly yours,

*Kazu Hayashida*

KAZU HAYASHIDA  
Manager and Chief Engineer

cc: Aloha Tower Development Corp.  
Group 70

July 22, 1983

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: Draft Environmental Impact Statement for Aloha  
Tower Plaza Development Plan

Thank you for reviewing the draft EIS. In response to your specific comments:

1. Estimates of Future Demand, pgs. 79-80:  
Thank you for calling to our attention the error in the computation of water demand for the Aloha Tower Project. The final EIS will be corrected to indicate the following:  
Total average daily water demand 441,000 gpd  
for new development: 495,920 gpd  
Total development (incl. existing) 743,880 gpd  
Maximum daily water demand: 1.5 million gallons  
Peak Hourly Flow:

The last sentence of page 80 of the draft EIS states that... "The developer may also be required to pay an additional assessment for his proportional share for water system improvements that are required in the downtown area to accommodate new developments." This would conceivably include upgrading water distribution lines.

Mr. Kazu Hayashida

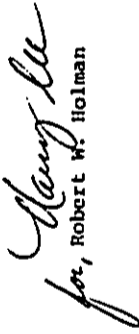
(2)

July 22, 1983

2. Impacts, pg. 80:

The section has been revised to incorporate the corrections that you have noted in your comment.

Very truly yours,

  
for, Robert W. Holman

RWH:nrl  
cc: Group 70

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**  
 650 SOUTH KING STREET  
 HONOLULU, HAWAII 96813 (808) 534-4022



**ALOHA TOWER DEVELOPMENT CORPORATION**

Mayor Eileen Anderson    Dr. Epulekahi Ikaikaema    Mr. Kenneth Keiuli, Chairman  
 Mr. Robert N. Holman, Executive Officer    Mr. Ronald Kayser    Mr. Alison Trimmer    Mr. Thomas Hatai

SILEEN R. ANDERSON  
 Mayor



GROUP 70

MICHAEL M. McELROY  
 DIRECTOR  
 ROBERT B. JONES  
 DEPUTY DIRECTOR

July 8, 1983

LU6/83-2636 (SH)

Mr. Melvin K. Koizumi, Acting Director  
 Office of Environmental Quality Control  
 State of Hawaii  
 550 Hahaione Street, Room 301  
 Honolulu, Hawaii 96813

Dear Mr. Koizumi:

Draft Environmental Impact Statement (EIS)  
Aloha Tower Plaza Development Plan

We have reviewed the above, and find it to be a well-prepared document, addressing the major concerns related to the project's implementation. There are a few areas which are yet unresolved, i.e., the final traffic circulation patterns, archaeological/historical concerns (should any artifacts be discovered during construction), water commitment, and sewage infrastructure.

The Design Branch of the Department of Land Utilization will review the details of this project under the provisions of the Capitol District-Historic, Cultural and Scenic District.

If there are any questions, please contact Sampson Har of our staff at 577-5099.

Very truly yours,

*Michael M. McElroy*  
 MICHAEL M. McELROY  
 Director of Land Utilization

RHH:s1

cc: Aloha Tower Development Corp.  
 Group 70

July 22, 1983

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

Dear Mr. McElroy:

Subject: Draft Environmental Impact Statement (EIS)  
Aloha Tower Plaza Development Plan

Thank you for reviewing the EIS. As stated in the draft EIS, final traffic circulation patterns and specific roadway and traffic improvements will be coordinated with the State Highways Division and the City Department of Transportation Services.

In regard to your archaeological/historical concerns, it is unlikely that archaeological deposits will be found, unless they were deposited there as part of the landfill operation that created the site. The developer will, however, be instructed to notify the State Historic Preservation Office if buried archaeological deposits are uncovered and will be required to undertake specific mitigation measures as directed by that office. The water commitment and sewage infrastructure issues will be resolved prior to project implementation.

Very truly yours,

*Robert N. Holman*  
 Robert N. Holman

RHH:nr1  
 cc: Group 70

ALOHA TOWER

HONOLULU, HAWAII

PERMIT NO. 1983-0013

(808) 548-5377

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



EILEEN R. ANDERSON  
MAYOR  
ANDREW L. CHANG  
MANAGING DIRECTOR

WILLIAM A. BONNETT  
DIRECTOR  
DALE WHEE  
DEPUTY DIRECTOR

Mr. Melvin Koizumi, Acting Director  
July 12, 1983  
Page 2

July 12, 1983

TE 6/83-2356

Mr. Melvin Koizumi, Acting Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

additional traffic onto the same highway and streets affected by the Aloha Tower Plaza Development Plan. The report should address this concern.

Thank you for giving us the opportunity to review this Draft Environmental Impact Statement.

If you have any questions, please contact Kenneth Iirata at 527-5031.

Dear Mr. Koizumi:

Sincerely,

WILLIAM A. BONNETT  
Director

Subject: Aloha Tower Development Plan  
Environmental Impact Statement

We have reviewed the Draft EIS on the Aloha Tower Development Plan and offer the following comments for your consideration:

1. The relocation of State employee parking, change in the traffic pattern within the Honolulu Harbor complex, and the traffic projected from the proposed development will also have an impact on the following intersections:

Alakea Street - Nimitz Highway  
Halekauwila Street - Nimitz Highway  
Nimitz Highway - Richards Street

These intersections are part of the overall traffic complex within the Aloha Tower project site, and as such, should be included in the traffic assignments. Capacity analyses should also be made for these intersections.

2. Our field observations and study of traffic counts on Nimitz Highway indicate this roadway is a heavily travelled arterial, and we question the excellent levels of service and volume to capacity ratios shown in the various tables for this highway.

3. The study should also address the impact to the City bus service by the projected bus patrons using City buses to and from the proposed development.

4. It should be noted that the City is considering development of a hotel and convention hall at the Kaahumanu parking facility site which will generate



# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Iifere Anderson    Dr. Epalike Hapalaikona    Mr. Kent H. Keittl, Chairman  
Mr. Josephine K. Serama (Deo)    Mr. Donald Kasper    Mr. Adam Levine    Mr. Thomas Boyd  
Mr. Robert Holman, Executive Officer

August 2, 1983

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

Dear Mr. Bonnet:

RE: ALOHA TOWER DEVELOPMENT PLAN-DRAFT ENVIRONMENTAL  
IMPACT STATEMENT

Thank you for reviewing the subject draft EIS. In answer to your specific comments:

1. Traffic assignments and capacity analysis for the intersections you suggest will be included in the Final EIS.
2. We agree with your observations concerning the levels of service and capacity ratios for Himitz Highway. We have identified this apparent discrepancy (and the reasons for the differences between observed and calculated results) on Page A-44 of the draft EIS.
3. Impacts to city bus service will be addressed in the Final EIS.
4. We are aware that the City has recently announced that it is considering development of a hotel and convention hall at the Kaahumanu parking facility site. This development will generate an unknown amount of traffic in the vicinity of the Aloha Tower complex. This will be noted in the Revised Traffic Impact Study which will be appended to the Final EIS.

Very truly yours,  
  
Robert H. Holman

RHH:nr1  
cc: Group 70

ALOHA TOWER    HEALTH DECTOR    HONOLULU, HAWAII 96813    (808) 548-5127

FIRE DEPARTMENT  
CITY AND COUNTY OF HONOLULU  
1455 S. BERETANIA STREET, ROOM 303  
HONOLULU, HAWAII 96814



FILED IN ANDERSON  
1455

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

June 17, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

SUBJECT: Aloha Tower Development Plan

Dear Ms. Parnell:

We have reviewed the EIS for the subject project.

As mentioned in your report (on page 85), the Waterfront Fire Station is 1 1/2 to 2 minutes away from the project area; however, the fire station houses only a fireboat that primarily provides fire protection for the Honolulu Harbor and Wharf areas.

Should a fire occur at the project site, an initial dispatch of 3 engine companies, 2 ladder companies, 1 rescue company and a Chief Fire Officer will provide the necessary fire protective equipment and manpower.

We have determined that adequate fire protection is available. Your EIS Report for the subject project will be retained for further study and review.

Very truly yours,

*Melvin M. Nonaka*  
MELVIN M. NONAKA,  
Fire Chief

PRIN:ct/NSKW

ALOHA TOWER DEVELOPMENT CORPORATION

Mr. Kent H. Krith, Chairman  
Major Eileen Anderson Mr. Kenneth H. Anderson Mr. James L. Brown Mr. Thomas T. Lee  
Mr. Robert H. Anderson Mr. Stephen M. Anderson Mr. Donald L. Brown Mr. Robert L. Brown  
Mr. Robert L. Brown, Treasurer (Officer)

August 3, 1983

Mr. Melvin Nonaka  
Fire Chief  
City and County of Honolulu  
1455 South Beretania Street  
Honolulu, Hawaii 96814

Dear Mr. Nonaka:

Subject: Aloha Tower Development Plan Draft EIS

Thank you for reviewing the subject EIS. Your comments will be incorporated into the text of the final document.

Very truly yours,

*Robert W. Holman*  
Robert W. Holman

RWH:rr1

cc: Group 70

A-93

ALOHA TOWER

HONOLULU, HAWAII 96813

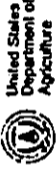
(808) 548-5177

**OMPO**

Oahu  
Metropolitan  
Planning  
Organization

June 24, 1983

Suite 1509  
1184 Bishop Street  
Honolulu, Hawaii 96813  
(808) 573-4178  
(808) 548-2838



Soil  
Conservation  
Service

P.O. Box 50004  
Honolulu, Hawaii  
96850

June 13, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Subject: Aloha Tower Plaza Development Plan - Draft EIS

Dear Ms. Parnell:

We have reviewed the above mentioned draft EIS and found that our comments raised on the EIS Preparation Notice have been adequately addressed. We have no further comments.

Sincerely,

*Cathy D. Arthur*

Cathy D. Arthur  
Acting Executive Director

CDA:GL/pjc

cc: 1) Aloha Tower Development Corporation  
2) Group 70

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

Subject: EIS for Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii

We have reviewed subject EIS and have no comments to make.  
Thank you for the opportunity to review this document.

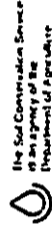
Sincerely,

*Francis C.H. Loh*

FRANCIS C.H. LOH  
State Conservationist

cc: Aloha Tower Development Corporation  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813  
Atten: Robert Holman

Group 70  
924 Bethel Street  
Honolulu, Hawaii 96813  
Atten: Harilynn Metz







United States Department of the Interior

FISH AND WILDLIFE SERVICE

300 A LA MOANA BOULEVARD  
P O BOX 50187  
HONOLULU, HAWAII 96810

JUN 16 1983



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 3333 AIR BASE WING PALACE  
HICKAM AIR FORCE BASE HAWAII 96111

RECEIVED JUN 17 1983

ES  
Room 6307

JUN 14 1983

Ms. Jacqueline Parnell  
Director, Office of Environmental  
Quality Control  
550 Halekuanila Street, Room 301  
Honolulu, Hawaii 96813

Re: EIS Aloha Tower Plaza  
Development Plan,  
Honolulu, Oahu, Hawaii

Dear Ms. Parnell:

In our current manpower and budget restrictions, the Office of Environmental Services cannot devote the time necessary to conduct a thorough review of fish and wildlife concerns associated with the referenced action at this time. We strongly recommend that you consult directly with the State of Hawaii, Department of Land and Natural Resources, Division of Aquatic Resources and consider their recommendations in your project planning.

Please be advised that this notification does not abrogate your responsibility to comply with the requirements of the Fish and Wildlife Coordination Act, nor does it represent Service approval of, or support for, the proposed activity. The Service may review future actions related to this proposal should administrative constraints be alleviated or if adverse impacts to significant fish and wildlife resources are identified. Please continue to keep this office apprised of the project's status.

Sincerely yours,

/s/

William Kroner  
Project Leader  
Office of Environmental Services

cc: Aloha Tower Development Corporation  
Group 70  
RHSF-pjpn  
HHR

REPLY TO  
ATTN: DEEV

DEEV (Mr Yamada, 449-1831)

SUBJECT:  
Draft Environmental Impact Statement for the Aloha Tower Plaza Development Plan

Ms Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekuanila Street, Room 301  
Honolulu, HI 96813

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

*Robert H. Okazaki*

ROBERT H. OKAZAKI  
Chief, Engrg & Envtl Png Div  
Directorate of Civil Engineering

1 Atch  
Draft EIS

Cy to: Aloha Tower Development Corporation  
Aloha Tower, 8th Floor  
ATTN: Mr Robert Holman  
Honolulu, HI 96813

Group 70  
ATTN: Ms Marilyn Metz  
924 Bethel Street  
Honolulu, HI 96813



Save Energy and You Serve America!



Commander (d)  
Fourteenth Coast District

Prince Kalahelele  
Federal Building  
300 Ala Moana Blvd.  
Honolulu, Hawaii 96850  
Phone: 546-2861

RECEIVED  
15 JUN 1983  
JUN 17 1983



DEPARTMENT OF THE ARMY  
HEADQUARTERS UNITED STATES ARMY SUPPORT COMMAND, HAWAII  
FORT SHAFTER, HAWAII 96816

REPLY TO  
ATTENTION OF:  
June 30, 1983

Directorate of Facilities Engineering

Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

The Fourteenth Coast Guard District has reviewed the Environmental Impact Statement for the Aloha Tower Plaza Development plan and has no objection or constructive comments to offer at the present time.

Sincerely,

*J. E. Schwartz*

J. E. SCHWARTZ  
Commander, U. S. Coast Guard  
District Planning Officer  
By direction of  
Commander, Fourteenth Coast Guard District

Copy: Aloha Tower Development Corporation  
Group 70

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

The Draft Environmental Impact Statement (DEIS) for the Aloha Tower Plaza Development Plan, Honolulu, Oahu has been reviewed and we have no comments to offer. There are no Army installations or activities in the vicinity of the proposed project.

Thank you for the opportunity to comment on the DEIS.

Sincerely,

*Ronald A. Borrello*

Ronald A. Borrello  
Colonel, CE  
Director of Facilities Engineering

Copies Furnished:

Aloha Tower Development Corporation  
Attention: Mr. Robert Holman  
Aloha Tower, Eighth Floor  
Honolulu, Hawaii 96813

Group 70  
Attention: Ms. Harilynn Metz  
924 Bethel Street  
Honolulu, Hawaii 96813



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

NO REPLY REFER TO:  
#02A:01B:jma  
SEP 1539

7 JUL 1983

Mrs. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Kalia Avenue, Room 301  
Honolulu, Hawaii 96813

Dear Mrs. Parnell:

Environmental Impact Statement  
Aloha Tower Plaza Development Plan

The EIS for the Aloha Tower Plaza Development Plan has been reviewed and the Navy has no comments to offer. As this comment has no further use for the EIS, the EIS is being returned to the Environmental Quality Commission, by copy of this letter.

Thank you for the opportunity to review the EIS.

Sincerely,

A. A. PULLAM  
CAPTAIN, U.S. NAVY  
Commanding Officer  
Naval Facilities Engineering Command

U.S. NAVAL FACILITIES ENGINEERING COMMAND

Enclosure

Copy to:  
Environmental Quality Commission  
Aloha Tower Development Corporation  
Group 70



# AMERICAN LUNG ASSOCIATION OF HAWAII

## ENVIRONMENTAL IMPACT STATEMENT REVIEW

... an air quality assurance program



# ALOHA TOWER DEVELOPMENT CORPORATION

Mr. Kent H. Keith, Chairman  
Mr. Robert Tolman, Executive Director  
Mr. Donald Bayper, Air Action Review  
Mr. Thomas Ford

Project: Aloha Tower Plaza Development Plan

Date: 7/8/83

1. We have reviewed the EIS for the subject project with particular attention to those sections pertaining to air quality. Our detailed comments follow.
2. Page A-8: Emissions estimates are presented as pounds (lbs). The significance of these estimates is uncertain because there is no indication of the time period over which they occur. In other words, are they pounds per minute, pounds per hour, pounds per day, etc.  
Because of the use of outdated references (see Comment 4), all the emissions have been very likely underestimated. Since the time of publication of the original reports, EPA has continued to perform tests on in-use motor vehicles. The findings have shown that actual emissions are substantially greater than originally projected; therefore, EPA has periodically published updated reports on automotive emissions.
3. The overall impact analysis made no attempt to assess ambient concentrations. While emissions estimates alone are somewhat informative, it is ambient concentrations to which the public is exposed; therefore, an analysis of ambient impacts should have been included. Carbon monoxide is commonly used as a surrogate for the other automotive pollutants in such analyses (see Reference 5.a listed below).
4. Page A-9: Two of the three cited references are outdated and have been superseded by subsequent publications.

A-98

### 5. References:

- a. U.S. Environmental Protection Agency. Guidelines for Air Quality Maintenance Planning and Analysis, Volume 9 (Revised): Evaluating Indirect Sources, EPA 450/4-78-001, September 1978
- b. U.S. Environmental Protection Agency. Compilation of Air Pollutant Emission Factors: Highway Mobile Source (Final Report), EPA 460/3-81-005, March 1981

*James W. Morrow*  
James W. Morrow  
Director  
Environmental Health

STATE OF HAWAII  
DEPARTMENT OF HEALTH  
DIVISION OF AIR QUALITY  
HONOLULU, HAWAII 96813

August 3, 1983

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

Dear Mr. Morrow:

Thank you for reviewing the subject EIS. Because your comments were technical in nature, we forwarded your letter to Dames & Moore, our air quality consultants. Their response to your specific comments is attached.

Very truly yours,

Robert W. Holman

RWH:nrl  
encl.

cc: Group 70 - w/o encl.  
Dames & Moore - w/o encl.

AIRMAIL

ENGLISH FILE

INW/CH/EL, HAWAII 96813

(808) 518-5127

**Dames & Moore**

1144 10th Avenue, Suite 200  
Honolulu, Hawaii 96816  
(808) 735-5885  
Telex: 634100 Cable Address: DAMEMORE

**Dames & Moore**

Group 70, Inc.  
July 29, 1983  
Page 2

July 29, 1983

Group 70, Inc.  
924 Bethel Street  
Honolulu, Hawaii 96813

Attention: Mr. Francis Oda

Response to Lung Association Comments  
Air Quality Impact Opinion  
Proposed Aloha Tower Plaza Development Plan  
Honolulu, Oahu, Hawaii

We have reviewed the letter of July 8, 1983 from the American Lung Association of Hawaii providing comments to the Air Quality Impact Opinion prepared for the proposed Aloha Tower Plaza Development Plan. We would suggest the following points be included in your response to the Lung Association's letter.

1. The emission estimates presented on page A-8 are presented in pounds of carbon monoxide, hydrocarbons, and oxides of sulfur in terms of peak hour traffic volumes. Therefore, the amounts presented (pounds) are per the unit of traffic volume (hour). The estimates are thus presented in terms of pounds per hour at peak traffic volume.
2. We have reviewed the revised compilation of vehicle emission factors (EPA460/3-81-005, March 1981-005) over the reference utilized in our report. While the publication provides somewhat more refined emission factors for certain mixes of vehicle types, the differences between 1981 reference and the 1978 reference are not generally significant. Graphic comparisons of the 1978 estimates (mobile) and the 1981 estimates (mobile) are presented on the attached figures. For the level of precision of the estimate, the differences are insignificant.

3. Because the results of the emissions analysis indicate a reduction of emissions over present levels, we estimate a subsequent increase in the ambient air quality, based upon the project description presented in the environmental impact statement. The project area should continue to enjoy high ambient air quality under normal trade wind conditions; and because of its leeward location, also should enjoy excellent ambient air quality under "Kona" or on-shore wind conditions.

4. We have noted the revised references and reviewed those references in relation to the two cited in our opinion. While the Guidelines for Air Quality Maintenance Planning and Analysis and Compilation of Vehicle Emission Factors have been somewhat refined, the differences in the two documents would not lead to significantly different conclusions.

We appreciate the input of the American Lung Association and will continue to consult with them in any further evaluation of significant air quality impacts of the proposed project.

Yours very truly,

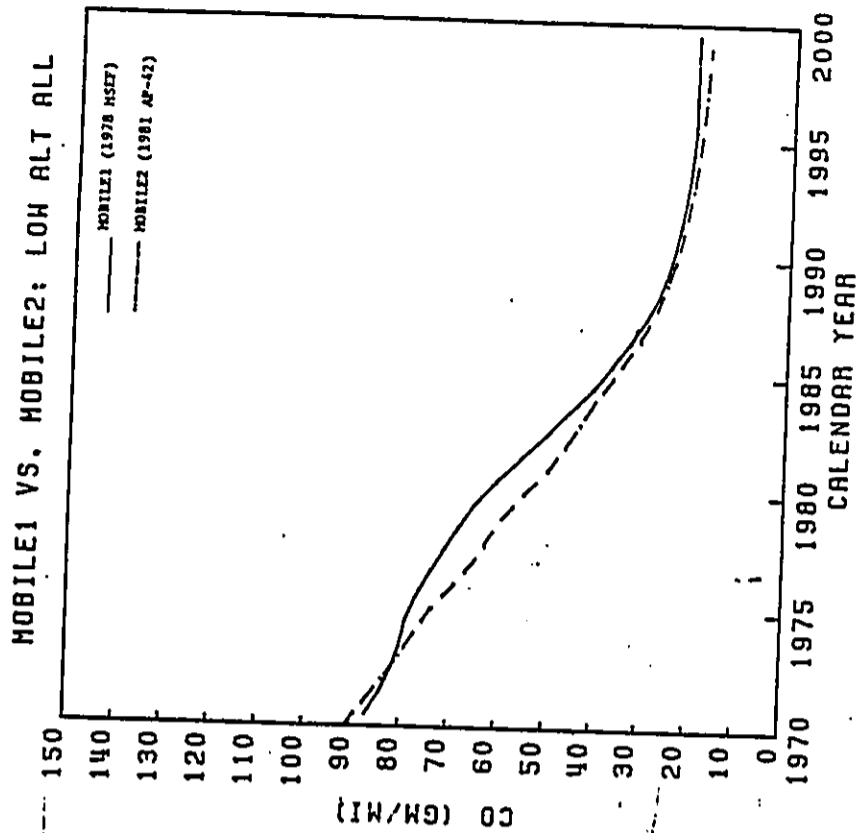
DAMES & MOORE

Donald F. Graf  
Associate

DFG:0145A/03014-113-11/0109/0577A

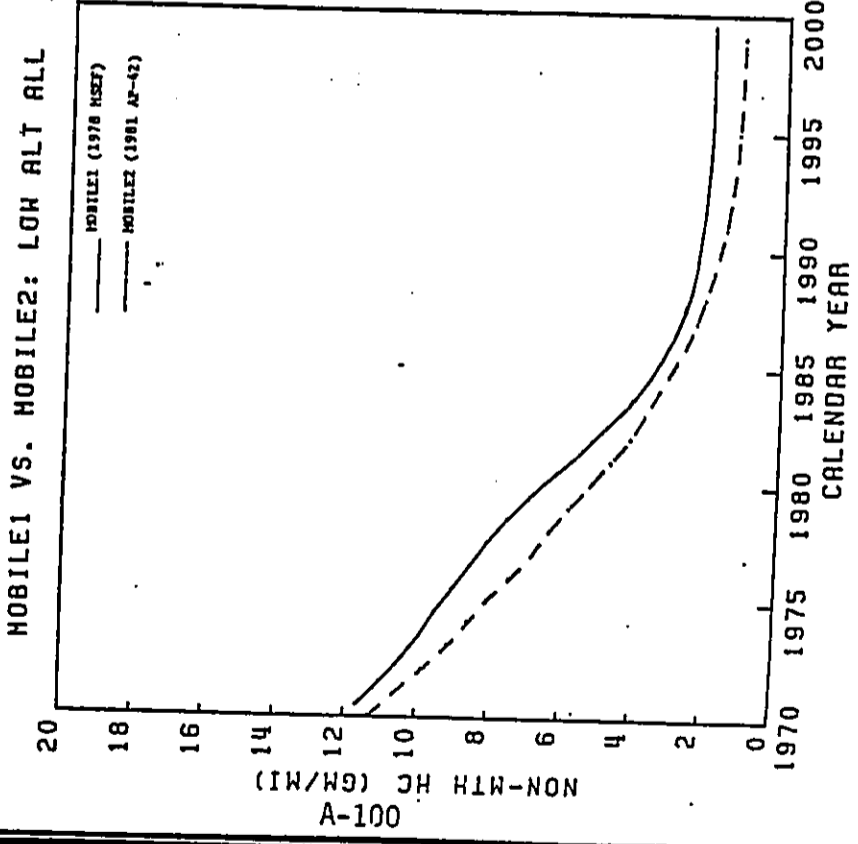
(Three copies)

Figure 2  
 Low Altitude Non-California  
 CO Emissions vs. Calendar Year  
 For all Eight Vehicle Types Combined



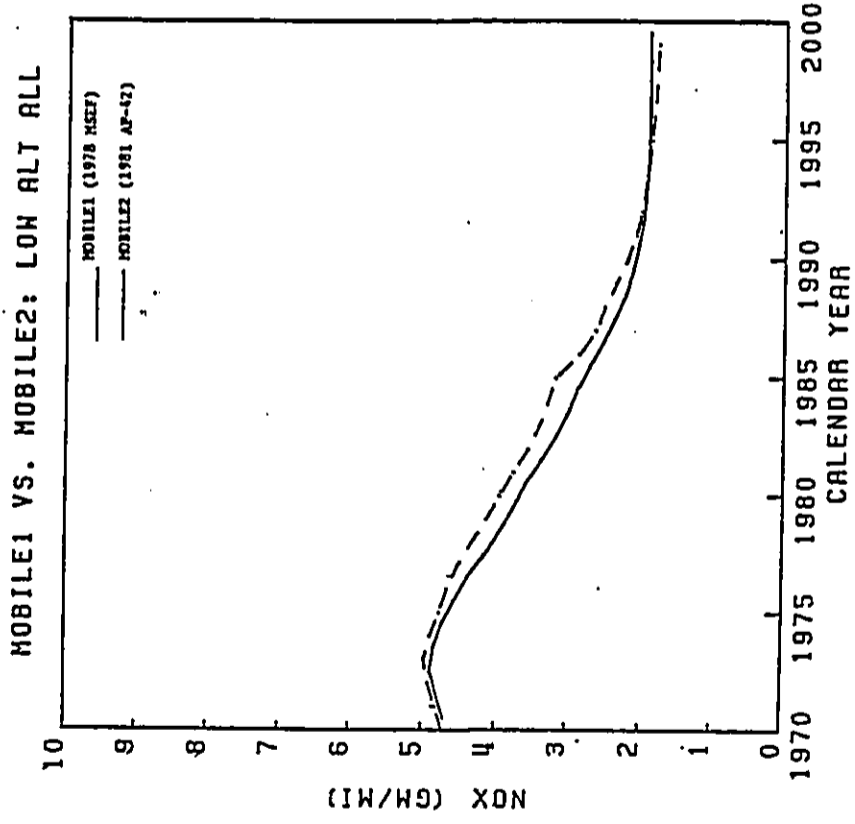
xiv

Figure 1  
 Low Altitude Non-California  
 Non-Methane HC Emissions vs. Calendar Year  
 For all Eight Vehicle Types Combined



xiii

Figure 3  
Low Altitude Non-California  
NOx Emissions vs. Calendar Year  
For all Eight Vehicle Types Combined



HAWAIIAN ELECTRIC COMPANY, INC.  
Box 2750 / Honolulu, Hawaii / 96840

July 8, 1983

RICHARD L. O'CONNELL, P.E.  
MANAGER, ENVIRONMENTAL DEPARTMENT  
(808) 546-4400

9/AM  
L72 ANS/6

Mr. Melvin Koizumi, Acting Director  
Office of Environmental Quality Control  
550 Halekauwila Street, Room 301  
Honolulu, Hawaii 96813

Dear Mr. Koizumi:

Subject: Aloha Tower Plaza Development Plan  
Draft Environmental Impact Statement

We have reviewed the above Draft Environmental Impact Statement and offer the following comments:

1. Pages 34 and 53 - Fuel oil lines and electrical underground lines owned by HECO have been added to Figures 16 and 24, enclosed.
2. Page 33, Paragraph 3.6 - HECO underground lines may also require relocation at ATDC or developer expense.
3. Page 71, Paragraph 4.2b - Clarify first sentence by rewording as follows: "Outdoor noise levels experienced by HECO employees at the Honolulu Power Plant..."
4. Page 83, Paragraph 7.4a - The site is now served by a three-wire, 4.16 kv system (from Halekauwila Substation) not an 11.5 kv system as stated.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement.

Sincerely,



Richard L. O'Connell  
Manager, Environmental Department

JHP:cal  
Enclosures  
Cc: Aloha Tower Development Corp.

Group 71V

A-102

96

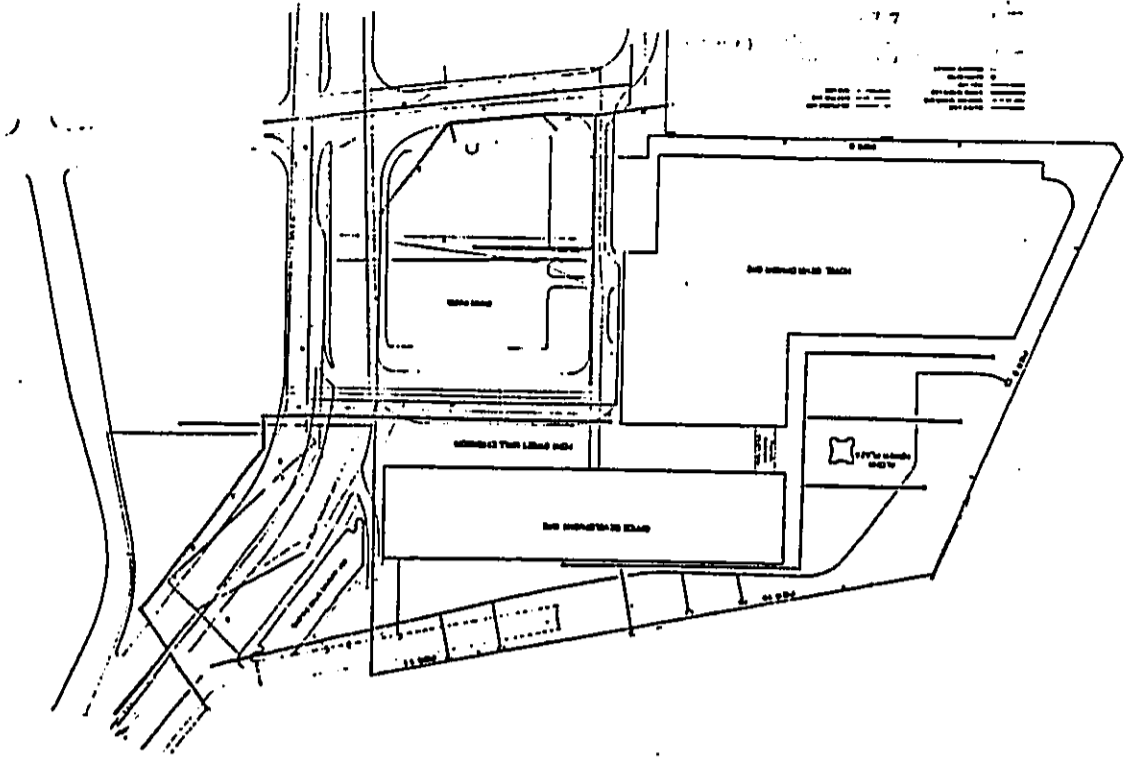


Figure 18 - Conceptual Utility Plan  
URBAN DESIGN PLAN AND  
IMPLEMENTATION PROGRAM

1 1 2



# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Eileen Anderson    Mr. Kent H. Keith, Chairman  
 Mr. Kenneth Impastino    Mr. James Lee    Mr. Donald Kuyper    Mr. Adam Levine    Mr. Thomas List  
 Mr. Robert Holman, Executive Officer

July 26, 1983

Mr. Richard L. O'Connell  
 Manager, Environmental Department  
 Hawaiian Electric Company, Inc.  
 Box 2750  
 Honolulu, HI 96840

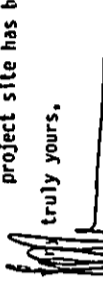
Dear Mr. O'Connell:

Subject: Aloha Tower Plaza Development Plan Draft Environmental Impact Statement (EIS)

Thank you for reviewing the subject draft EIS. In response to your specific comments:

1. HECO fuel oil lines and electrical underground lines will be added to Figures 16 and 24 in the Final EIS. In addition, each team currently preparing proposals for the development will also be made aware of the location of HECO lines.
2. The statement that "HECO underground lines may also require relocation at AIDC or developer expense" has been added to Part III, Section 7.4 b., Electrical Service - Impacts, in the Final EIS.
3. The sentence has been reworded to reflect your clarification.
4. The description of existing electrical service to the project site has been corrected.

truly yours,

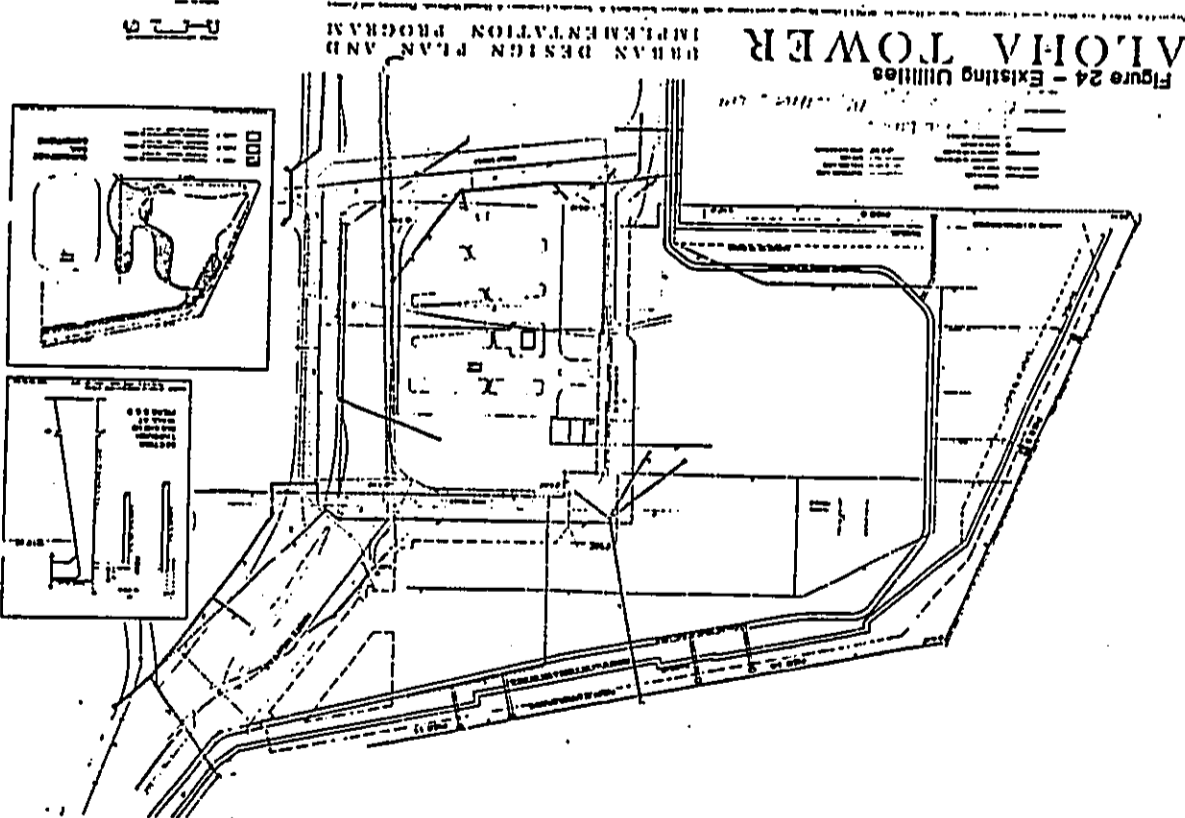
  
 Robert W. Holman  
 Executive Officer

RH/byb

cc: Group 70

AUHIA TIME    ENJOY YOUR    HONOLULU, HAWAII 96813    (808) 548-5127

A-103





The Chamber of Commerce of Hawaii  
Established 1830

July 8, 1983

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
550 Halekualoa Street, Room 301  
Honolulu, Hawaii 96813

Dear Ms. Parnell:

We appreciate the opportunity to comment on the Environmental Impact Statement proposed by the Aloha Tower Development Corporation entitled "Aloha Tower Plaza Development Plan".

The Maritime Affairs Committee of the Chamber of Commerce includes maritime users of the development, and, consequently, concern lies mainly in the area of economic impact. We are vitally concerned that maritime use of this uniquely maritime property be maintained as required by the law establishing the Aloha Tower Development Corporation, particularly to serve the growing needs of the cruise ship industry.

The number of cruise ship calls expected annually has risen to at least 119 as earlier told to the Aloha Tower Development Corporation instead of the 65 cited in the EIS because American Cruises' S.S. INDEPENDENCE has rejoined their S.S. CONSTITUTION in weekly Around-the-Islands cruises with both ships sailing Honolulu each Saturday commencing June 18, 1983. This has increased the peak loads on the proposed maritime and vehicular traffic facilities by 83% as compared to the figures upon which the EIS is based.

We offer the following comments stemming from this greater than anticipated maritime use of the facility as noted on the following pages and elsewhere in the EIS:

Page 12 - Vehicular traffic congestion is a third aspect of the proposed project which cannot be resolved at this time.

Page 4 - Conversion of Irwin Park to 100% park area will further exacerbate the problem of inadequate parking to meet peak demands.

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
July 8, 1983  
Page 2

Page 10 - About 119 cruiseships calls per year are presently served instead of 65 as indicated.

Page 25 - About 52 American Hawaii Cruise ships will call at Pier 9 annually, making it a regular rather than back-up pier. A larger baggage facility is required at Pier 8 to handle a potential third cruiseship.

Page 29 - Taxi and tour bus staging areas are proposed outside the limits of the project between Piers 7 and 8. Commitment of this area for this purpose must be secured in advance, as otherwise the staging areas must be accommodated within the project area further congesting traffic, most likely including that on Nimitz Highway.

Page 30 - No left turn is indicated for ewa-bound traffic onto the pier 11 apron to serve vessels at Piers 8-9-10-11. Traffic would have to proceed to Iwilei before being able to turn back to gain access to the pier aprons.

Page 37 - Phased demolition could permit the retention of cover at pier 11 to handle passengers, ships provisions, and baggage during the lengthy construction period. Also, adjacent berthing of the S.S. CONSTITUTION and INDEPENDENCE is highly desirable at all times to avoid a split operation. Access to Pier 9 apron from Pier 10 apron could permit this during most of the construction phase.

Page 132 - During the construction phase, provision must be made to bring passengers and their baggage together at the street level adjacent to land transportation rather than at the upper level Galley Area, as proposed.

Page 133 - It is also necessary to insure construction and maintenance of adequate apron lighting and fuel and water lines along the pier aprons to serve the safety and refueling requirements not only of cruiseships, but also other vessels calling for replenishment in order to maintain the economic utilization and maritime character of the area.

Ms. Jacqueline Parnell, Director  
Office of Environmental Quality Control  
July 8, 1983  
Page 3

Properly addressing these issues will minimize the adverse economic impacts of the plan and enhance the numerous positive social and economic aspects of this proposal. We thank you for the opportunity to place the views of the maritime users of the facility before you.

Very truly yours,

MARITIME AFFAIRS COMMITTEE

Barnaby F. Smith  
Chairman

cc: Aloha Tower Development Corporation ✓  
Group 70

# ALOHA TOWER DEVELOPMENT CORPORATION

Mayor Ellice Anderson Dr. Ryopichi Higashimura Mr. Satoru Chen Mr. Donald Topper Mr. Aaron Terrier Mr. Thomas Tzsch  
Mr. Robert Itoham, Executive Director

28 July 1983

Mr. Barnaby F. Smith  
Chairman, Maritime Affairs Committee  
Chamber of Commerce of Hawaii  
735 Bishop Street  
Honolulu, Hawaii 96813

Dear Mr. Smith:

SUBJECT: ALOHA TOWER PLAZA DEVELOPMENT PLAN-DRAFT EIS

Thank you for reviewing and commenting on the subject draft EIS which was filed with the Environmental Quality Commission on June 6, 1983. Since that time, the S.S. Independence was put back in service increasing the number of estimated annual cruise ship calls at the Aloha Tower piers. The final EIS will reflect this new development. It should be noted, however, that this ship also sails on Saturday and the traffic impact report reflects peak hour traffic on weekdays, when the Aloha Tower generated traffic is added to normal commuter traffic. Saturday traffic in the vicinity of the project site is considerably lighter than morning and afternoon weekday rush hours and, therefore, we do not anticipate any problems with traffic congestion.

In response to your specific comments:

1. Page 12: Chapter 206 J, HRS, requires the AIDC to incorporate the needs of the Department of Transportation (DOT) in its development plans. This includes requirements for maritime-related vehicular circulation. Since the draft EIS was filed, minor revisions have been made to the circulation plan (particularly in reference to truck traffic from Pier 10/11 apron). These revisions, which have been agreed upon with the DOT, will be incorporated into the revised traffic impact report and appended to the final EIS. Specific operational controls will also be developed to prevent traffic problems from occurring.

V-105

ALOHA TOWER

LIGHTING FILE

HONOLULU, HAWAII 96813

(808) 548-5327



2. Page 4: Negative impact of removing parking from Irwin Park were stated on pages 66, 90 and 91 of the draft EIS. Page 66 states:

"Removing parking from Irwin Memorial Park will negatively impact those who use the metered stalls when they are stopping in the area for a short time on business or to visit Aloha Tower. These people will have to find alternative parking downtown or utilize the private subsurface parking garage for an hourly fee."

Pages 90 and 91 further discuss the potential negative impacts of this action:

"Negative impacts could result from converting the area to 100 per cent park. In addition to the loss of public parking spaces, which could function as overflow parking when the subsurface garage is full, revenues from parking meters (\$90,000 in 1982) will be foregone."

Retention of metered parking in the area could provide convenient short-term parking for people who just want to wander through the Aloha Tower grounds or watch a ship come in. It is conceivable that such parking could be free (or at a nominal rate) on weekends and in the evening. When parking is removed from this park, visitors will either have to use the hotel/office garage or find alternative parking off-site."

3. Page 10: The final EIS will be updated to reflect the fact that a second cruise ship was recently returned to regular service.

4. Page 25: The reference to the Pier 9 facility as a backup terminal has been revised; the final EIS will refer to it as a "second cruise ship terminal".

The DOT specified that it required two cruise ship terminals and one inter-island terminal. It is our understanding that Pier 8 has been officially designated as a terminal for inter-island operations. DOT would have to redesignate it for a third cruise ship. DOT has stated that the Pier can be used occasionally by international carriers until an inter-island operator has been secured. When full inter-island service is in operation the pier apron will be leased out to the operator and no longer be available to other ships.

International carriers need separate facilities because of customs and security requirements. It is anticipated, however, that the number of passengers disembarking in Honolulu will be minimal and the Pier 8 baggage facility will be more than adequate to serve those needs.

5. Page 29: We agree that if the area between Pier 7 and 8 is required for tour bus staging a commitment for use of this area must be secured in advance. Discussions are currently being held on this matter with representatives of the DOT.

6. Page 30: The DOT has recommended that left-turns for ewa-bound traffic onto the Pier 11 apron not be allowed. Traffic can either proceed to Iwilei, as you suggest, or proceed up Alakea or Bethel, across Beretania or down Inuuanu Avenue to Nimitz Highway.

7. Page 37: The demolition strategy presented in the draft EIS is based on agreements between the ATDC and DOT. We agree, however, that adjacent berthing of the S.S. Constitution and S.S. Independence would be desirable from an operations perspective. Although such an arrangement is not a part of the adopted strategy, the ATDC believes that the staging plan could still be accomplished with cruise ship operations continuing at Pier 9. Since the ship will be in port on Saturday, and construction work would normally be undertaken on weekdays, conflict between the two activities is not anticipated.

8. Page 132: Operations within the maritime areas are under DOT jurisdiction, both during and after construction. The plan is now to bring passengers and baggage together at the Gallery and use porters to carry the bags to the ground transportation pick-up areas. There are other options, however, such as constructing the ground level covered operations area immediately and using that area for baggage handling. As stated above, operation of the maritime facilities is under DOT jurisdiction and the matters that you discuss must be worked out with the DOT.

9. Page 133: Fuel and water lines along the pier aprons will be maintained and adequate pier lighting will be provided.

We hope our responses answer your concerns satisfactorily. Please feel free to call me personally if you wish to discuss these matters further.

Very truly yours,

Robert W. Holman  
Executive Officer

cc: Group 70

- v. Gato, Esq.
- A. Clark, Esq.
- L. Williams
- B. Drayton

SCHEWIGERT & ASSOCIATES  
 JACK F. SCHEWIGERT  
 250 South Hotel Street, Suite 200  
 Honolulu, Hawaii 96813  
 Telephone: 533-7491  
 Attorney for Seaflyte, Inc.

IN THE MATTER OF THE  
 ALOHA TOWER PLAZA PROJECT )  
 ) SEAFLYTE'S OBJECTIONS TO  
 ) DRAFT ENVIRONMENTAL IMPACT  
 ) STATEMENT FOR THE ALOHA  
 ) TOWER PLAZA PROJECT )

OBJECTIONS TO DRAFT ENVIRONMENTAL IMPACT STATEMENT  
 FOR THE ALOHA TOWER PLAZA PROJECT

COMES NOW Seaflyte, Inc., by and through its attorney, Jack F. Schweigert, and pursuant to H.R.S. Chapter 343 and EQC Regulations G-1:61 submit the following comments to the draft Environmental Impact Statement (hereinafter "EIS") published by the Aloha Tower Development Corporation (hereinafter "ATDC"):

(A) §11(D) at page 10 identifies that the project site is presently under the Department of Transportation's jurisdiction. Although this statement is true in part, it is also misleading for it fails to identify Seaflyte, Inc.'s claim to all of Pier 8 pursuant to a 35-year lease which

commenced in 1975. Seaflyte, Inc. v. Department of Transportation, Sup.Ct.No. 9095 (filed -- Hawaii, January 6, 1983).

(B) §11(E), 12 at page 14 indicates a key component of the private development will be a 400-500 room executive hotel presumably above the space presently occupied by Seaflyte. This too is misleading for it fails to mention Seaflyte, Inc., intends to use the air space above its present structure for development and expansion of its facilities. As to Seaflyte's right to air space, see memorandum attached hereto as Exhibit "A" and "B", respectively. Is the hotel to be private and if so can the ATDC condemn Seaflyte's space for a private venture? Moreover, is it even possible to condemn the Seaflyte space in view of the fact Seaflyte was upon completion of construction to be returned to its Pier 8 premises?

(C) Part III(C) §11.4(a) wherein it is mentioned that "... [a]ll current Department of Transportation leases on Piers 8 to 11 have leases which require 30-day notice by either party prior to termination." This is a gross misrepresentation for Seaflyte, Inc., has a 35-YEAR lease to this parcel executed in 1975. (Seaflyte, Inc. v. Department of Transportation, Sup.Ct.No. 9095 (filed -- Hawaii, January 6, 1981.)) The prospects of this lease and consequences to



Air

March 4, 1981

MAIL TO:

Board of Directors  
Sea Transportation, Limited  
1000 Ala Moana Boulevard  
Honolulu, Hawaii 96813

Re: recent announcement that the State of Hawaii intend, imminent development of the Aloha Tower Project, a substantial portion of which would use the area in which the Company holds a leasehold interest (Pier B) for its improvements) from the State of Hawaii. The Company wishes to determine the extent of its protection of facilities and its rights under the terms of its lease with the State.

The concern of the Company is magnified due to a plan to erect a hotel in the space above the Company's 100,000 square foot facility on Pier B, and due to the fact that the Company would also desire to bid upon the project as the prime developer.

Accordingly, I have been requested to study the leasehold documents and render a legal opinion as to the following matters:

1. Who has the rights to use the air space above the Company's facilities?
2. Did the State of Hawaii reserve or except for itself any rights in or to the use of the leased premises?
3. Does the State have any right to grant an easement of said air space to any third party?
4. What is the extent of the rights granted to the Company under the terms of said lease?
5. What limitations on use of the premises by the Company?

A leasehold is an interest in, or ownership of real property. The extent of ownership or limitations thereupon are controlled by the words granting the interest. The words of grant in the instant lease are broad and comprehensive, stating in Paragraph 3, page 3b, thereof, "TO HAVE AND TO HOLD the devised premises, together with all improvements, tenements, rights, covenants, privileges and appurtenances thereto belonging or appertaining or held and enjoyed therewith, for the primary purpose of the establishment, operation and maintenance of an inter-island marine transportation system."

100 Ala Moana Blvd. - Honolulu, Hawaii 96813 - Phone 531-2211 - Telex 3788 9116 - Cable "Seafute"

Exhibit A

the ADTC are nowhere discussed in the EIS and Seafute finds such omission terribly misleading.

(D) Part VI -- Relocation is also misleading for under the 1979 Consolidated Lease Seafute is to return Pier B!

(E) Part XI at page 138 -- Unresolved issues -- fails to identify what impacts the present Seafute litigation will have on the ADTC.

DATED: Honolulu, Hawaii, June 22, 1981.

Respectfully submitted,

By: *Jack F. Schwaiger*  
JACK F. SCHWAIGER  
2511 South Hotel Street  
Suite 700  
Honolulu, Hawaii 96813

According with the Roman law, later adopted by the Common Law of England, then accepted by all jurisdictions in the United States, it has been held formally that ownership of land includes to the center of the earth and upwards to the blue sky.

*Isunda & Young Sun Kow*, 23 Hawaii 640, it was held that, under the term "easements" in a deed or lease, only such rights or privileges as are necessary to the land pass.

"Appurtenance to land" is something incidental to it and necessary to it, and enjoyment.

*Lynn vs. Hale*, 11 Conn 177 (1836) it was held a landowner has not only a right to the soil, but the right in contemplation of law includes everything of a direct line up to the heavens, and everything downwards to the center of the earth. The owner of the surface of the ground owns all that is over and under it.

The surface owner has property rights in the space over his land as a sort of appurtenance which is inextricably connected to surface ownership. What he has is an automatic right which goes along with ownership of the land surface, and therefore is inseparable from it. 16 Yale L.J. 275; 186 N.Y. 486, 79 N.E. 716.

The cases are too numerous and voluminous to cite here, holding that ownership of land carries with it the right to the sole and exclusive use of the space above the land and to the use and enjoyment of the air occupying that space.

The space to which the landowner is exclusively entitled is that immediately above his land which he occupies or may occupy with buildings or other improvements. Co. Litt. 4a; 2 Bl Comm 18; 3 Kent Comm 401; *Peabody v. U.S.* 231 U.S. 530, *Portsmouth v. U.S.* 250 U.S. 1; 260 U.S. 327.

It is clear from the above that, in the absence of any specific restrictions or limitations in the leasehold document, PSTL (Sealite) has the exclusive right to the use of the air space above the leasehold property. Paragraph 1 (i.), page 1, states that "Fast Land (39,136 square feet) - Honolulu Harbor, shall be under the exclusive use and jurisdiction of LESSEE."

Paragraph 32(d), page 28, states "Demised premises" shall be deemed to include the land hereby demised and all buildings and improvements now or hereinafter constructed and installed thereon" (underlining by me).

The only rights reserved by Lessor are: (a) all minerals and access to remove same; (b) all prehistoric and historic remains found on the premises; and (c) to create easements over and across the demised premises as are required for maritime or utility purposes, provided that said easements shall not unreasonably interfere with Lessee's use of the premises (underlining mine).

It is therefore my opinion that the Lessor has no right to grant an easement or right in or to the air space above the Company's premises without the consent of Sealite.

Like all governments have the power of condemnation, the only question remaining is whether the State of Hawaii reserved the right to condemn the premises for its own uses. By the terms of Paragraph 7i, page 23, the right of condemnation is limited to public use. Since the proposed Aloha Tower project is to be bid and operated by the private sector, condemnation would not be available to the State of Hawaii.

Four (4) most protective clauses on behalf of the Company are:

Lessor's Right to Enter, Paragraph 27, page 24: Only for the purpose of performing any public or official duties, so long as the rights of Lessee to the use and enjoyment of the demised premises shall not be unreasonably interfered with;

Paragraph 16, page 15a, specifically provides for plans for the development of the Aloha Tower Area to provide for the demised premises to continue to be used for Lessee's operations, with the State being obligated to continue to Lessee with a suitable temporary alternate site in the event the development disrupts Lessee's operation or affects safety of the public. The State acquires no additional rights, nor are there any new limitations or restrictions affecting the Company's lease.

Paragraph 28, page 25: Inspection by Prospective Bidders - Without defining who or what Prospective Bidders are, the lease provides for notice to Lessee, at reasonable hours, in the presence of Lessee if so required, but no authorization to be given more than one year before expiration of this lease!

The Covenant of Lessor, page 5: At law, a covenant is of greater force and effect than a promise or an agreement. Covenants affecting real property are strictly construed and enforced. In this case, Lessor covenants and agrees that Lessee, so long as not in default, shall have, hold and enjoy the demised premises for the term granted, without hindrance or interruption by the Lessor or any other person claiming under or through Lessor.

In conclusion, it is my considered opinion that the development of the Aloha project cannot be awarded to third parties without the permission, collaboration and/or cooperation of Pacific Sea Transportation, Ltd (Sealite).



LAW OFFICES OF  
**Schweigert & Associates**

300 SOUTH MOLOKAI STREET, SUITE 200  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 531-1780

March 27, 1981

Icc Martin  
61-789 Papehala Road  
Haleiwa, Hawaii 96712

Re: Status of Hawaii Law Regarding  
Rights to Air Space

Dear Lee:

The purpose of this letter is to inform you of the current status of the law of Hawaii regarding air rights as pertains to the development of the Aloha Tower Project by the State of Hawaii over premises leased by Seafite.

In In re Honolulu Rapid Transit Co., Ltd., 54 Haw 402 (1973), the Supreme Court of Hawaii articulated the law regarding the rights of the owner of an interest in land to the airspace above that land. The Court stated:

"Under the common law, a landowner owns not only the surface of the land, but everything below it to the center of the earth and above it to the sky .... The advent of air navigation has resulted in the curtailment of the extent of surface owners' ownership under the common law, but still the landowner owns at least as much of the space above the ground as he can occupy or use in connection with the land." Id. at 408 citing United States vs. Causby, 328 U.S. 256, 264 (1946).

It is important for purposes of this discussion, that the court in Causby noted,

"The fact that he does not occupy it in a physical sense - by the erection of buildings and the like - is not material." United States vs. Causby, supra at 264.

Absent a reservation of the right to use the air space above the leased premises by the State of Hawaii, it is the opinion of Schweigert and Associates that Seafite has leased and retains rights to the

Board of Directors,  
Sea Transportation, Limited  
April 1, 1981 - Page 4

I further firm opinion that the air space above Seafite's facilities be built upon without the express consent of the lessee of Pier B.

Truly submitted,

*[Signature]*  
Attorney  
at Law  
Counsel

*Exhibit B*

March 27, 1981  
Page 2

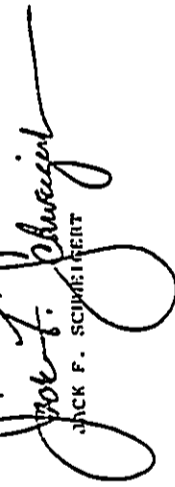
usable air space above the leased premises, whether or not Seafite physically occupies that space.

This letter does not respond to comments on any right the State of Hawaii may have under its lease with Seafite to take the usable airspace above the leased premises in condemnation proceedings. However, the Causby Court provides guidance as to the measure of liability for such a taking should it ultimately occur. The Court makes it clear,

"It is the usury loss, not the loss gain which is the value of the property taken. [Citations omitted.] Market value fairly determined is the normal measure of recovery. [Citations omitted.] And that value may reflect the use to which the land could be readily converted. United States vs. Causby, supra at 261.

In conclusion, Schweigert and Associates concur in the conclusions of Seafite's general counsel in its letter dated March 4, as to Seafite's rights in the airspace above Aloha Tower subject only to the limitations of the above cited cases and to any lease provisions to the contrary.

Respectfully Submitted,

  
JACK F. SCHWEIGERT

JFM:lls

# ALOHA TOWER DEVELOPMENT CORPORATION

Major Officers: Dr. Eshichi Higashimura, Mr. Kent M. Keith, Chairman  
Mr. Seamus O'Connell, Mr. Donald Kuyper, Mr. Aaron Levine, Mr. Thomas Traft  
Mr. Robert Williams, Executive Officer

29 July 1983

Mr. Jack F. Schweigert, Esq.  
Suite 200  
250 South Hotel Street  
Honolulu, Hawaii 96813

Dear Mr. Schweigert:

SUBJECT: Aloha Tower Development Plan Draft EIS

We are in receipt of your comments (objections) to the subject draft EIS and we have some general comments concerning the issues which you have raised:

An Environmental Impact Statement, as defined in the EIS Regulations, Sub-Part A, Section 1:4 (e), is a full disclosure document focusing on the impact of projects on the environment. Issues of clear title go beyond the scope of the EIS process and are customarily addressed within other legal processes.

In our opinion, your comments are important, yet related primarily to legal problems involving your clients and the Department of Transportation. They do not directly relate to the environmental implications of the proposed action. In addition, because this matter is under litigation, we do not believe that it is an appropriate subject to discuss in this Environmental Impact Statement.

Our responses to your specific comments follow:

A. ~ Jurisdiction (page 10)

Part II, Subheading 0, is titled Governmental Jurisdiction. The Department of Transportation is the governmental agency which currently has jurisdiction over the 13 acre planning area. Encumbrances are not discussed in this section.

B. Part II - Hotel

Chapter 206J-5, HRS, empowers the AIDC to "...prepare or cause to be prepared a development plan for the Aloha Tower Complex, incorporating the needs of the department of transportation." The plan, the Aloha Tower Urban Design Plan and Implementation Program, as adopted by the AIDC Board of Directors in May 1983, was described and assessed in the subject EIS. The plan was developed in conjunction with all concerned agencies, including especially DOT Harbors, with the serve modern maritime uses, and comply with the purposes of HRS 206J.

It should be emphasized that the EIS is concerned with the subject plan; the one that is described in the subject document. Although this plan cannot be implemented until the necessary lease agreements are in place, the EIS can and does assess the environmental impacts of the project as if it were to be implemented as planned. If the plan changes significantly prior to implementation, an amendment to the EIS might be required.

The AIDC powers enumerated in Chapter 206J-5 do not include the power to condemn property.

C. Part III (c)

The statement has been revised to read - "almost all current DOT lessees on Piers B to 11 have leases which require 30-day notice by either party prior to termination." As stated previously, the litigation between SeafLite and the Department of Transportation is not an appropriate subject for discussion within the EIS.

D. Part VI - Relocation

Page 27, paragraph 4, of the draft EIS states that "DOT has received indications from private enterprise of their interest in providing inter-island service which would use the Pier B facility." However, in the EIS it is stated who this will be (if not SeafLite) nor is it customary in an environmental assessment that such interests be identified. Chapter 206J-6 HRS, Limitations on the powers of the development corporation, clearly states, however, that "the development corporation or its lessees shall not exercise any jurisdiction over the provided replacement facilities located within the project, required for necessary maritime purposes and

activities; jurisdiction over the replacement of facilities shall be in the department of transportation. [L 1981, c 236, pt of 1]" Therefore, the AIDC has neither authority nor control over present or future DOT lessees of these facilities.

DOT's sole jurisdiction over maritime facilities at Aloha Tower is clearly stated on pages 10 and 21 in the draft EIS.

E. Part XI - Unresolved Issues

The litigation is not stated as an unresolved issue because it is not technically an unresolved environmental issue.

Very truly yours,

Robert Holman  
Executive Officer

RH/dh

cc:

F. Goto, Esq.  
A. Drock, Esq.  
B. Dranov  
L. Williams  
D. Kolbrink