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DEPARTMENT OF THE ARMY  
HEADQUARTERS, U S ARMY COMMUNITY AND FAMILY  
SUPPORT CENTER  
ALEXANDRIA, VA 22331-0512

**FINAL**

**ENVIRONMENTAL IMPACT STATEMENT**

**DEVELOPMENT OF THE  
ARMED FORCES RECREATION CENTER -  
FORT DERUSSY, WAIKIKI, HAWAII**

US ARMY ENGINEER DISTRICT, HONOLULU  
FORT SHAFTER, HAWAII 96858-5440

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PREPARED BY:

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

MAR 06 1992

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LEAD AGENCY:

DEPARTMENT OF THE ARMY  
HEADQUARTERS, US ARMY COMMUNITY AND  
FAMILY SUPPORT CENTER  
ALEXANDRIA, VIRGINIA 22331-0512

COOPERATING  
AGENCIES:

None

TITLE OF RECOMMENDED  
ACTION:

Final Environmental Impact Statement  
for the Development of the  
Armed Forces Recreation Center -  
Fort DeRussy, Waikiki, Hawaii

AFFECTED  
JURISDICTION:

City & County of Honolulu, Island of Oahu,  
Hawaii

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SUBMITTED BY:

  
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Hospitality Management Group

U.S. Army Community and Family

Support Center

Final Environmental Impact Statement for the Development of the Armed Forces Recreation  
Center - Fort DeRussy, Waikiki, Hawaii

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APPROVED BY:

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**ABSTRACT:** The purpose of the recommended action is to refocus the primary mission of Fort DeRussy from coequal support to the US Army Reserve and all-service recreational activities towards a primary mission of recreation. Most Army reserve functions will be moved to Fort Shafter. The recommended action would demolish selected facilities; extensively landscape the Army post; construct a new 400-room hotel tower and a 1300-stall hotel parking structure; and realign and widen Kalia Road. Development of the Armed Forces Recreation Center-Fort DeRussy would emphasize shared military-community use of many of its facilities.

Alternatives include the recommended project; the No-Action Alternative; alternative alignments and configurations for Kalia Road; the alternative of a low-rise hotel, and alternative configurations for parking structures.

The most significant potential impacts will include visual attributes; archaeological resources; various social and economic factors; traffic and parking; and recreation. Measures to avoid, reduce or mitigate adverse impacts are provided, including most notably aesthetic impacts.

**REVIEW COMMENT DEADLINE:** 30 calendar days after the Notice of Availability of the Final Environmental Impact Statement is published in the Federal Register. Please direct questions or written comments to:

Mr. David G. Sox  
EIS Technical Manager (CEPOD-ED-ME)  
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## TABLE OF CONTENTS

	<u>PAGE NO.</u>
<b>COVER SHEET</b>	
<b>TABLE OF CONTENTS</b> .....	i
<b>LIST OF TABLES</b> .....	xiii
<b>LIST OF FIGURES</b> .....	xv
<b>GLOSSARY</b>	
<b>SUMMARY</b>	
<b>1. MAJOR FINDINGS</b> .....	S-1
1.1 PURPOSE OF THIS DOCUMENT .....	S-1
1.2 PURPOSE AND NEED FOR RECOMMENDED ACTION .....	S-1
1.3 ALTERNATIVES .....	S-2
1.4 PROJECT EFFECTS .....	S-3
1.5 COMPARATIVE EVALUATION OF ALTERNATIVES .....	S-7
<b>2. AREAS OF CONTROVERSY</b> .....	S-9
<b>3. UNRESOLVED ISSUES</b> .....	S-10
3.1 DRAFT EIS RESOLVED ISSUES .....	S-10
3.2 DESIGN ISSUES .....	S-11
3.3 PERMITTING AND APPROVAL ISSUES .....	S-11
<b>4. PUBLIC INVOLVEMENT</b> .....	S-12
<b>CHAPTER I PURPOSE AND NEED FOR THE ACTION</b>	
<b>1. INTRODUCTION</b> .....	I-1
<b>2. PURPOSE</b> .....	I-2
<b>3. NEED</b> .....	I-2
<b>4. PROJECT OBJECTIVES</b> .....	I-2
<b>5. EIS METHODS</b> .....	I-3
5.1 EIS FORMAT .....	I-3
5.2 IMPACT ASSESSMENT .....	I-4

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
5.3 TECHNICAL STUDIES .....	I-4
 <b>CHAPTER II ALTERNATIVES CONSIDERED</b>	
1. INTRODUCTION .....	II-1
2. ALTERNATIVES CONSIDERED .....	II-1
2.1 RECOMMENDED ACTION .....	II-2
2.2 ALTERNATIVE A: NO ACTION ALTERNATIVE .....	II-6
2.3 ALTERNATIVE B: KALIA ROAD ALIGNMENT ALTERNATIVES .....	II-7
2.3.1 <u>Option B1: Two-Lane Realigned Configuration</u> .....	II-7
2.3.2 <u>Option B2: Four-Lane Realigned Configuration</u> <u>(Figure II-2)</u> .....	II-7
2.3.3 <u>Option B3: Elimination of Kalia Road (Figure II-3)</u> .....	II-7
2.4 ALTERNATIVE C: LOW-RISE HOTEL DEVELOPMENT (Figure II-4) .....	II-7
2.5 ALTERNATIVE D: PARKING STRUCTURE ALTERNATIVES .....	II-11
2.5.1 <u>Option D1: Two Multi-Level, 1200- and 1400-Stall</u> <u>Parking Structures (Figure II-5)</u> .....	II-11
2.5.2 <u>Option D2: Three Single-Level Parking</u> <u>Structures (Figure II-6)</u> .....	II-11
2.5.3 <u>Option D3: One Multi-Level, 1300-Stall and One</u> <u>Single Level, 350-Stall Parking Structure</u> .....	II-11
3. COMPARATIVE EVALUATION .....	II-11
 <b>CHAPTER III DESCRIPTION OF THE AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES</b>	
1. INTRODUCTION .....	III-1
1.1 REGIONAL SETTING .....	III-1
1.2 ONSITE EXISTING LAND USES .....	III-1
1.1.2.1 <u>Facilities at Fort DeRussy</u> .....	III-6
1.2.1.1 Fort DeRussy Beach .....	III-6
1.2.1.2 Hale Koa Hotel .....	III-6
1.2.1.3 Battery Randolph .....	III-7
1.2.1.4 Open Space Between Kalia Road and Fort DeRussy Beach .....	III-7
1.2.1.5 Volleyball and Racquet Courts .....	III-7
1.2.1.6 Roadways .....	III-7
1.2.1.7 Parking Facilities .....	III-8
1.2.1.8 Kuroda Field and Other Open Areas Mauka of Kalia Road .....	III-8

**TABLE OF CONTENTS**  
(Continued)

		<u>PAGE NO.</u>
1.2.1.9	US Army Reserve Facilities .....	III-8
1.2.1.10	Maluhia Hall .....	III-9
1.2.1.11	Post Chapel .....	III-9
1.2.1.12	Package Store .....	III-9
1.2.1.13	Military Police Headquarters and Adjacent Billets .....	III-9
<b>2.</b>	<b>PHYSICAL ENVIRONMENT .....</b>	<b>III-10</b>
2.1	<b>GEOLOGY, PHYSIOGRAPHY AND SOILS .....</b>	<b>III-10</b>
2.1.1	<u>Existing Conditions</u> .....	III-10
2.1.1.1	Physiographic Character .....	III-10
2.1.1.2	Soils .....	III-10
2.1.1.3	Erosion .....	III-11
2.1.1.4	Earthquakes .....	III-12
2.1.1.5	Volcanoes .....	III-12
2.1.2	<u>Significance Criteria</u> .....	III-12
2.1.3	<u>Probable Impacts</u> .....	III-13
2.1.3.1	Recommended Action .....	III-13
2.1.3.2	No Action Alternative .....	III-14
2.1.3.3	Kalia Road Alternatives .....	III-14
2.1.3.4	Low-Rise Hotel Development Alternative .....	III-14
2.1.3.5	Parking Structure Alternatives .....	III-14
2.1.4	<u>Mitigation Measures</u> .....	III-14
2.1.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-15
2.2	<b>HYDROLOGY AND DRAINAGE .....</b>	<b>III-15</b>
2.2.1	<u>Existing Conditions</u> .....	III-15
2.2.2	<u>Significance Criteria</u> .....	III-16
2.2.3	<u>Probable Impacts</u> .....	III-16
2.2.3.1	Recommended Action .....	III-16
2.2.3.2	No Action Alternative .....	III-17
2.2.3.3	Kalia Road Alternatives .....	III-17
2.2.3.4	Low-Rise Hotel Development Alternative .....	III-17
2.2.3.5	Parking Structure Alternatives .....	III-18
2.2.4	<u>Mitigation Measures</u> .....	III-18
2.2.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-18
2.3	<b>FLOODS/TSUNAMIS .....</b>	<b>III-18</b>

**TABLE OF CONTENTS**  
(Continued)

		<u>PAGE NO.</u>
2.3.1	<u>Existing Conditions</u> .....	III-18
2.3.2	<u>Significance Criteria</u> .....	III-21
2.3.3	<u>Probable Impacts</u> .....	III-21
2.3.3.1	Recommended Action .....	III-21
2.3.3.2	No Action Alternative .....	III-21
2.3.3.3	Kalia Road Alternatives .....	III-21
2.3.3.4	Low-Rise Hotel Development Alternative .....	III-21
2.3.3.5	Parking Structure Alternatives .....	III-22
2.3.4	<u>Mitigation Measures</u> .....	III-22
2.3.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-22
<b>3.</b>	<b>NATURAL ENVIRONMENT</b> .....	<b>III-22</b>
3.1	<b>TERRESTRIAL FLORA</b> .....	<b>III-22</b>
3.1.1	<u>Existing Conditions</u> .....	III-22
3.1.2	<u>Significance Criteria</u> .....	III-24
3.1.3	<u>Probable Impacts</u> .....	III-24
3.1.3.1	Recommended Action .....	III-24
3.1.3.2	No Action Alternative .....	III-26
3.1.3.3	Kalia Road Alternatives .....	III-26
3.1.3.4	Low-Rise Hotel Development Alternative .....	III-26
3.1.3.5	Parking Structure Alternatives .....	III-26
3.1.4	<u>Mitigation Measures</u> .....	III-26
3.1.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-27
3.2	<b>TERRESTRIAL FAUNA</b> .....	<b>III-27</b>
3.2.1	<u>Existing Conditions</u> .....	III-27
3.2.2	<u>Significance Criteria</u> .....	III-29
3.2.3	<u>Probable Impacts</u> .....	III-29
3.2.3.1	Recommended Action .....	III-29
3.2.3.2	No Action Alternative .....	III-30
3.2.3.3	Kalia Road Alternatives .....	III-30
3.2.3.4	Low-Rise Hotel Development Alternative .....	III-30
3.2.3.5	Parking Structure Alternatives .....	III-30
3.2.4	<u>Mitigation Measures</u> .....	III-30
3.2.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-30
3.3	<b>MARINE ENVIRONMENT</b> .....	<b>III-30</b>

**TABLE OF CONTENTS**  
(Continued)

		<u>PAGE NO.</u>
3.3.1	<u>Existing Conditions</u> .....	III-31
3.3.1.1	<u>Physical/Biological Characteristics</u> .....	III-31
3.3.1.2	<u>Chemical/Water Quality Characteristics</u> .....	III-32
3.3.2	<u>Significance Criteria</u> .....	III-32
3.3.3	<u>Probable Impacts</u> .....	III-32
3.3.3.1	<u>Recommended Action</u> .....	III-32
3.3.3.2	<u>No Action Alternative</u> .....	III-34
3.3.3.3	<u>Kalia Road Alternatives</u> .....	III-34
3.3.3.4	<u>Low-Rise Hotel Development Alternative</u> .....	III-34
3.3.3.5	<u>Parking Structure Alternatives</u> .....	III-34
3.3.4	<u>Mitigation Measures</u> .....	III-35
3.3.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-35
<b>4.</b>	<b>VISUAL ATTRIBUTES</b> .....	<b>III-35</b>
4.1	<b>EXISTING CONDITIONS</b> .....	III-35
4.1.1	<u>Physical Site Characteristics</u> .....	III-35
4.1.2	<u>Significant Views</u> .....	III-35
4.2	<b>SIGNIFICANCE CRITERIA</b> .....	III-37
4.3	<b>PROBABLE IMPACTS</b> .....	III-37
4.3.1	<u>Recommended Action</u> .....	III-37
4.3.2	<u>No Action Alternative</u> .....	III-41
4.3.3	<u>Kalia Road Alternatives</u> .....	III-41
4.3.4	<u>Low-Rise Hotel Development Alternative</u> .....	III-41
4.3.5	<u>Parking Structure Alternatives</u> .....	III-41
4.4	<b>MITIGATION MEASURES</b> .....	III-42
4.4.1	<u>Parking Structures</u> .....	III-42
4.4.2	<u>Open Space Character</u> .....	III-42
4.5	<b>IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF</b> <b>RESOURCES</b> .....	III-43
<b>5.</b>	<b>HISTORICAL AND ARCHAEOLOGICAL RESOURCES</b> .....	<b>III-43</b>
5.1	<b>EXISTING CONDITIONS</b> .....	III-43
5.1.1	<u>Historical Background</u> .....	III-43
5.1.2	<u>Current Archaeological Investigations</u> .....	III-47
5.2	<b>SIGNIFICANCE CRITERIA</b> .....	III-50
5.3	<b>PROBABLE IMPACTS</b> .....	III-50
5.3.1	<u>Recommended Action</u> .....	III-50
5.3.2	<u>No Action Alternative</u> .....	III-51
5.3.3	<u>Kalia Road Alternatives</u> .....	III-51

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
5.3.4 <u>Low-Rise Hotel Development Alternative</u> .....	III-52
5.3.5 <u>Parking Structure Alternatives</u> .....	III-52
5.4      MITIGATION MEASURES .....	III-52
5.5      IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES .....	III-53
6. <b>TRANSPORTATION</b> .....	III-53
6.1 <b>EXISTING CONDITIONS</b> .....	III-53
6.1.1 <u>Availability and Use of Parking Space</u> .....	III-53
6.1.2 <u>Existing Roadways</u> .....	III-55
6.1.3 <u>Traffic Controls</u> .....	III-55
6.1.4 <u>Existing and Projected Operating Conditions</u> .....	III-58
6.2 <b>SIGNIFICANCE CRITERIA</b> .....	III-60
6.3 <b>PROBABLE IMPACTS</b> .....	III-63
6.3.1 <u>Recommended Action</u> .....	III-63
6.3. <u>No Action Alternative</u> .....	III-69
6.3.3 <u>Kalia Road Alternatives</u> .....	III-69
6.3.3.1      Option B1 .....	III-69
6.3.3.2      Option B2 .....	III-69
6.3.3.3      Option B3 .....	III-69
6.3.4 <u>Low-Rise Hotel Development Alternative</u> .....	III-71
6.3.5 <u>Parking Structure Alternatives</u> .....	III-71
6.4 <b>MITIGATION MEASURES</b> .....	III-71
6.4.1 <u>Onsite Improvements</u> .....	III-71
6.4.2 <u>Offsite Improvements</u> .....	III-72
6.5 <b>IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES</b> .....	III-73
7. <b>CLIMATE, METEOROLOGY AND AIR QUALITY</b> .....	III-74
7.1 <b>CLIMATE AND METEOROLOGY</b> .....	III-74
7.1.1 <u>Existing Conditions</u> .....	III-74
7.1.2 <u>Significance Criteria</u> .....	III-75
7.1.3 <u>Probable Impacts</u> .....	III-75
7.1.3.1      Recommended Action .....	III-75
7.1.3.2      No Action Alternative .....	III-75
7.1.3.3      Kalia Road Alternatives .....	III-75
7.1.3.4      Low-Rise Hotel Development Alternative .....	III-75
7.1.3.5      Parking Structure Alternatives .....	III-76
7.1.4 <u>Mitigation Measures</u> .....	III-76

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
7.1.5 <u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> .....	III-76
<b>7.2     AIR QUALITY</b> .....	III-76
7.2.1 <u>Existing Conditions</u> .....	III-76
7.2.1.1    Air Quality Standards .....	III-76
7.2.1.2    Existing Air Quality .....	III-78
7.2.2 <u>Significance Criteria</u> .....	III-78
7.2.3 <u>Probable Impacts</u> .....	III-81
7.2.3.1    Long-Term Impacts .....	III-81
7.2.3.1.1   Recommended Action .....	III-81
7.2.3.1.2   Kalia Road Alternatives .....	III-81
7.2.3.1.3   Parking Structure Alternatives .....	III-81
7.2.3.2    Offsite Impacts .....	III-82
7.2.3.3    Short-Term Impacts .....	III-82
7.2.4 <u>Mitigation Measures</u> .....	III-82
<b>8.     NOISE QUALITY</b> .....	III-83
8.1     EXISTING CONDITIONS .....	III-83
8.2     SIGNIFICANCE CRITERIA .....	III-87
8.3.1 <u>Construction Noise</u> .....	III-87
8.3.2 <u>Recommended Action</u> .....	III-89
8.3.3 <u>No Action Alternative</u> .....	III-89
8.3.4 <u>Kalia Road Alternatives</u> .....	III-90
8.3.5 <u>Low-Rise Hotel Development Alternative</u> .....	III-90
8.3.6 <u>Parking Structure Alternatives</u> .....	III-91
8.4     MITIGATION MEASURES .....	III-91
8.4.1 <u>Construction Noise</u> .....	III-91
8.4.2 <u>Vehicular Noise</u> .....	III-91
8.4.3 <u>Additional Measures for Alternative C</u> .....	III-92
<b>9.     UTILITY SYSTEMS</b> .....	III-92
9.1     WATER SUPPLY .....	III-92
9.1.1 <u>Existing Conditions</u> .....	III-92
9.1.2 <u>Significance Criteria</u> .....	III-94
9.1.3 <u>Probable Impacts</u> .....	III-94
9.1.3.1    Recommended Action .....	III-94
9.1.3.2    No Action Alternative .....	III-96
9.1.3.3    Kalia Road Alternatives .....	III-96
9.1.3.4    Low-Rise Hotel Development .....	III-96
9.1.3.5    Parking Structure Alternatives .....	III-96



**TABLE OF CONTENTS**  
(Continued)

		<u>PAGE NO.</u>
9.1.4	<u>Mitigation Measures</u> .....	III-96
9.1.5	<u>Irreversible and Irretrievable</u>	
	<u>Commitments of Resources</u> .....	III-97
9.2	<b>WASTEWATER COLLECTION, TREATMENT AND DISPOSAL</b> .....	III-97
9.2.1	<u>Existing Conditions</u> .....	III-97
9.2.2	<u>Significance Criteria</u> .....	III-97
9.2.3	<u>Probable Impacts</u> .....	III-97
9.2.3.1	Recommended Action .....	III-97
9.2.3.2	No Action Alternative .....	III-99
9.2.3.3	Kalia Road Alternatives .....	III-99
9.2.3.4	Low Rise Hotel Development .....	III-99
9.2.3.5	Parking Structure Alternatives .....	III-99
9.2.4	<u>Mitigation Measures</u> .....	III-99
9.2.5	<u>Irreversible and Irretrievable</u>	
	<u>Commitments of Resources</u> .....	III-99
9.3	<b>SOLID WASTE COLLECTION AND DISPOSAL</b> .....	III-100
9.3.1	<u>Existing Conditions</u> .....	III-100
9.3.2	<u>Significance Criteria</u> .....	III-102
9.3.3	<u>Probable Impacts</u> .....	III-102
9.3.3.1	Recommended Action .....	III-102
9.3.3.2	No Action Alternative .....	III-104
9.3.3.3	Kalia Road Alternatives .....	III-104
9.3.3.4	Low-Rise Hotel Development Alternative .....	III-104
9.3.3.5	Parking Structure Alternatives .....	III-104
9.3.4	<u>Mitigation Measures</u> .....	III-105
9.4	<b>ELECTRICAL POWER, GAS AND COMMUNICATIONS</b> .....	III-105
9.4.1	<u>Existing Conditions</u> .....	III-105
9.4.1.1	Gas System .....	III-105
9.4.1.2	Electrical Power and Distribution .....	III-105
9.4.1.3	Telephone Systems .....	III-106
9.4.2	<u>Significance Criteria</u> .....	III-107
9.4.3	<u>Probable Impacts</u> .....	III-107
9.4.3.1	Recommended Action .....	III-107
9.4.3.2	No Action Alternative .....	III-107
9.4.3.3	Kalia Road Alternatives .....	III-107
9.4.3.4	Low-Rise Hotel Development Alternative .....	III-108
9.4.3.5	Parking Structure Alternatives .....	III-108
9.4.4	<u>Mitigation Measures</u> .....	III-108
9.4.5	<u>Irreversible and Irretrievable</u>	
	<u>Commitments of Resources</u> .....	III-108

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
<b>10. PUBLIC SERVICES</b> .....	III-109
10.1 POLICE SERVICES AND SAFETY .....	III-109
10.1.1 <u>Existing Conditions</u> .....	III-109
10.1.1.1 Police Services .....	III-109
10.1.1.2 Fire Services .....	III-111
10.1.2 <u>Significance Criteria</u> .....	III-111
10.1.3 <u>Probable Impacts</u> .....	III-111
10.1.3.1 Recommended Action .....	III-111
10.1.3.2 No Action Alternative .....	III-112
10.1.3.3 Kalia Road Alternatives .....	III-113
10.1.3.4 Low-Rise Hotel Development Alternative .....	III-113
10.1.3.5 Parking Structure Alternatives .....	III-113
10.1.4 <u>Mitigation Measures</u> .....	III-113
10.2 HEALTH CARE FACILITIES .....	III-114
10.2.1 <u>Existing Conditions</u> .....	III-114
10.2.2 <u>Significance Criteria</u> .....	III-114
10.2.3 <u>Probable Impacts</u> .....	III-115
10.2.3.1 Recommended Action .....	III-115
10.2.3.2 No Action Alternative .....	III-115
10.2.3.3 Kalia Road Alternatives .....	III-115
10.2.3.4 Low-Rise Hotel Development Alternative .....	III-116
10.2.3.5 Parking Structure Alternatives .....	III-116
10.2.4 <u>Mitigation Measures</u> .....	III-116
10.2.5 <u>Irreversible and Irretrievable</u> Commitments of Resources .....	III-116
10.3 SCHOOLS .....	III-116
10.3.1 <u>Existing Conditions</u> .....	III-116
10.3.2 <u>Significance Criteria</u> .....	III-116
10.3.3 <u>Probable Impacts</u> .....	III-117
10.3.3.1 All Alternatives .....	III-117
10.3.4 <u>Mitigation Measures</u> .....	III-117
10.3.5 <u>Irreversible and Irretrievable</u> Commitments of Resources .....	III-117
10.4 RECREATION FACILITIES/BEHAVIOR .....	III-117
10.4.1 <u>Existing Conditions</u> .....	III-117
10.4.1.1 Local Recreation Facilities .....	III-117
10.4.1.2 Fort DeRussy Recreation Facilities .....	III-118
10.4.1.3 Recreational Behavior .....	III-118
10.4.2 <u>Significance Criteria</u> .....	III-119
10.4.3 <u>Probable Impacts</u> .....	III-119

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
10.4.3.1	Recommended Action ..... III-119
10.4.3.2	No Action Alternative ..... III-120
10.4.3.3	Kalia Road Alternatives ..... III-120
10.4.3.4	Low-Rise Hotel Development Alternative ..... III-120
10.4.3.5	Parking Structure Alternatives ..... III-120
10.4.4	<u>Mitigation Measures</u> ..... III-121
10.4.5	<u>Irreversible and Irretrievable</u> <u>Commitments of Resources</u> ..... III-121
<b>11.</b>	<b>SOCIOECONOMIC FACTORS</b> ..... III-121
11.1	Economic Factors ..... III-121
11.1.1	<u>Existing Conditions</u> ..... III-121
11.1.1.1	Overview of Tourist Industry ..... III-121
11.1.1.2	Hale Koa Existing and Potential Guests ..... III-122
11.1.1.3	Employment ..... III-124
11.1.2	<u>Significance Criteria</u> ..... III-124
11.1.3	<u>Probable Impacts</u> ..... III-125
11.1.3.1	Recommended Action, Kalia Road Alternatives, Low-Rise Hotel Development Alternative and Parking Structure Alternatives ..... III-125
11.1.3.1.1	Room Nights ..... III-125
11.1.3.1.2	Employment Effects ..... III-125
11.1.3.1.3	Regional Economy ..... III-126
11.1.3.1.4	Local Economy ..... III-126
11.1.3.2	No Action Alternative ..... III-127
11.1.3.3	Kalia Road Alternatives ..... III-127
11.1.3.4	Parking Structure Alternatives ..... III-127
11.1.4	<u>Mitigation Measures</u> ..... III-127
11.2	Social Factors ..... III-127
11.2.1	<u>Existing Conditions</u> ..... III-127
11.2.1.1	Social Importance of Fort DeRussy ..... III-127
11.2.1.2	Opinion Survey and Methodology ..... III-131
11.2.1.3	General Public Opinion ..... III-133
11.2.1.4	Key Informant Response ..... III-134
11.2.2	<u>Significance Criteria</u> ..... III-135
11.2.3	<u>Probable Impacts</u> ..... III-136
11.2.3.1	Recommended Action ..... III-136
11.2.3.2	No Action Alternative ..... III-142
11.2.3.3	Kalia Road Alternatives ..... III-142
11.2.3.3.1	Option B1 ..... III-142

**TABLE OF CONTENTS**  
(Continued)

	<u>PAGE NO.</u>
11.2.3.3.2           Option B2 .....	III-142
11.2.3.3.3           Option B3 .....	III-142
11.2.3.4            Low-Rise Hotel Development Alternative .....	III-143
11.2.3.5            Parking Structure Alternatives .....	III-145
11.2.3.5.1          Option D1 .....	III-145
11.2.3.5.2          Option D2 .....	III-145
11.2.3.5.3          Option D3 .....	III-145
11.2.4 <u>Mitigation Measures</u> .....	III-145
11.2.4.1            Recommended Action .....	III-145
11.2.4.2            Kalia Road Alternatives .....	III-147
11.2.4.3            Low-Rise Hotel Development Alternatives .....	III-147
11.2.4.4            Parking Structure Alternatives .....	III-148
<b>12.   LAND USE PLANS, POLICIES AND CONTROLS</b> .....	<b>III-148</b>
12.1 <b>FEDERAL REQUIREMENTS</b> .....	III-148
12.1.1 <u>Coastal Zone Management Program</u> .....	III-148
12.2 <b>OTHER FEDERAL REQUIREMENTS</b> .....	III-149
12.3 <b>STATE LAND USE PLANS</b> .....	III-149
12.3.1 <u>Hawaii State Plan</u> .....	III-150
12.3.2 <u>State Functional Plans</u> .....	III-151
12.4 <b>CITY AND COUNTY OF HONOLULU LAND USE PLANS</b> .....	III-151
12.4.1 <u>Development Plan</u> .....	III-151
12.4.2 <u>Waikiki Special Design District</u> .....	III-151
12.4.3 <u>Special Management Area (SMA)</u> .....	III-152
12.4.4 <u>Shoreline Setback</u> .....	III-153
12.5 <b>PRIVATE PLANS</b> .....	III-153
12.5.1 <u>Honolulu Convention Center</u> .....	III-153
12.5.2 <u>Waikiki Landmark Project</u> .....	III-153
12.5.3 <u>Other Private Plans</u> .....	III-154

	<u>PAGE NO.</u>
<b>CHAPTER IV    PUBLIC INVOLVEMENT</b>	
<b>1.   INTRODUCTION</b> .....	<b>IV-1</b>
<b>2.   NOTICE OF INTENT</b> .....	<b>IV-1</b>
<b>3.   SCOPING</b> .....	<b>IV-1</b>

TABLE OF CONTENTS  
(Continued)

4.	<b>DOCUMENTATION OF ENVIRONMENTAL COMPLIANCE</b> .....	IV-2
	<u>Endangered Species Act</u> .....	IV-2
	<u>National Historic Preservation Act of 1966, as amended</u> .....	IV-2
	<u>Intergovernmental Review of Federal Programs</u> .....	IV-3
	<u>Clean Water Act</u> .....	IV-3
	<u>Coastal Zone Management Act</u> .....	IV-4
5.	<b>PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)</b> .....	IV-4
5.1	FEDERAL AGENCIES .....	IV-4
5.2	STATE OF HAWAII .....	IV-5
5.3	CITY AND COUNTY OF HONOLULU .....	IV-6
5.4	OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS .....	IV-7
6.	<b>PUBLIC HEARING</b> .....	IV-8
7.	<b>DRAFT EIS REVIEW CORRESPONDENCE</b> .....	IV-8
8.	<b>DISTRIBUTION OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT</b> ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE, SCOPING MEETINGS MEMORANDA, CORRESPONDENCE AND NEWSPAPER ARTICLES ON EIS PREPARATION NOTICE  PUBLIC HEARING TRANSCRIPT  DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENT LETTERS AND RESPONSES	
	<b>CHAPTER V LIST OF PREPARERS OF THIS EIS</b>	
	<b>CHAPTER VI REFERENCES</b>	
	<b>INDEX</b>	
	<b>APPENDIX A VISUAL RESOURCES ANALYSIS</b>	
	<b>APPENDIX B BOTANICAL SURVEY REPORT</b>	
	<b>APPENDIX C AVIFAUNAL AND FERAL MAMMAL SURVEY</b>	

APPENDIX D TRAFFIC NOISE STUDY

APPENDIX E HAWAII CZM PROGRAM ASSESSMENT FORM

LIST OF TABLES

		<u>PAGE NO.</u>
TABLE 1	COMPLIANCE WITH ENVIRONMENTAL QUALITY STATUTES .....	S-13
TABLE II-1	COMPARISON OF ALTERNATIVES, IMPACTS AND MITIGATION MEASURES .....	II-15
TABLE III-1	FORT DERUSSY LAND USE IN ACRES .....	III-4
TABLE III-2	FORT DERUSSY SITE DEVELOPMENT IN ACRES .....	III-6
TABLE III-3	CHEMICAL ANALYSIS OF SOILS .....	III-11
TABLE III-4	PRINCIPAL TREES AND SHRUBS AT FORT DERUSSY ..	III-25
TABLE III-5	RELATIVE ABUNDANCE OF EXOTIC BIRDS AT FORT DERUSSY, WAIKIKI, HONOLULU, OAHU .....	III-28
TABLE III-6	LIST OF LAND COMMISSION AWARDS GIVEN AT FORT DERUSSY, WAIKIKI, O'AHU .....	III-45
TABLE III-7	FISHPONDS UNDERLYING FORT DERUSSY, WAIKIKI, O'AHU .....	III-46
TABLE III-8	LIST OF LAND GRANTS IN THE FORT DERUSSY AREA, WAIKIKI, O'AHU .....	III-46
TABLE III-9	RESULTS OF TRENCHING PROGRAM .....	III-49
TABLE III-10	EXISTING TRAFFIC CONTROL .....	III-58
TABLE III-11	EXISTING LEVELS OF SERVICE .....	III-60
TABLE III-12	1994 LEVELS OF SERVICE WITHOUT PROJECT .....	III-63

**LIST OF TABLES**  
(Continued)

	<u>PAGE NO.</u>
TABLE III-13	1994 LEVELS OF SERVICE WITH PROJECT AND ONSITE IMPROVEMENTS ..... III-64
TABLE III-14	1994 LEVELS OF SERVICE WITH ALTERNATIVE B3: ELIMINATION OF KALIA ROAD ..... III-70
TABLE III-15	1994 LEVELS OF SERVICE WITH PROJECT AND OFF-SITE IMPROVEMENTS ..... III-74
TABLE III-16	SUMMARY OF STATE OF HAWAII AND FEDERAL AMBIENT AIR QUALITY STANDARDS (AAQS) ..... III-77
TABLE III-17	CARBON MONOXIDE MONITORING DATA WAIKIKI 1988 ..... III-79
TABLE III-18	ONSITE CARBON MONOXIDE SAMPLING RESULTS FORT DERUSSY, HAWAII ..... III-80
TABLE III-19a	COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS ALONG ACCESS ROADS TO PROJECT SITE DURING WEEKDAY (PM PEAK HOUR AND 50 ft FROM ROADWAY CENTERLINES) ..... III-85
TABLE III-19-b	COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS ALONG ACCESS ROADS TO PROJECT SITE DURING SATURDAY (PM PEAK HOUR AND 50 ft FROM CENTERLINES) ..... III-86
TABLE III-20	CALCULATIONS OF PROJECT AND NON-PROJECT TRAFFIC NOISE CONTRIBUTIONS (1994) ..... III-90
TABLE III-21	ADDITIONAL WATER REQUIREMENTS FROM DEVELOPMENT AT FORT DERUSSY ..... III-95
TABLE III-22	EXISTING AND FUTURE WASTEWATER REQUIREMENTS ..... III-98
TABLE III-23	CRIMINAL OFFENSES AT FORT DERUSSY ..... III-110
TABLE III-24	FIRE PROTECTION IN THE FORT DERUSSY VICINITY . III-112

**LIST OF TABLES**  
(Continued)

TABLE III-25	EMERGENCY HEALTH CARE FACILITIES .....	III-115
TABLE III-26	UNACCOMMODATED ROOM REQUESTS .....	III-123
TABLE III-27	SELECTED COMMUNITY ACTIVITIES AT FORT DERUSSY AND FORT DERUSSY BEACH .....	III-130
TABLE III-28	GROUPS USING FORT DERUSSY .....	III-132
TABLE III-29	ASSESSMENT OF SOCIAL IMPACTS OF FORT DERUSSY PROJECT .....	III-139

**LIST OF FIGURES**

		<u>PAGE NO.</u>
FIGURE II-1	ARMED FORCES FORT DERUSSY RECREATION CENTER - ARMY CONCEPTUAL PLAN .....	II-3
FIGURE II-2	ALTERNATIVE B-2 4-LANE REALIGNED CONFIGURATION .....	II-8
FIGURE II-3	ALTERNATIVE B-3 ELIMINATION OF KALIA ROAD .....	II-9
FIGURE II-4	ALTERNATIVE C LOW-RISE HOTEL DEVELOPMENT .....	II-10
FIGURE II-5	ALTERNATIVE D-1 TWO MULTI-LEVEL PARKING STRUCTURES .....	II-12
FIGURE II-6	ALTERNATIVE D-2 THREE SINGLE-LEVEL PARKING STRUCTURES .....	II-13
FIGURE II-7	ALTERNATIVE D-3 TWO 1300- AND 350-STALL PARKING STRUCTURES .....	II-14
FIGURE III-1	REGIONAL SETTING .....	III-2
FIGURE III-2	VICINITY MAP .....	III-3



**LIST OF FIGURES**  
(Continued)

		<u>PAGE NO.</u>
FIGURE III-3	FORT DERUSSY - EXISTING FACILITIES .....	III-5
FIGURE III-4	FLOOD HAZARDS .....	III-20
FIGURE III-5	FORT DERUSSY BIOLOGICAL FEATURES .....	III-23
FIGURE III-6	EXISTING VIEWS OF FORT DERUSSY .....	III-36
FIGURE III-7	VIEWS FROM THE INTERSECTION OF ALA MOANA BOULEVARD AND KALIA ROAD .....	III-39
FIGURE III-8	VIEWS FROM THE 16TH FLOOR, INN ON THE PARK, ALA MOANA BOULEVARD .....	III-40
FIGURE III-9	ARCHAEOLOGICAL SITES .....	III-48
FIGURE III-10a	FORT DERUSSY EXISTING WEEKDAY PM PEAK TRAFFIC VOLUMES .....	III-56
FIGURE III-10b	FORT DERUSSY EXISTING SATURDAY PM PEAK TRAFFIC VOLUMES .....	III-57
FIGURE III-11a	FORT DERUSSY WEEKDAY PM PEAK TRAFFIC VOLUMES WITHOUT PROJECT, 1994 .....	III-61
FIGURE III-11b	FORT DERUSSY SATURDAY PM PEAK TRAFFIC VOLUMES WITHOUT PROJECT, 1994 .....	III-62
FIGURE III-12a	FORT DERUSSY WEEKDAY PM PEAK TRAFFIC VOLUMES WITH PROJECT, 1994 .....	III-67
FIGURE III-12b	FORT DERUSSY SATURDAY PM PEAK TRAFFIC VOLUMES WITH PROJECT 1994 .....	III-68
FIGURE III-13	NOISE MONITORING SITES .....	III-84
FIGURE III-14	CONSTRUCTION NOISE LEVELS VS. DISTANCE .....	III-88
FIGURE III-15	EXISTING AND PROPOSED UTILITY SYSTEMS .....	III-93

## GLOSSARY

AFRC	Armed Forces Recreation Center
CFR	Code of Federal Regulations
CFSC	U.S. Army Community and Family Support Center
CRI	Community Resources, Inc.
Diamond Head	Directional term used on Oahu to describe easterly direction
EIS	Environmental Impact Statement
Ewa	Directional term used on Oahu to describe westerly direction
FIRM	Flood Insurance Rate Map
LOS	Level of Service (See Wilbur Smith Associates, 1989 and Chapter III, Section 7.1.4 for definition of LOS)
Makai	Toward the ocean or seaward
Mauka	Toward the mountains or inland
MSL	Mean Sea Level
NEPA	National Environmental Policy Act of 1969
SHPO	State Historic Preservation Officer
Significance Criteria	Criteria against which the degree of potential environmental impacts are measured and evaluated.
SIA	Social Impact Assessment
USASCH	U.S. Army Support Command, Hawaii
USARC	U.S. Army Reserve Center
USARPAC	U.S. Army Pacific (successor to WESTCOM)
WESTCOM	U.S. Army Western Command
WSA	Wilbur Smith Associates

## SUMMARY

### 1. MAJOR FINDINGS

#### 1.1 PURPOSE OF THIS DOCUMENT

This Environmental Impact Statement (EIS) has been prepared pursuant to a determination regarding implementation of the Armed Forces Recreation Center Master Plan, Fort DeRussy, Honolulu, Hawaii (University of Southern Mississippi, 1988). This EIS has been prepared in accordance with the provisions of the Council on Environmental Quality, Regulations for Implementing The Procedural Provisions of the National Environmental Policy Act, 40 CFR 1500-1508, Department of the Army Regulations 200-2, Environmental Effects of Army Actions, 32 CFR 651 and all other applicable federal environmental protection laws, rules and regulations as listed below in Section 5.

This EIS describes the recommended action; the alternatives to the recommended action that have been investigated; the existing environmental conditions of the recommended action site and potentially affected surrounding area; the probable environmental consequences of the recommended action; the measures that would be employed to minimize or mitigate potential adverse environmental impacts; and the relationship of the recommended action to existing land use plans, policies and controls.

#### 1.2 PURPOSE AND NEED FOR RECOMMENDED ACTION

The purpose of the recommended action is to refocus the primary mission of Fort DeRussy from coequal support to the US Army Reserve and all-service recreational activities towards a primary mission of recreation. Many Army reserve functions will be moved to Fort Shafter. Headquarters, IX Corps (Reinforcement), US Army Reserve will remain at Fort DeRussy. The recommended action would demolish selected facilities, extensively landscape the Army post; construct a new 400-room hotel tower and one new 1300-stall parking structure; and realign Kalia Road. Development of the Armed Forces Recreation Center-Fort DeRussy would emphasize share military-community use of many of its recreational facilities.

Fort DeRussy and the Hale Koa Hotel located there offer the approximately 400,000 active duty soldiers, sailors, airmen and marines and their families in the Pacific Basin a unique opportunity to enjoy first-rate accommodations and recreation at prices they can afford. Retirees are also welcome. On Oahu alone, Fort DeRussy serves as a recreation center for approximately 100,000 active duty military members and their families. Nevertheless, the Hale Koa must turn away room requests of about 24,735 per year because of insufficient accommodations. The hotel has been operating at 98 to 99 percent occupancy year-round because of the tremendous demand. In addition, the Fort's facilities are used by an estimated 2.7 million visitors per year.

Parking spaces, especially on weekends, are scarce. The recommended action is needed to respond to the recreational, leisure and morale needs of the military.

### 1.3 ALTERNATIVES

In addition to the recommended action, four primary alternatives have been defined and evaluated: (1) Alternative A - No Action; (2) Alternative B - Kalia Road Alignment Alternatives, Option 1: Two-Lane, Realigned Configuration, Option 2: Four-Lane, Realigned Configuration, Option 3: Elimination of Kalia Road; (3) Alternative C - Low-Rise Hotel Development; and (4) Alternative D - Parking Structure Alternatives, Option 1: Two Multi-Level, 1200- and 1400-Stall Parking Structures, Option 2: Three Single-Level Parking Structures; and Option 3: One Multi-Level, 1300-Stall Hotel Parking Structure and One Bermed-Over, 350-Stall Parking Structure. None of these alternatives, except Alternative B1, meet the objectives of the Master Plan as well as the recommended project. All except Alternative A will result in more adverse environmental impacts and would be more expensive than the recommended action.

The recommended action includes the following major elements: (1) realigning Kalia Road mauka of the new hotel structure and makai of the existing Saratoga Road parking lot; (2) removing 17 buildings, including Turner Hall; (3) converting much of the paved area now dedicated to open parking lots and motor pools into an open landscaped area; (4) building a new 400-room hotel tower near the Hale Koa Hotel for active and retired military guests and other eligible government personnel; (5) building a hotel parking structure consisting of 1,300 stalls in two stories (three levels); and (6) constructing new arrival/entrance areas for the Hale Koa Hotel complex and Hawaii Army Museum (Battery Randolph).

In contrast to the preferred action in the Draft EIS, the recommended action in the Final EIS realigns Kalia Road but still retains the existing intersection of Kalia Road and Saratoga Road. The existing 490-stall Saratoga parking lot area would be re-striped to accommodate about 540-570 stalls, except a portion of it adjacent to the Waikiki Post Office will be used for new tennis courts. An additional 50-60 stalls would be available to support specific facilities. Any future modification to the parking areas would be environmentally assessed in a separate document.

Alternative A (as defined in this EIS) is the "no-action" alternative in which Fort DeRussy and the present facilities, including those under construction and/or to be constructed as part of separate projects, e.g., the pool-luau complex, would remain "as-is". No new construction would occur, and the existing road network and parking facilities would remain unchanged.

Alternative B includes construction of the hotel tower, single parking structure, and other facilities, but also includes three options for Kalia Road development. Option B1 would retain Kalia Road as a two-lane roadway and realign it mauka of the new hotel tower and makai of the new Saratoga Road parking structure. The Saratoga Road/Kalia Road intersection would be kept in its present location. Option B2 would widen Kalia Road to a four-lane roadway, but there would be a new intersection with Saratoga Road located between the U.S. Post Office and the Saratoga parking lot; and

Option B3 would eliminate Kalia Road as a thoroughfare through the Post. A cul-de-sac would be created that would function as the entrance to the hotel towers and parking structure. Separate entrances for Battery Randolph and the Saratoga Road parking facility would be provided.

Alternative C includes development of the new facilities in compliance with the Waikiki Special Design District ordinance which limits the height of new buildings to 25 feet. As such, the new hotel facilities would consist of a series of five, low-rise, two-story motel type structures. Vehicular parking would be provided adjacent to the motel units and the two parking structures would be limited to no more than 25 feet in height. Kalia Road would be realigned but the present intersection with Saratoga Road would be retained. This alternative would result in less park and open space than the other alternatives but would have less of a vertical visual impact.

Alternative D includes development of the new facilities as recommended but also includes three separate options for parking structures. As in the recommended action, all parking structures would be landscaped around all boundaries. Option D1 includes building two new multi-level parking structures consisting of one 1200-stall structure in the vicinity of the existing Post Office on Saratoga Road and one 1400-stall Hotel permit parking facility with dedicated hotel parking. Kalia Road would be relocated to intersect with Saratoga Road near the U.S. Post Office. The road alignment and hotel recreation facilities under Option D2 would be the same as those in the recommended action; however, all parking would be accommodated in several one-level, bermed-over structures. To accommodate the same 1300 stalls as under the recommended action at the Hotel structure, Option D2 would require an additional 8.1 acres of land devoted to parking. The lot nearest the new hotel would accommodate an estimated 428 stalls, and the larger lot, extending to Kalakaua Avenue, would hold about 872 stalls. Kalia Road would be realigned to curve mauka of the new hotel facilities and makai of the new Saratoga Road parking structure, but would intersect Saratoga Road at its current location. Option D3 would provide an above-ground hotel parking structure of 1,300 stalls in two stories (three levels), and an above-ground and bermed-over Saratoga parking structure of 350 stalls in one level. These alternatives, developed by the U.S. Army and the City and County of Honolulu, need to be weighed against solicited public input which places a high priority on maintaining open space and limiting visual impacts while providing adequate parking spaces.

#### 1.4 PROJECT EFFECTS

The potential impacts of the recommended project include the exposure of greater numbers of people to seismic effects. There are no apparent impacts that would result from erosion or volcanic effects. Potential tsunami and flood hazards are mitigated to less-than-significant levels through the application of appropriate building codes and standards. Rehabilitation of the existing storm drainage system could be part of a separate, local command future project. Hazardous materials/toxic waste materials, other than relatively small quantities of vehicular fuels and landscape fertilizers/biocides historically have not been used or stored on Fort DeRussy. As such, public health impacts from exposure to contaminants are not expected. **MITIGATION:** Appropriate federal and state hazardous materials/toxic waste studies were performed prior to construction to assure that there are no adverse impacts resulting from the

recommended project.

The potential environmental impacts of the recommended project on the natural environment of the project site could include the loss of vegetation and habitat for terrestrial species and the loss of habitat and increased human pressures on the marine environment. However, the recommended project would add vegetation and replacement habitat in a broad belt around the border of the site through increased landscaping. As such, no significant adverse impacts to the flora or fauna of the site are expected. **MITIGATION:** The primary mitigation measures that will be taken to assure less-than-significant impacts to the terrestrial flora and fauna of the project area include the relocation and replanting of any vegetation that may be impacted by the project and the development of new landscaped areas. Measures to minimize potential adverse impacts to the marine environment are not warranted due to the lack of expected construction impacts.

The recommended action would change the existing undeveloped, low-rise character of Fort DeRussy by introducing two major urban, visual elements: a hotel tower and a parking structure. The open Fort DeRussy landscape along Kalia Road would be filled by construction of a two story parking structure and a new hotel tower. These street level views would be blocked, but the impact is not considered significantly adverse. Street level views toward Fort DeRussy from Saratoga Road would be unchanged except by increased vegetative landscaping. Distant views of Waikiki from Tantalus highlands would not be changed substantially. Downward views of Fort DeRussy from the hotels and condominiums along Ala Moana Boulevard, Kalakaua Avenue and Saratoga Road would not be significantly affected by the hotel parking structure. Although the garage's rooftop may become a dominant visual element from high-rise along Ala Moana Boulevard, the structure would be seen against a background of other high rise buildings. Distant panoramic views of the ocean from these vantage points would not be adversely affected by the hotel tower because it would occupy only a small portion of that view plane. The parking structure would not be tall enough to block these views of the ocean. **MITIGATION:** The sides and rooftop of the proposed parking garage would be landscaped to improve existing views of the present bare surface DeRussy parking lot and lessen its intrusiveness. The sides of the hotel tower would also be landscaped to lessen its intrusiveness.

The recommended project site is known to contain surface and subsurface cultural resources. Battery Randolph is listed on the National Register of Historic Places. In addition, subsurface archaeological reconnaissance survey has indicated the presence of ancient walls separating old fish ponds as well as prehistoric and historic midden (rubbish) deposits. A preliminary determination that these subsurface materials are eligible for listing to the National Register has been made in consultation with the Hawaii State Historic Preservation Officer. Excavations related to removal of existing facilities and to construction of new buildings and utility lines may significantly and adversely impact these subsurface cultural materials. **MITIGATION:** In accordance with applicable regulations (36 CFR Part 800) and in coordination with the Hawaii State

Historic Preservation Officer, archaeological research will be undertaken to recover the data associated with any possibly affected materials prior to construction, monitor excavations during construction, determine the significance of any features that may be found, and to preserve and protect those features not impacted or included in the data recovery program.

The Recommended Action includes plans to alter the roadway system of Fort DeRussy by eliminating most small, isolated parking lots, by realigning Kalia Road to curve through the post, by providing a new entry ways to Battery Randolph and the new hotel tower, and possibly by providing new entry ways to the proposed hotel parking structure and the existing Saratoga parking lot. The configuration of the proposed AFRC-Fort DeRussy would appear to make the staging of parades very difficult, if not impossible.

There are currently 1,435 legal parking stalls at Fort DeRussy. With the proposed project, there would be a total of about 1,900 parking stalls available, based on construction of a new, two story (3-level) hotel parking garage having 1,300 stalls; the re-striping of the Saratoga parking lot to increase its capacity from 490 to about 540-570 stalls, and retaining or providing about 50-60 additional stalls to directly support Kalani Center, the Post Headquarters/Maluhia Hall, the post chapel, and perhaps the Army Museum. Four tennis courts may be constructed on a portion of the Saratoga parking lot adjacent to the Waikiki Post Office. Special event and weekend overflow parking, which now accommodates 500-750 extra vehicles on the open grassed fields of Kuroda Parade Ground and Infantry Field, would no longer be accommodated in the future to avoid damaging the new landscaped areas and related recreational facilities,

Compared to present conditions and without provisions for overflow parking, there would be a future increase of about  $475 \pm 20$  parking stalls. There would be generally about the same numbers of parking stalls in comparison to existing overflow parking accommodations (assume 500 vehicles) for special events and on many weekends.

A U.S. Army Community & Family Support Center (USACFSC) parking analysis found that an average of 42 percent of those parking at Fort DeRussy (Hotel or Saratoga lots) use the DeRussy parking lots as a "convenience" to go to destinations outside Fort DeRussy, that is for purposes other than those which the parking is designed or sized. Current parking is believed to be adequate for those facilities which are on Fort DeRussy, including the beach. However, current parking problems (e.g., congestion) are a result of a high volume of "convenience parking." After calculating a conservative 6.7 hours of parking space turnover per vehicle during a 16-hour day, it is estimated that there is a current need for about 1,550 parking stalls. USACFSC is projecting this would increase by about 100 stalls to 1,650 stalls by 1995, when all proposed facilities are fully operational. The 100 stalls represents a net gain in parking space demand from increases in employment at Hale Koa Hotel, guests at the Hale Koa Hotel, and attendance at special events, dining or cocktails at Hale Koa Hotel, and a decrease of Army Reservist activity. Above the 1,200 parking stalls that USACFSC considers is adequate for patronage of DeRussy facilities alone, the recommended provision of about 1,900 plus stalls would be able to accommodate much, but not all, of the convenience parking that now occurs. It is expected that there would still be parking space shortfalls in the future during peak load on weekends and during special events.

The 1989 Social Impact Assessment (SIA) suggests indirectly that about 50 percent of current users of the free parking facilities at Fort DeRussy would continue to make Waikiki their primary weekend destination of choice, even if forced to patronize commercial parking facilities. Among the 25 percent who would not use commercial parking, the SIA suggested that many would be the enlisted personnel and their families or children of active duty personnel, who would have less disposable income to pay for the commercial parking. While there could be some economic loss to Waikiki merchants if fewer military personnel could find convenience parking at Fort DeRussy, this loss would likely be offset at the regional scale by increased business elsewhere on Oahu. It is expected that the Army will need to prioritize the use of its parking facilities to assure that those wishing and qualified to patronize the services and facilities at the AFRC-Fort DeRussy are able to do so. MITIGATION: U.S. Army Support Command, Hawaii (USASCH) or USACFSC would develop appropriate parking policies. The Armed Services would also explore alternative means for transporting their personnel to the AFRC-Fort DeRussy (e.g., car pooling or military buses).

Implementation of the Master Plan, as well as increased population and tourism in Hawaii, will cause an increase in peak traffic volume by 1944 within Fort DeRussy a significant 30-35 percent beyond the operational capacity of the planned, realigned 2-lane Kalia Road. Significant congestion will occur on Saratoga Road, Kalakaua Avenue and Ala Moana Boulevard if both the Hotel and Saratoga parking facilities empty at the same time. MITIGATION: The realignment of Kalia Road will include a right-of-way for an additional two lanes on the road's mauka side to allow for possible future widening by the City and County of Honolulu. Some of the likely congestion will be eased by providing a new hotel entry and new entrances and exits to the parking structures which will allow traffic to enter and leave in an orderly and safe manner.

The existing water and sewer lines serving the impacted areas of Fort DeRussy will be relocated and replaced. Replacement will enable the new facilities to operate efficiently and according to applicable building design standards and City and County of Honolulu requirements. The Recommended Action will have an insignificant effect on the municipal wastewater system. Because of the lack of significant adverse impacts, mitigation measures are not warranted.

One of the key industries in Hawaii is tourism. Visitors to Hawaii spent a total of \$6.6 billion in direct expenditures in 1987. The Hale Koa Hotel, which presently operates at an occupancy rate of 98 to 99 percent, requires reservations one year in advance because of the year-round high demand for accommodations there. If allowed, reservations of more than one year in advance would be readily filled. The new hotel tower and related facilities will allow requests for an additional 140,000 room-nights to be accommodated each year. Further, the recommended project is expected to provide 365 direct jobs and an estimated additional 876 indirect jobs. As part of the master planning process, a social impact assessment of the



recommended development was conducted. In general, although several areas of concern were identified, the recommended project is expected to create positive social effects for most groups in the Fort DeRussy area.

In addition to beneficial economic impacts, the recommended project would enhance community-military relations by making the Army post more of a shared community recreational asset, enhancing vehicular and pedestrian circulation patterns, providing additional parking space, and increasing open green space.

**MITIGATION:** The EIS (Section 11.2.9.1) lists an array of measures that will be implemented to mitigate for the following potentially significant, adverse socioeconomic impacts: perceived adverse effects caused by rerouting Kalia Road and by the view-blocking parking structure, the loss of Fort DeRussy as a staging area for parades due to removing open grassed fields from future use; a perceived decline in park security, particularly at night, caused by the removal of military police billets; and the loss of direct vehicular access to the chapel, particularly affecting funerals, the elderly and the handicapped. Mitigation for many of these measures have been incorporated directly into the recommended project. The significant loss of views and vertical open space will be partially mitigated by landscaping the recommended structures and by elimination of another structure that was proposed at an earlier stage of the project. Due to the strong public interest in this project, an array of additional measures are also presented that will be implemented to reduce the adverse effects of insignificant impacts.

To assure compliance with applicable Federal, state, and county environmental protection regulations, the contractor will be required, through the construction contract documents, to prepare and submit an environmental protection plan. The plan will describe how the contractor will comply with environmental protection regulations and ordinances, especially those regarding air, noise, and water quality.

## 1.5 COMPARATIVE EVALUATION OF ALTERNATIVES

The impacts of Alternatives A (no action), B3 (elimination of Kalia Road Diamond Head of the hotel), C (low-rise hotel facilities), D2 (widespread one-story parking facilities) and D3 (tow parking structures) are generally the most different from the Recommended Action. The impacts of Alternatives B1, B2, and D1 are similar to the Recommended Action under most environmental resources categories. Table II-1 summarizes the discussions of impacts in Chapter III in a comparative format.

The No Action Alternative A would have no impacts on or result in no or negligible changes to the present environment except for the following resource categories: marine environment, transportation, and air quality. For each of these categories, anticipated trends of continued growth in island population and tourism, even without the Recommended Action, are expected result in higher numbers and people using the beach and near-shore waters; higher numbers of motor vehicles passing through and around Fort DeRussy; and at least through about

1994, lower levels of vehicular air emissions, notably, carbon monoxide (CO). The impacts of No Action on Terrestrial Flora, Recreation Facilities/Behavior, Economic Factors, and Social Factors in relation to the Recommended Action could be expected to result in foregone opportunities for more greenery, including use of native species; more recreational/park facilities; more tourist expenditures in the local economy; and higher morale and welfare benefits for the military community.

The elimination of Kalia Road on the Diamond Head side of the proposed hotel tower under Alternative B3 would have both significant beneficial and adverse impacts not associated with the Recommended Action and the other alternatives. It would beneficially impact terrestrial flora and fauna and public desires for open green space. It would adversely impact most significantly off-post traffic patterns and volume and off-post air quality because of the large numbers of vehicles that would have to be diverted around Fort DeRussy via Kalakaua Avenue from Ala Moana Boulevard, Kalia Road, and Saratoga Road. Loss of vehicular accessibility under B3 could adversely affect Fort DeRussy's mission for emergency civil defense and mobilization. Modification of pedestrian movements from eastern to western Waikiki could adversely impact local businesses. The Recommended Action would avoid these adverse impacts.

Most impacts of the Low Rise Alternative C are more adverse than the Recommended Action and the other alternatives because of the need for a more dispersed and larger construction area. Greater levels of the following resources would be affected: short-term, construction erosion/sedimentation; storm water runoff; fill to avoid flood damage; large trees and tree habitats for birds; area of potential archaeological loss; hotel guests exposed to nearby traffic noise; difficulty of emergency police response; and horizontal open space (versus gains of vertical open space). In contrast to all other alternatives, there would also be reduced levels of civilian/military shared use due to the availability of fewer new recreational facilities and less open space. Alternative C is similar to the Recommended Action in its impacts or magnitude of impacts on the marine environment, transportation, and air quality.

The impacts of the one-level parking structure(s) of Alternative D2 are different from the Recommended Action and all other alternatives because it would occupy over 8 acres of additional space in addition to the Hotel and Saratoga parking structures. Short-term, adverse construction impacts covering increased soil erosion, greater loss of flora and bird habitat, and visual degradation would ensue. A short-term non-construction impact would involve greater numbers of vehicles being subject to flooding. The widespread parking structure(s) would have greater long term, adverse impacts most notably in potential losses to archaeological resources, in higher runoff volume (soil bermed structures limit infiltration), and perhaps in maintaining security. Beneficial changes such as more intensive landscaping, small-scale rooftop recreational facilities, and a very low profile would offset adverse short-term impacts of D2 and adverse impacts of all other alternatives regarding flora and bird habitat, large-scale flat-surface recreational facilities, and loss of vertical open space. Another major non-environmental factor

to consider in evaluating Alternative D2 is its significantly higher cost than the parking structure configuration under the Recommended Action.

Alternative D3 differs mainly from the Recommended Action in its provision of a bermed and grassed-over, single level Saratoga parking structure, in addition to a hotel parking structure, and the total number of parking spaces that would be available. Alternative D3 would provide 1,700 parking spaces, a sufficient number to accommodate all but peak demand, not including the occasional special events that occur at Fort DeRussy. The bermed-over parking structure would block street-level views from Saratoga road, but not as completely as Alternative D1. Excavations would be more likely to destroy subsurface archaeological deposits than the recommended action. Stormwater runoff would likely be less than any of the alternatives. A major non-environmental factor to consider in evaluating Alternative D3 would its relatively high cost in comparison to the Recommended Action which would add only landscaping to the existing Saratoga parking lot.

Alternative D1 consists of the 3-5 level parking structures identified in the Draft EIS as the proposed project. The major drawbacks of Alternative D1 in contrast to the other alternatives is its significant, and more adverse visual impact, and the greater traffic congestion it would generate because of a higher parking space capacity. That higher capacity, would, however, gratify the desires of many military and non-military personnel and family members who prefer parking at Fort DeRussy to attend on- and off-post activities. Conversely, the Recommended Action may disappoint these same people. The Social Impact Assessment, prepared for the EIS, showed that the concerned public often had contrasting desires regarding parking facilities and further development at Fort DeRussy.

The impacts of realigning of Kalia Road to meet Saratoga Road makai of the Waikiki Post Office under Alternative B1 differs from the Recommended Action in two main areas: the severe transportation impacts to the operations of the Post Office and possibly adverse impacts on local businesses. Post Office officials expressed strong concerns about B1's impact on its entrances and exits and on space available for post office mail truck operations. Local businesses at the new intersection might be adversely affected by loss of easy accessibility to Saratoga Road and local businesses in western or eastern Waikiki might be affected by changes in pedestrian movement.

Alternative B2 differs from the Recommended Action mainly by the ecological and green space impacts associated with increased acreage for a four-lane versus a two-lane roadway, but also by its adequate capacity to accommodate future traffic volume and by its slightly lower air quality levels.

## 2. AREAS OF CONTROVERSY

Two basic areas of controversy regarding the recommended project has been identified:  
(1) potential view impacts that could be experienced by residents of neighboring condominiums

units; and (2) perceived loss of the present character of Fort DeRussy. The perceived isolation of western Waikiki hotels and shops and perceived resultant loss of pedestrian business discussed in the Draft EIS should no longer be considered a controversy because the Recommended Action has been altered to retain the present Kalia Road/Saratoga Road intersection in order to serve the public interest. Detailed discussion of Item 1 is addressed in Chapter III, Section 4 (Visual Attributes), and of Item 2 in Chapter III, Section 11 (Socioeconomic Factors).

One of the primary impacts of the proposed project for residents of the neighboring condominiums is the scale, bulk, and visual proximity of the proposed parking structures. The action recommended in the Final EIS seeks to lessen this concern by lowering the heights of the Hotel parking structure, and by providing landscaping of its perimeters and rooftop; and by eliminating the construction of a new Saratoga parking structure. The existing parking lot will be landscaped.

The second area of controversy, loss of present character, stems from the replacement of open or undeveloped lands by hotel and parking facilities. The Recommended Action seeks to address this concern by reconfiguring the shape of the Hotel parking facility to better define the Ewa entrance to the post, providing lower and optional parking structure heights (one or two stories) to minimize the "highly urbanized" appearance created by the surrounding multi-level structures, and by landscaping all vertical structures and current open space areas, including the existing Saratoga parking lot.

### **3. UNRESOLVED ISSUES**

#### **3.1 DRAFT EIS RESOLVED ISSUES**

Design and engineering issues, and permitting and approval issues can be resolved without undue difficulty, as described below. The other three areas of unresolved issues described in the Draft EIS -- archaeological significance determinations, wastewater disposal, and Coastal Zone Consistency Determination -- have been resolved.

The Army has consulted with the State Historic Preservation Officer in compliance with Section 106 of the National Historic Preservation Act. The Army will develop a research design in consultation with the Historic Preservation Officer and the Advisory Council on Historic Preservation which will guide two further stages of investigations: first, controlled excavations of key areas to be completed prior to construction, and second, monitoring of all construction-related excavations by a qualified archaeologist (see Section 5.4). As of publication of this Final EIS, the US Army and the City and County of Honolulu, Wastewater Management Division of the Department of Public Works have reached an agreement on connecting the recommended new hotel facilities with the City and County wastewater collection system (see Section 9.2.3.1). The Army filed a Certification of Consistency with the Office of State Planning (OSP) for the Draft EIS alternatives in compliance with the Coastal Zone Management Act of 1972 and the Hawaii Coastal Zone Management Program, Section 205A-2, Hawaii Revised

Statutes. The Office of State Planning certified that the proposed action would be consistent with the Coastal Zone Management Program (see Appendix E). The Final EIS will be resubmitted to the OSP with a separate, revised CZMP Consistency Determination.

### 3.2 DESIGN ISSUES

As noted in Chapter I, Section 1, this EIS is part of the overall planning process for the recommended facilities. As such, the project described in the Draft EIS was based on the conceptual design of those facilities as described in the Master Plan (University of Southern Mississippi, 1988). Public review of the Draft EIS included concerns about traffic congestion and large parking structures. As a result, the Army proposes to reduce the number of parking stalls from 2,600 as proposed in the Draft EIS, to about 1,900 and to reduce the height of the hotel parking structure to no more than 25 feet above grade. The Saratoga Road parking structure would be eliminated. Both the new Hotel parking structure and the existing Saratoga parking lot would be extensively landscaped. In addition, the present Kalia Road/Saratoga Road intersection would be retained. Additional design measures, as described in Chapter II, will also be taken in response to the public review of the Draft EIS and subsequent meetings and discussions with City and County of Honolulu agencies. The final layout and configuration of all facilities, as well as the architectural treatment, landscaping and other details of the project will be determined during the final engineering and design stages of the project. The design, as well as construction of the facilities, will take into account the environmental protection and mitigation measures described in the approved Final EIS and the facility needs factors described in the Master Plan. During the performance of the engineering and design stages of the recommended project, appropriate engineering investigation will take place. These will include detailed soils investigations to establish soils parameters to be used for design of the recommended facilities.

### 3.3 PERMITTING AND APPROVAL ISSUES

The primary purpose of the Draft EIS was to provide governmental agencies and the public an opportunity to review the potential environmental impacts of the recommended project relative to the existing environmental characteristics of the project area. As a result of this review, changes in the size of facilities and the alignment of Kalia Road were made in addition to incorporating the concerns of governmental agencies and the public. These changes will be reflected in the final design of the facilities with the result that the final project will better represent the types of facilities that agencies and the public believe would accomplish the objectives of the recommended project, and the Master Plan.

#### 4. PUBLIC INVOLVEMENT

The public has been involved in the planning and environmental review process through several community meetings, a public workshop (scoping meeting), and review of the EIS Preparation Notice as published in the Federal Register and the State of Hawaii Office of Environmental Quality Control (OEQC) biweekly bulletin. A Notice of Availability of the Draft EIS was published in the Federal Register on January 19, 1990 and in the OEQC bulletin on January 23, 1990. A public hearing was held in Waikiki on February 5, 1990 to obtain public testimony. Numerous written comments on the Draft EIS were received. Copies of the public notices, results of the workshops and hearings, and correspondence received and responded to are included in Chapter IV of this Final EIS.

A letter dated May 14, 1991, was sent to the Office of State Planning to update the State and Areawide Clearinghouse on the changes to the recommended alternatives since the Draft EIS. No responses have been received as of final compilation of this FEIS (July 28, 1991). Following distribution and review of the Final EIS, a Record of Decision will be prepared. A notice of the availability of the Record of Decision will be published in the Federal Register and the OEQC bulletin.

**TABLE 1**

**COMPLIANCE WITH ENVIRONMENTAL QUALITY STATUTES**

FEDERAL ENVIRONMENTAL LAWS	STATUS	COMMENTS
CERCLA	In Compliance	Appropriate real estate and structure audits to be conducted prior to construction.
Clean Air Act	In Compliance	Draft EIS reviewed by EPA and State Department of Health.
Clean Water Act	In Compliance	Draft EIS reviewed by State Department of Health.
Coastal Zone Management Act	In Compliance	Office of State Planning has certified consistency April 11, 1990.
Endangered Species Act	In Compliance	See US FWS letter (Oct. 6, 1989).
Estuary Protection Act	Not Applicable	
Executive Order 11988 Flood Plains	In Compliance	Habitable structures to be constructed above flood hazard height.
Executive Order 12088 Federal Compliance with Pollution Control Standards	In Compliance	
Executive Order 12372 Intergovernmental Review of Federal Programs	In Compliance	State/Areawide Clearinghouse comments of March 11, 1990 included in Chapter IV. Response made in August 1990.
Federal Water Project Recreation Act	Not Applicable	
Fish and Wildlife Coordination Act	Not Applicable	Draft EIS reviewed by US F&WS.
Land and Water Conservation Fund	Not Applicable	
Marine Protection, Research and Sanctuaries Act	Not Applicable	
National Environmental Policy Act	In Compliance	DEIS filed with EPA and Notice published in Federal Register; if Master Plan approved, decision to approve project will be documented in Record of Decision and published in Federal Register.
Noise Control Act	In Compliance	See Chapter III, Section 8 and Appendix D

**TABLE 1**  
**COMPLIANCE WITH ENVIRONMENTAL QUALITY STATUTES**  
(Continued)

FEDERAL ENVIRONMENTAL LAWS	STATUS	COMMENTS
National Historic Preservation Act	In Compliance	State Historic Preservation Officer concurred with Determination of Effect, December 11, 1989. Monitoring will accompany Contamination Survey; detailed survey before and data recovery during construction will be coordinated with SHPO.
Resource Conservation and Recovery Act	In Compliance	See Chapter III, Section 9
River and Harbor Act of 1899	Not Applicable	
Safe Drinking Water Act	In Compliance	No Effect
Solid Waste Disposal Act	In Compliance	See Chapter III, Section 9.3
Toxic Substance Control Act	In Compliance	Additional real property and structures investigations to be conducted. Results will be sent to EPA
Watershed Protection and Flood Protection Act	Not Applicable	
Wild and Scenic Rivers Act	Not Applicable	
Uniform Federal Accessibility Standards	In Compliance	Facilities to provide access for elderly and handicapped

**NOTES:**

"In Compliance" means having met or will meet all requirements of the statute for the current stage of planning.

Only Federal environmental statutes are noted in Table 1. Compliance with the Clean Water Act requires coordination with the State of Hawaii Department of Health; compliance with the Coastal Zone Management Act requires coordination with the Office of State Planning; compliance with the National Historic Preservation Act requires coordination with the Hawaii Historic Preservation Officer (Chairman, Board of Land and Natural Resources); compliance with the Noise Control Act involves compliance with Hawaii Public Health Regulations, "Community Noise Control for Oahu," Chapter 44B, Hawaii Revised Statutes; and compliance with state and local laws and regulations governing hazardous substances is required under CERCLA, Section 120(a)(4).

The relationship of the recommended project to state and county land use statutes and policies is discussed in Chapter III, Section 12. Compliance with these policies and planning procedures is not required by NEPA. However, compliance with Presidential Executive Order 12373 (July 14, 1982) requires the Army to accommodate state and local elected official's concerns with recommended direct federal development, and when concerns cannot be accommodated, to explain the basis for decision in a timely manner. Simultaneous to public review of the DEIS, a letter was sent to the Areawide Clearinghouse at the City and County of Honolulu Department of General Planning, requesting a review of the recommended actions conformance with policies and plans of local agencies. Comments from these agencies are included in Chapter IV as well as the Army's responses.



## **CHAPTER I PURPOSE AND NEED FOR THE ACTION**

### **1. INTRODUCTION**

Fort DeRussy is located in Waikiki in Honolulu, Oahu, Hawaii. It is under the U.S. Army Support Command, Hawaii (USASCH) of the US Army Pacific (USARPAC), formerly U.S. Army Western Command (WESTCOM), with headquarters at Fort Shafter. The US Army Community and Family Support Center (CFSC), located in Alexandria, Virginia, directs the operations of the Hale Koa Hotel on the military installation. USARPAC, USASCH and CFSC are cooperating on a development at Fort DeRussy. The facility has been a US Army installation since 1904, and was originally built as a coast artillery post to protect the entrance to Pearl Harbor.

The Hale Koa Hotel and Fort DeRussy have come under considerable congressional scrutiny in recent years. The most recent was House Resolution 748, dated November 17, 1987, proposing to designate Fort DeRussy as the primary Armed Forces Recreation Center of the Pacific and to prohibit the obligation or expenditure of funds available to the Department of Defense (DOD) for the purpose of selling, renting, excessing or otherwise disposing of any portion of the land at that location. Another Senate proposal would have permitted the Secretary of the US Army to convey 45 acres of Fort DeRussy at fair market value to the state of Hawaii and the City and County of Honolulu. The conferees agreed that in light of the mutual interests of the State of Hawaii and the Department of the Army, the property should be developed to enhance the current military recreation mission and meet the local community's recreational needs. As a result, the Secretary of the Army was directed to submit a report concerning the future use and development of the inland portion of Fort DeRussy to the Committees on Armed Services of the Senate and the House of Representatives no later than March 1, 1988.

The Conference Report on the National Defense Authorization Act for Fiscal Years 1988 and 1989 directed the Secretary of the US Army to prepare a plan for the future use of Fort DeRussy, Hawaii. Among other things, the Conference Report required that the US Army determine its requirement for Fort DeRussy, evaluate alternatives to relocate the US Army Reserve and support facilities located there, determine what land, if any, would be excess to requirements and then appraise that land as if it were a park.

A Master Plan, prepared by the University of Southern Mississippi (1988) for the US Army, recommended improvements to Fort DeRussy that would place greater emphasis on its current recreational mission. The Plan was approved by the Secretary of the Army (Secretary of the Army, 1988), but the decision to implement the Master Plan will depend, in part, on this Environmental Impact Statement (EIS). A Draft EIS was prepared as part of the overall planning and environmental review process for the Master Plan proposed for Fort DeRussy as described herein. As part of this process, the Master Plan, as recommended by the University of Southern Mississippi, has been modified but preserves the recreational emphasis for Fort DeRussy. This Final EIS has undergone governmental agency and public review, public hearing, and approval.

The Master Plan and this Final EIS will be used as planning documents and guidelines in the design and engineering stages of the project. The decision to implement the Concept Master Plan, as modified during the EIS process, will be documented in a Record of Decision (ROD), which is prepared after the Final EIS. Notice of the ROD will be published in the Federal Register and the State Office of Environmental Quality Control Bulletin. During the design and engineering stages of the project, the architectural treatment, landscaping plans and final configuration of the facilities will be determined.

## **2. PURPOSE**

The purpose of this EIS is to assess the environmental effects of the Secretary of the Army's Master Plan for development of the Armed Forces Recreation Center at Fort DeRussy. The proposed action is aimed at enhancing the hotel/recreational component of Fort DeRussy and relocating selected US Army Reserve units. As a result, Fort DeRussy's recreational mission will be emphasized and its role as a US Army Reserve Center diminished.

This recreation mission is a long-standing one, extending back to World War II, and it is expected to continue and expand as the Pacific Rim continues to grow in economic, political and military importance to the United States. Using the Master Plan, the US Army seeks to better meet existing demand for the Hale Koa Hotel and to improve outdoor facilities to support hotel customers, the military and the local community.

## **3. NEED**

Fort DeRussy and the Hale Koa Hotel located there offer the approximately 400,000 active duty and retired military members and their families a unique opportunity to enjoy first-rate accommodations and recreation at affordable prices. On Oahu alone, Fort DeRussy serves as a recreation center for approximately 100,000 active duty military members and their families.

Nevertheless, the Hale Koa must turn away room requests of about 24,735 per year because of insufficient accommodations. The hotel has been operating at 98 to 99 percent occupancy year-round because of the tremendous demand. In addition, Fort DeRussy's facilities are used by an estimated 2.7 million visitors per year. As a result, parking spaces, especially on weekends, are scarce. The proposed action is needed to respond to the recreational, leisure and morale needs of the military and of Oahu residents.

## **4. PROJECT OBJECTIVES**

The recommended changes at Fort DeRussy are intended to develop the site further as an Armed Forces Recreation Center. The project involves an expansion of the recreational mission. Community use of Fort DeRussy will be encouraged through beautification and the development of shared use facilities. Specifically:

- Fort DeRussy will continue serving the local community as a primary historical location for numerous cultural and recreational events.
- Public access to the portion of Waikiki Beach fronting Fort DeRussy will continue to be available.
- The demand for greater civilian leisure activity, in addition to the military market, will be partially satisfied through the provision of enhanced open spaces, recreational amenities, public access, and parking facilities.
- Many facilities at Fort DeRussy which presently support US Army Reserve units will be transferred to another site that was approved by the USASCH Installation Planning Board on May 12, 1989. The US Army Reserve Tactical Vehicle Motor Pool will be moved off-site. All structures in the northeast corner of the Fort DeRussy, except the Post Chapel, will also be removed. The Kalani Center and Bruyeres Quadrangle will remain at Fort DeRussy.
- The construction of all proposed facilities shall be designed and constructed according to applicable state and local commercial building codes. The hotel will be furnished and maintained in accordance with hotel industry standards.

Fort DeRussy's mission as a US Army Reserve headquarters will be de-emphasized, as many of the US Army Reserve units now quartered at Fort DeRussy will move to another site. They include all the units with heavy equipment now at Fort DeRussy. The removal of the US Army Reserve units and other facilities and functions are addressed in this document. In addition, the demolition and relocation of these facilities is alluded to in the Social Impact Assessment Study for the Development of Armed Forces Recreation Center, Fort DeRussy (Community Resources, Inc., 1989), prepared for the proposed project, and the concerns raised have been included in this EIS. The construction of new facilities to accommodate the displaced Reserve units at the approved Fort Shafter site have been addressed in a separate Environmental Assessment (approved July 1989).

## 5. EIS METHODS

### 5.1 EIS FORMAT

The Council of Environmental Quality (CEQ) issues federal regulations and guidelines regarding the format and organization of an EIS. While the regulations issued in the Federal Register Code contain a suggested organization, it leaves the final decision regarding presentation of materials to the lead agency.

This EIS consolidates the discussions of affected environment, environmental consequences, and mitigation measures, rather than including them as individual and separate chapters. It is expected this organization will facilitate reader comprehension of this

environmental document -- all discussions of air quality, for example, can now be found in one section of the EIS; as compared to reading about existing air quality conditions in the Affected Environment chapter, air quality impacts in the Environmental Consequences chapter and air quality mitigation measures in the Mitigation Measures chapter.

## 5.2 IMPACT ASSESSMENT

The characterization and significance of identified impacts can appear to be arbitrary and imprecise. To provide a clear classification of impacts, this EIS defines three types of impacts: significant, insignificant and negligible.

- Significant impacts include beneficial and adverse effects which exceed established or defined thresholds. For example, air emissions that result in an exceedance of federal ambient air quality standards, or elimination of a rare or endangered species habitat would be considered significant impacts.
- Insignificant impacts include beneficial and adverse effects which are noticeable but do not exceed established or defined thresholds. For example, changes in ambient noise levels of 3 decibels would be perceptible but would not represent a significant change in noise levels.
- Negligible impacts are those effects which are barely perceptible. For example, if the public service demands of a proposed action can easily be accommodated by the service providers and constitutes an inconsequential proportion of total demand, then the effects would be considered negligible.

These thresholds, or significance criteria, are defined for each environmental issue discussed in Chapter III.

## 5.3 TECHNICAL STUDIES

In conjunction with the preparation of this EIS, a number of technical studies have been prepared to address selected critical issues. Studies undertaken as part of the Scope of Work of Chapman Consulting Services, the US Army's prime consultant for the EIS, are incorporated in their entirety into this EIS as appendices. These studies include:

- Visual Resources Analysis, Wallace Roberts Todd, October 1989. Appendix A.
- Botanical Survey Report, Char & Associates, August 1989. Appendix B.
- Avifauna and Feral Mammal Survey, Phillip L. Bruner, July 18, 1989, Appendix C.

Traffic Noise Study, Y. Ebisu & Associates, July 1989.  
Appendix D.

Other studies performed at the direct request of the US Army and incorporated here by reference include:

Fort DeRussy, Honolulu, Hawaii, Armed Forces Recreation Center Master Plan, University of Southern Mississippi, 1988.

Fort DeRussy Armed Forces Recreation Center Traffic Impact Study, Wilbur Smith Associates, October 1989.

Social Impact Assessment Study for the Development of Armed Forces Recreation Center -- Fort DeRussy, Waikiki, Oahu, Hawaii, Community Resources, Inc., July 31, 1989.

Subsurface Archaeological Reconnaissance Survey and Historical Research at Fort DeRussy, Waikiki, Island of O'ahu, Hawaii. Bertell D. Davis, International Archaeological Research Institute, Inc., Honolulu, Hawaii, December 1989.

Air Quality Impact Report, Fort DeRussy Armed Forces Recreation Center. J.W. Morrow, Environmental Management Consultant, August 31, 1989.

Addendum to Air Quality Impact Report, Fort DeRussy Armed Forces Recreation Center. J.W. Morrow, Environmental Management Consultant, June 20, 1990.

The basic Final EIS was composed primarily by Chapman Consulting Services. The Final EIS was extensively edited and portions relative to parking and parking structures were rewritten by the Government's EIS Manager, Mr. David Sox, Social-Environmental Specialist, U.S. Army Engineer District, Honolulu. The editing was required due to a downscoping of the project that eliminated a new Saratoga parking structure and provided new numbers of parking stalls.

## CHAPTER II ALTERNATIVES CONSIDERED

### 1. INTRODUCTION

The National Environmental Policy Act (NEPA) views the identification and consideration of alternatives to the recommended action as the heart of the Environmental Impact Statement (EIS). In preparing the Master Plan for Fort DeRussy, the University of Southern Mississippi and the US Army evaluated a series of alternative concepts for physical development of the installation. The alternatives considered are described in this chapter. The specific potential environmental impacts of each alternative are discussed in Chapter III. It is recognized that there may be other alternatives to the recommended project, such as relocating the entire recreation function of Fort DeRussy to another site on Oahu or another island. However, these alternatives would not meet the basic objectives of the recommended project (see Chapter I, Section 4), would be much more costly and have not been examined beyond the initial discussion stage.

### 2. ALTERNATIVES CONSIDERED

The recommended action is one of the alternatives considered for development at Fort DeRussy. In addition to the recommended action, four primary alternatives have been defined and evaluated. All are slight modifications of the alternatives defined in the study by the University of Southern Mississippi (1988). They include:

- Recommended Action
- Alternative A: No Action
- Alternative B: Kalia Road Alignment Alternatives
  - Option 1: Two-Lane, Realigned Configuration
  - Option 2: Four-Lane, Realigned Configuration
  - Option 3: Elimination of Kalia Road
- Alternative C: Low-Rise Hotel Development
- Alternative D: Parking Structure Alternatives
  - Option 1: Two Multi-Level, 1200- and 1400-Stall Structures
  - Option 2: Three Single-Level Parking Structures
  - Option 3: One Multi-Level 1300- Structure and One Bermed-Over, Single-Level 350-Stall Structure

## 2.1 RECOMMENDED ACTION

As a result of the analyses performed for the Draft EIS (DEIS) and public comments received during the public review period, the recommended action in this Final EIS is different than that proposed in the DEIS. The four changes from the DEIS recommended action include:

reduction of the 1400-stall Hotel parking facility (about four stories) to a smaller 1300-stall structure of two stories (three levels) above grade;

elimination of the multi-level, 1200-stall Saratoga parking structure (retaining most of the existing Saratoga parking lot with new landscaping and re-striping to increase its capacity;

reconfiguration of the footprint (shape) of the Hotel parking structure; and

realignment of Kalia Road from mauka of the Saratoga parking facility to makai so that it retains its existing intersection with Saratoga Road.

The Master Plan for the Armed Forces Recreation Center was developed by the University of Southern Mississippi (1988), after considering several development options. A report by the Secretary of the Army to Congress (1988) selected a modified Concept II from the University of Southern Mississippi study as the preferred action. This selection has been presented by officials of the US Army Corps of Engineers and US Army Community and Family Support Center (CFSC) to the public in workshops and briefings.

Two key principles were observed in developing the Master Plan for Fort DeRussy: first, provide for the existing and future morale and recreation needs of members of the armed services; and second, retain as much open space for recreation and parkland as possible for the benefit of the military and the general public. This last principle is consistent with city and county's master plan and emphasize Fort DeRussy's role as the last major tract of open space in Waikiki.

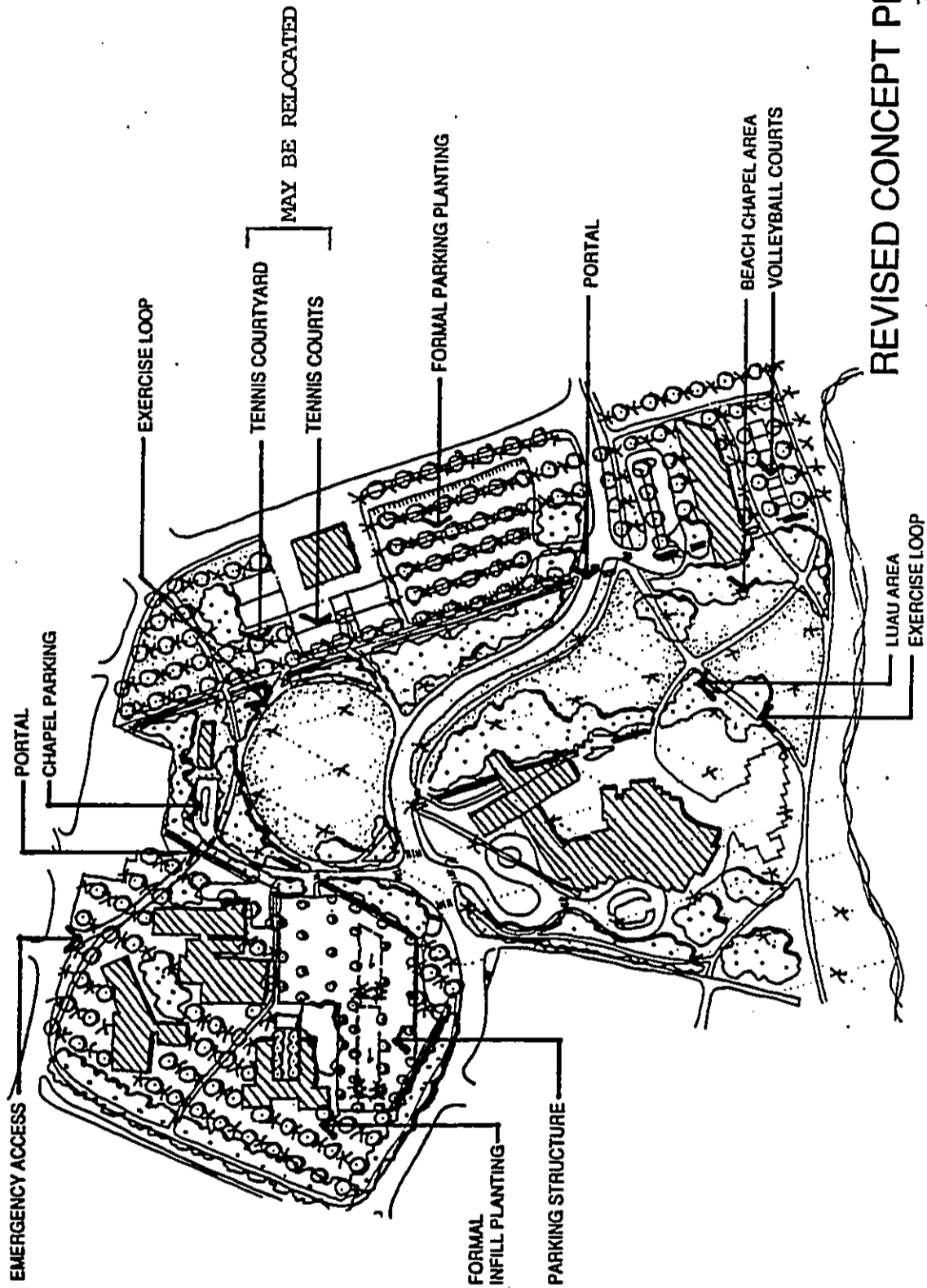
With these principles in mind, the preferred land use plan (Figure II-1) for the approximately 72 acres of Fort DeRussy includes:

35 acres for hotel and beach front activities,

22 acres for parks and other recreation land,

9.5 acres for ground- and multi-level parking,

3 acres for US Army Reserve facilities, which will ultimately be converted to parkland.



REVISED CONCEPT PLAN  
7/19/91

Fort DeRussy Armed Forces  
Recreation Center Conceptual Master Plan

FIGURE  
II-1



1.6 acres previously outgranted for the existing US Post Office and

1 acre for base support activities.

The physical changes recommended for Fort DeRussy include:

Demolition following asbestos removal and disposal of the following structures currently located on Fort DeRussy: Building Numbers 100, 101, 195 (the Military Police Sentry Stations), 102, 180, 182, 185 (Shelters and Comfort), 190 and 191 (Turner Hall Assembly and Turner Hall Administration Buildings), 192 (US Army Reserve Maintenance Shop), S-181 (tennis courts), T-107, T-107A, T-108, T-109, T-110, T-114 (other buildings); demolition of curbs, fencing, pavements, walkways, gutters, signs, and utilities as required to complete the project; and relocation of the flagpole of Turner Hall and Kuroda Field Bleachers.

Conversion about two acres of existing paved area into an open landscaped area. The general landscaping concept is to provide relatively dense planting on the Ewa and Diamond Head bands of Fort DeRussy while leaving the interior corridor relatively open, except for the planned hotel tower. The project would provide new volleyball courts, lighted trails and paths for walking and jogging generally as shown in Figure II-1. The location of new tennis courts is uncertain, but maybe on a portion of the Saratoga parking lot adjacent to the Waikiki Post Office.

Construction of a new hotel tower (up to 400 rooms) adjacent to the Hale Koa Hotel for active and retired military guests and a two-story (three-level) parking garage of 1,300 stalls. The garage's roof elevation would not exceed 25 feet in height above the surrounding grade and the first level will be partially earth bermed and fully landscaped. The second and third levels would be terraced and landscaped around the perimeter of the structure. The roof-top parking space would also have plantings. This structure would primarily serve as a Hotel parking facility.

Provision for approximately 1900 parking stalls, including the 1,300-stall hotel parking garage. The existing Saratoga lot would be re-stripped with compact-car stalls to increase its capacity from 490 stalls to about 540-570 stalls. About 50-60 additional parking stalls would be retained from the existing stock or would be newly provided to support the Post Headquarters building, Maluhia Hall, Kalani Center, the Post Chapel, and possibly the museums at Battery Randolph. The Saratoga lot would be provided with additional landscaping.

Constructing new arrival/entrance areas for Hawaii Army Museum (Battery Randolph) and for the Hale Koa Hotel complex, the latter including north and south running left and right turn lanes into Maluhia Road and the new Hale Koa Hotel driveway. The Kalia Road/Saratoga Road intersection would be signalized with an exclusive left turn lane from Kalia Road into Saratoga Road. Vehicle routes associated with entering and exiting the Hotel and Saratoga parking facilities may change; relocation of the entrances and exits will be made only if it enhances the efficiency of traffic movement.

Realignment of Kalia Road to run mauka of the new hotel and makai of the Saratoga parking structure, and limiting all access to the latter structure to Kalia Road. Entrances and exits between Kalia Road and the Saratoga parking facility would be provided with exclusive left and right turns as applicable;

Constructing the realigned Kalia Road to be a secondary, two-way, two-lane roadway with provisions for an 80-foot right-of-way to accommodate possible widening in the future to a four-lane roadway with a median strip. Bus stops, including bus turnoffs and shelters, would be provided.

The existing 8-inch water main along Kalia Road would be realigned to bypass the location of the new hotel tower complex and that section will be enlarged to a 12-inch diameter pipeline (see Figure III-15). New water services would be provided to the parking structure and a new irrigation system would be installed. A new 14-inch underground gravity sewer main would be installed between the Fort DeRussy City and County of Honolulu Sewage Pump Station (Figure III-15) at a point near the existing and proposed hotel towers. This new sewer main would replace the existing 12-inch main. Laterals would be provided to the hotel and parking structure. To prevent infiltration, no leakage would be tolerated at pipe joints or joints to new or existing manholes and the manholes would be set at least 6 inches above the surrounding finished grade. A new storm drainage system would be constructed to convey storm water from new structures and improved areas into the existing Fort DeRussy storm drainage system. There would be no additional outfall drain lines into the ocean. New gas lines would be installed and all future electrical feeder lines would be placed underground.

Development of the Master Plan would occur in three construction phases. Phase I involves the expansion and renovation of the snack bar, pool, and luau areas, seaward of the existing Hale Koa Hotel. Phase I construction is currently underway, having been previously addressed in a separate Environmental Assessment (Belt Collins, 1989). It is considered in this EIS as part of the cumulative development of Fort DeRussy.

Phase II of the development program is the demolition of the U.S. Army Reserve Maintenance Shop, realignment of Kalia Road, and relocation of utilities. The existing

Kalia Road would remain open during the realignment construction. The Third and final phase (III) would involve demolition of Turner Hall, construction of the new hotel tower and parking structure, demolition of the other structures, and all project associated landscaping. Construction of the project is expected to begin in 1992 and will be totally completed by late 1994, and fully operational by 1995.

As indicated previously, many of the present areas of public concern regarding the layout of facilities and various components of those facilities will be defined during the design and engineering stages of the project that will follow certification of the Final EIS.

An array of mitigation measures are contained in the Final EIS to avoid or minimize the significant environmental consequences of constructing and implementing the Master Plan for Fort DeRussy. These measures also seek to ensure conformance with applicable federal, state, and local environmental regulations and procedures. The final array of mitigation measures that are listed in the Record of Decision, to follow the Final EIS, will be the responsibility of U.S. Army Support Command, Hawaii (USASCH) and/or U.S. Army Community and Family Support Center (USACFSC) to implement. The recommended measures include, but are not limited to, intersection and transportation improvements to maintain or achieve acceptable traffic conditions; landscaping requirements around the perimeters and rooftops of the parking structures to preserve the post's open space character; a detailed data recovery program and onsite monitoring of excavation activities by a qualified archaeologist to minimize impacts to the site's archaeological resources; installation of lighting to improve access and security; and the development parking policies to prioritize accessibility to limited parking spaces.

The construction of new facilities for the 1800 US Army Reserve activities displaced by the development of the hotel and other facilities has been addressed in a separate Environmental Assessment (June, 1990).

## 2.2 ALTERNATIVE A: NO ACTION ALTERNATIVE

This alternative would leave Fort DeRussy as it is today. The Hale Koa Hotel would not be supplemented with a second tower, the surface parking lots would not be improved and the US Army Reserve would continue to operate with its headquarters on Fort DeRussy. Kalia Road, bisecting Fort DeRussy, would remain a two-lane roadway. The potential physical and natural environmental impacts of this alternative would be nil. However, increases in traffic due to offsite activities, e.g., increased tourism in Waikiki, would lead to unacceptable Levels of Service on Kalia Road and, consequently, air quality would decrease, possibly leading to unavoidable violations of state and federal air quality standards. Also, given the objectives of the recommended project, as described in Chapter I, Section 4, the adverse socioeconomic impacts on the military of adopting this alternative would be significant (see Chapter III, for explanation of criteria used to determine degree of impacts).

## 2.3 ALTERNATIVE B: KALIA ROAD ALIGNMENT ALTERNATIVES

The Kalia Road Alternatives all include the recommended hotel, parking structures, and recreational amenities, identified for the recommended action, but consider different configurations for Kalia Road through the site.

### 2.3.1 Option B1: Two-Lane Realigned Configuration

This alternative proposes a development scheme exactly the same as the proposed action in the Draft EIS under which Kalia Road would be realigned to meet Saratoga Road at a new intersection adjacent to the Waikiki Post Office (refer to Figure II-5). Kalia Road would remain two-lanes under this option.

### 2.3.2 Option B2: Four-Lane Realigned Configuration (Figure II-2)

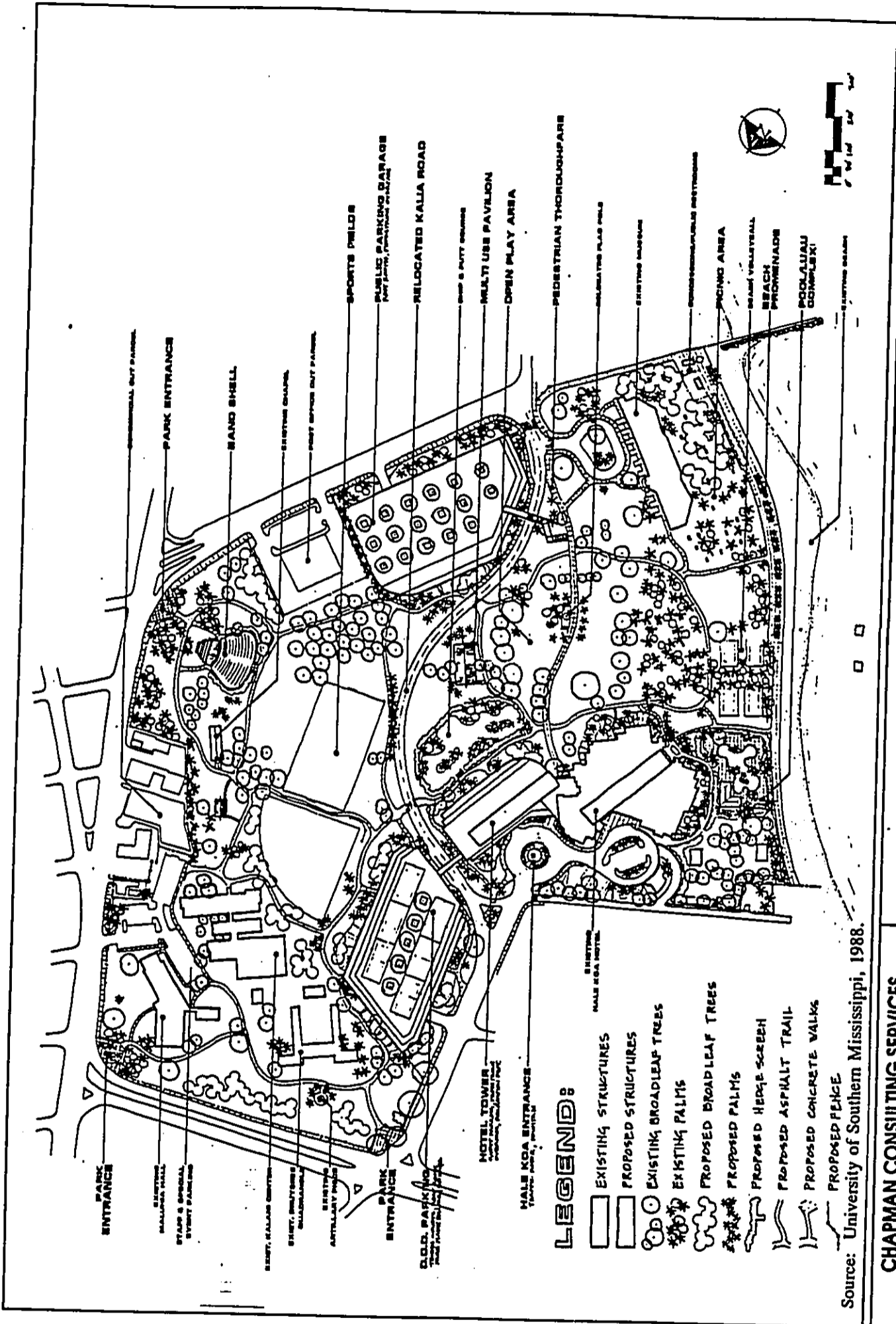
This alternative proposes a development scheme which would widen Kalia Road to four lanes, and realign it to meet Saratoga Road at the existing Kalia Road/Saratoga Road intersection. It is similar to the recommended action in the Final EIS, except that Kalia Road would be four lanes instead of two lanes.

### 2.3.3 Option B3: Elimination of Kalia Road (Figure II-3)

This option proposes the elimination of Kalia Road as a thoroughfare through Fort DeRussy. The western entrance would be terminated in a cul-de-sac. The cul-de-sac would function as the entrance to the hotels and parking garage. One eastern entrance would allow for a drop-off area at Battery Randolph. The Saratoga Road parking facility would be accessed from a drive along Saratoga Road. All other facilities would remain the same as in the recommended action.

## 2.4 ALTERNATIVE C: LOW-RISE HOTEL DEVELOPMENT (Figure II-4)

This alternative concept develops the site according to the City and County of Honolulu's guidelines set forth in their Waikiki Special Design District. These guidelines impose a maximum height restriction of 25 feet on any structure to be constructed on Fort DeRussy. As a result, development of habitable structures would be limited to a maximum of two stories. This alternative is the least costly option for hotel construction. As can be seen in Figure II-4, new hotel accommodations would occupy a larger area of the site, compared to the recommended action. The recommended hotel parking and Saratoga Road parking lots remain intact, but with the dispersal of the hotel units, the parking for these units must follow also.

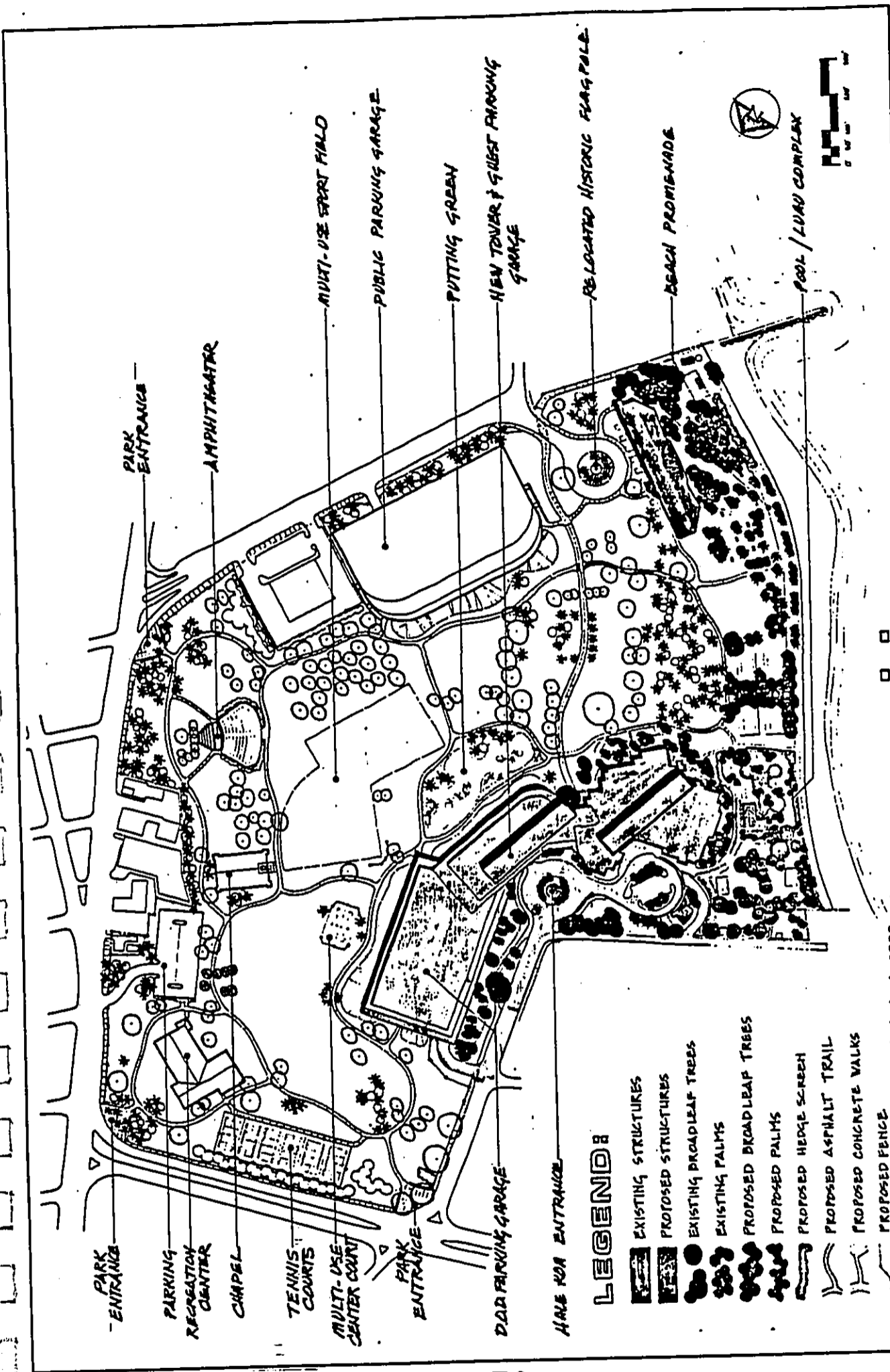


Source: University of Southern Mississippi, 1988.

**CHAPMAN CONSULTING SERVICES**  
 In Association with  
 ERC Environmental and Energy Services Co.  
 Wallace, Roberts, & Todd

Alternative B-2  
 4-Lane Reigned Configuration

FIGURE  
 II-2



II-9

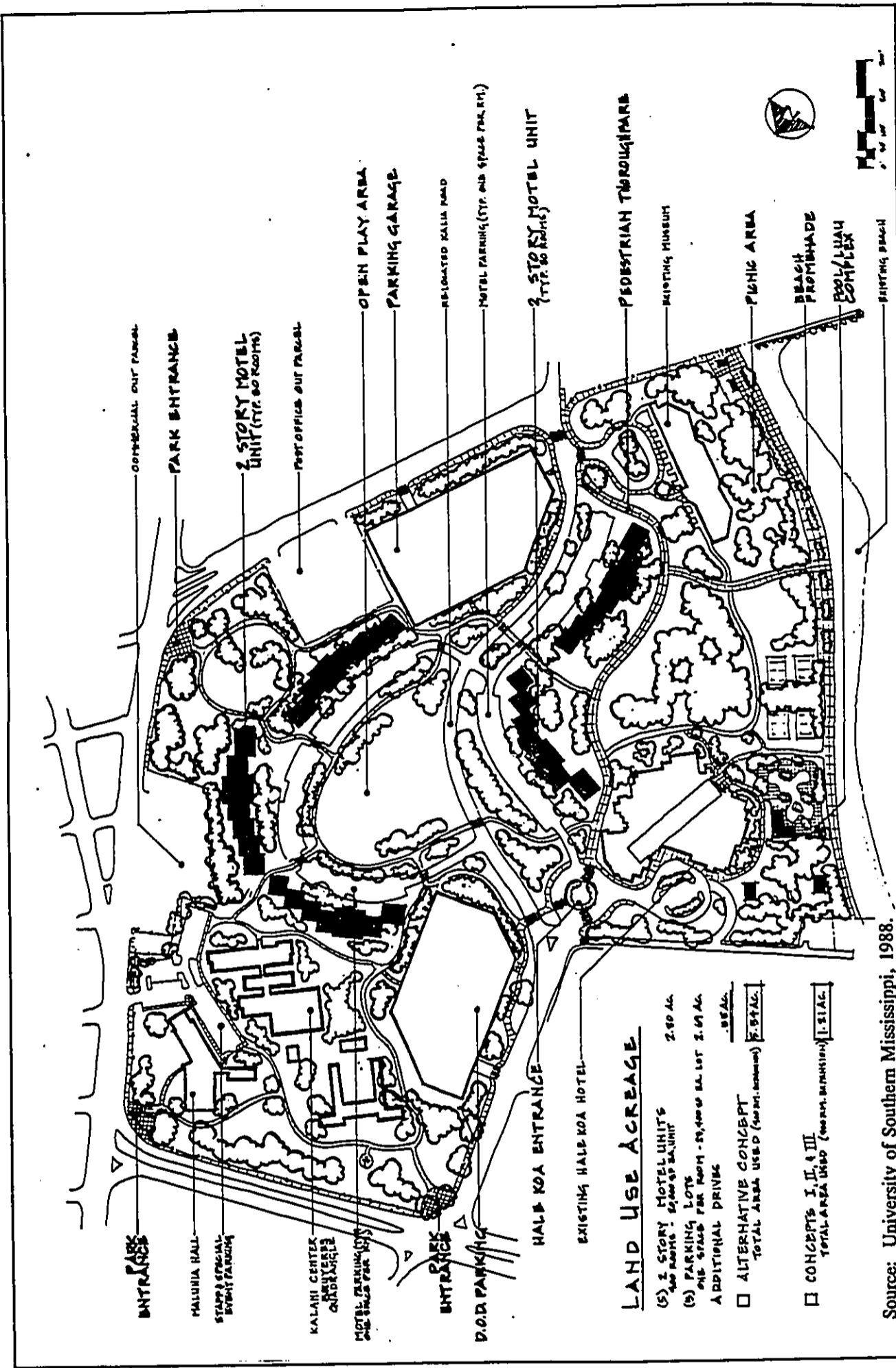
FIGURE

II-3

Alternative B-3  
Elimination of Kalia Road

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ERC Environmental and Energy Services Co.  
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**LAND USE ACREAGE**

(5) 2 STORY MOTEL UNITS 100 ROOMS: 50,000 SQ. FT. UNIT	2.90 AC.
(9) PARKING LOT ONE SPACE PER ROOM - 50,000 SQ. FT. LOT 2.00 AC. ADDITIONAL DRIVE	0.80 AC.
□ ALTERNATIVE CONCEPT TOTAL AREA USED (40,000 SQ. FT.)	3.70 AC.
□ CONCEPTS I, II, & III TOTAL AREA USED (40,000 SQ. FT.)	3.70 AC.

Source: University of Southern Mississippi, 1988.

**CHAPMAN CONSULTING SERVICES**  
In Association with  
ERC Environmental and Energy Services Co.  
Wallace, Roberts, & Todd

FIGURE  
II-4

## 2.5 ALTERNATIVE D: PARKING STRUCTURE ALTERNATIVES

The Parking Structure Alternatives all include the proposed hotel and recreational amenities identified for the recommended action, but consider different facilities for parking at the site.

### 2.5.1 Option D1: Two Multi-Level, 1200- and 1400-Stall Parking Structures (Figure II-5)

This alternative proposes a development scheme exactly the same as that of the recommended action. The only differences are that the parking structures would be built as multi-level (three or four story) buildings, and that Kalia Road would be realigned to intersect with Saratoga Road near the U.S. Post Office (alignment described in Option B2). The parking structures would be bermed and landscaped on all sides.

### 2.5.2 Option D2: Three Single-Level Parking Structures (Figure II-6)

This option proposes an additional parking facility located between the two structures described for the recommended action. All structures would be single-level, bermed and landscaped on all sides; Kalia Road would be realigned as per the recommended action.

### 2.5.3 Option D3: A Multi-Level, 1300-Stall and Bermed-Over Single-Level, 350-Stall Parking Structure (Figure II-7)

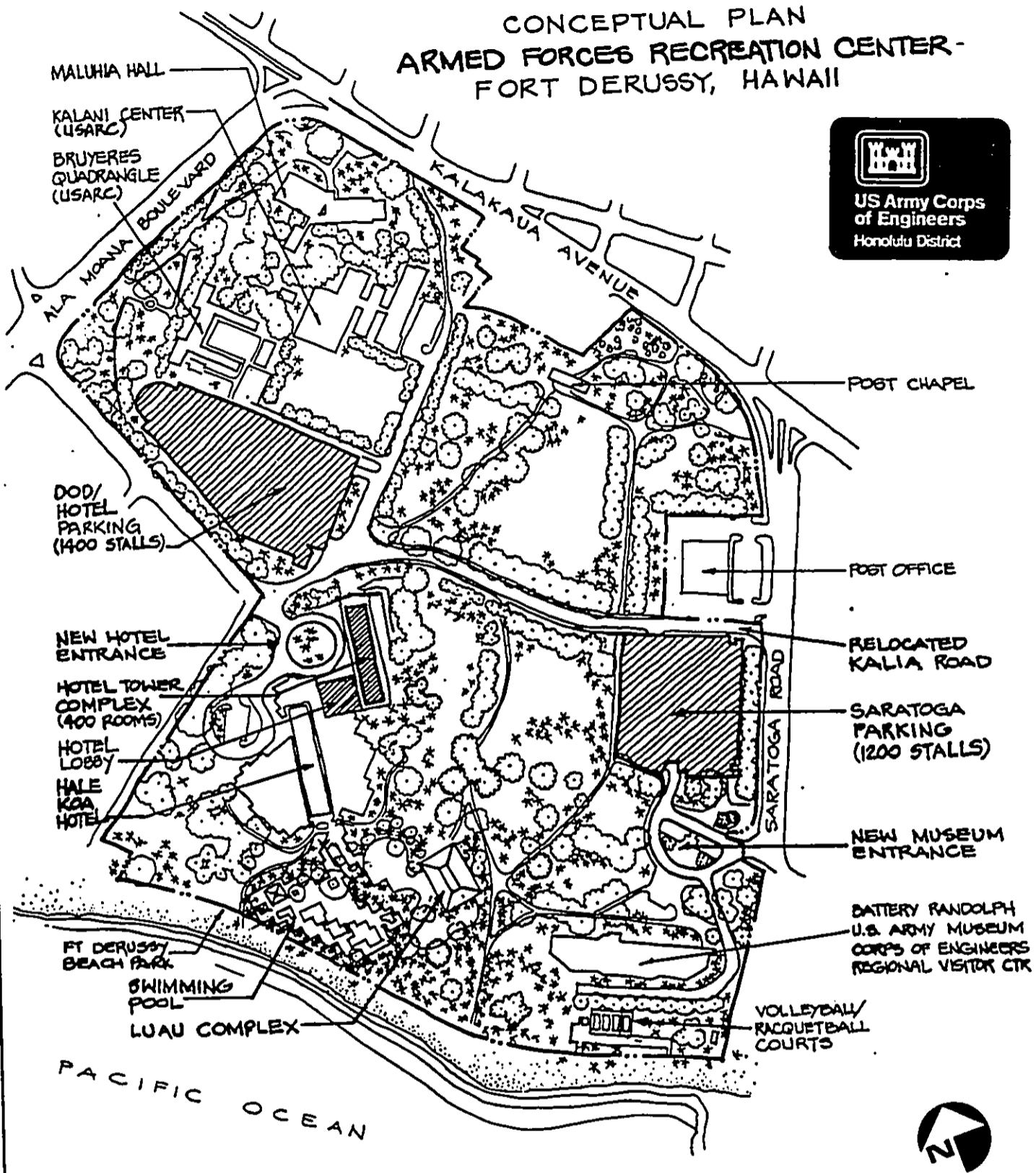
This option proposes a two story (3 level) landscaped parking structure of 1,300 stalls on approximately the same footprint as the DeRussy parking lot. A 350 stall, single level parking structure would be constructed on the footprint of the Saratoga parking lot (seaward of the Waikiki Post Office). This structure would be bermed and grassed over. Both structures would be constructed above grade. Any future construction of a parking structure at the Saratoga lot would be environmental assessed at that time.

## 3. COMPARATIVE EVALUATION

Comparative environmental evaluations of the above alternatives are provided in the Summary (Section 1.5) and in Table II-1.

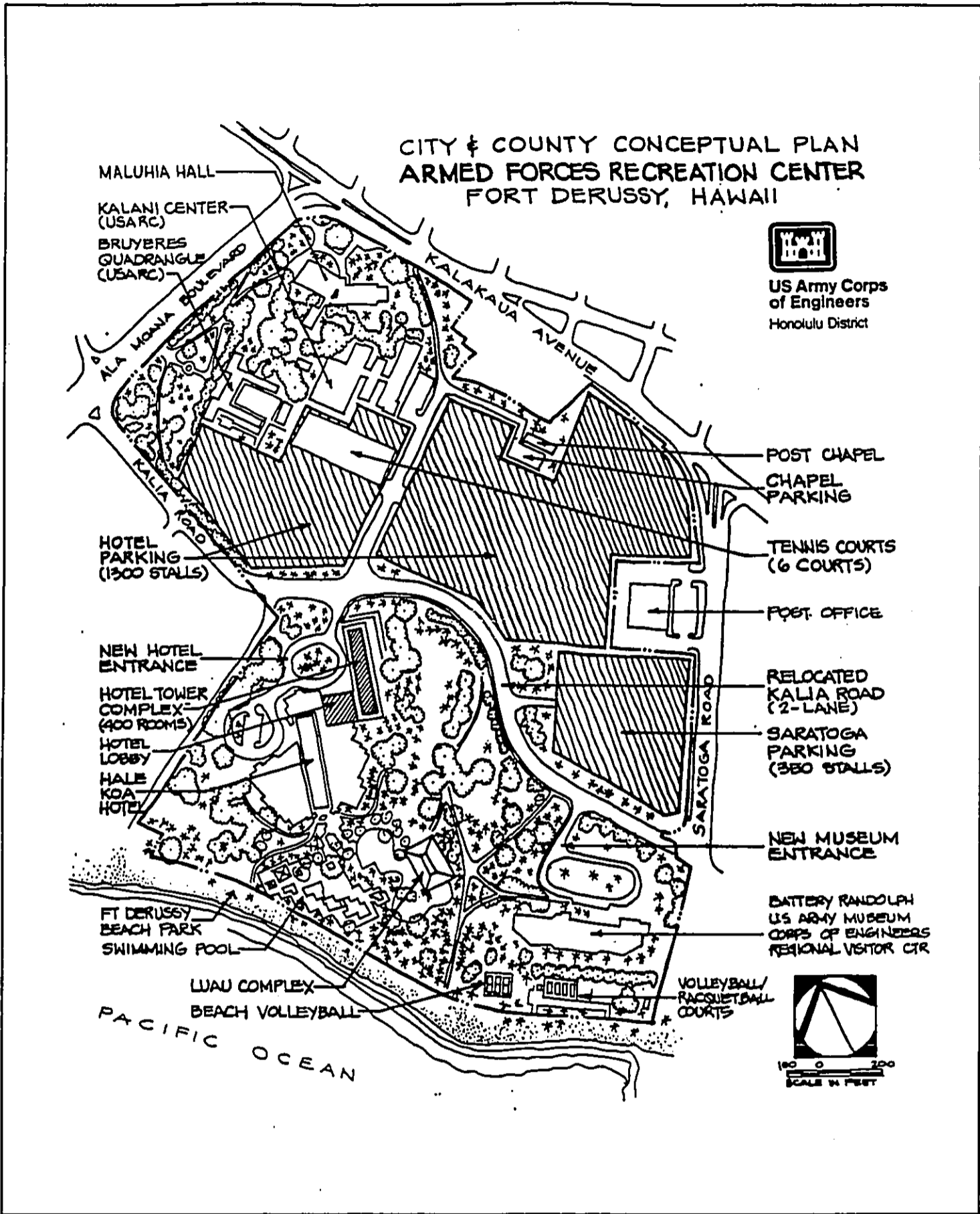


# CONCEPTUAL PLAN ARMED FORCES RECREATION CENTER - FORT DERUSSY, HAWAII



Source: University of Southern Mississippi, 1988.

<p><b>CHAPMAN CONSULTING SERVICES</b> In Association with ERC Environmental and Energy Services Co. Wallace, Roberts, &amp; Todd</p>	<p>Alternative D1 Two Multi-Level Parking Structures</p>	<p>FIGURE II-5.</p>
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<p><b>CHAPMAN CONSULTING SERVICES</b> In Association with ERC Environmental and Energy Services Co. Wallace, Roberts, &amp; Todd</p>	<p style="text-align: center;">Alternative D2 Three Single-Level Parking Structures</p>	<p style="text-align: right;">FIGURE II-6</p>
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ALTERNATIVE D-3

ONE MULTI-LEVEL 1300-STALL PARKING STRUCTURE AND ONE SINGLE-LEVEL, BERMED-OVER 350 STALL PARKING STRUCTURE

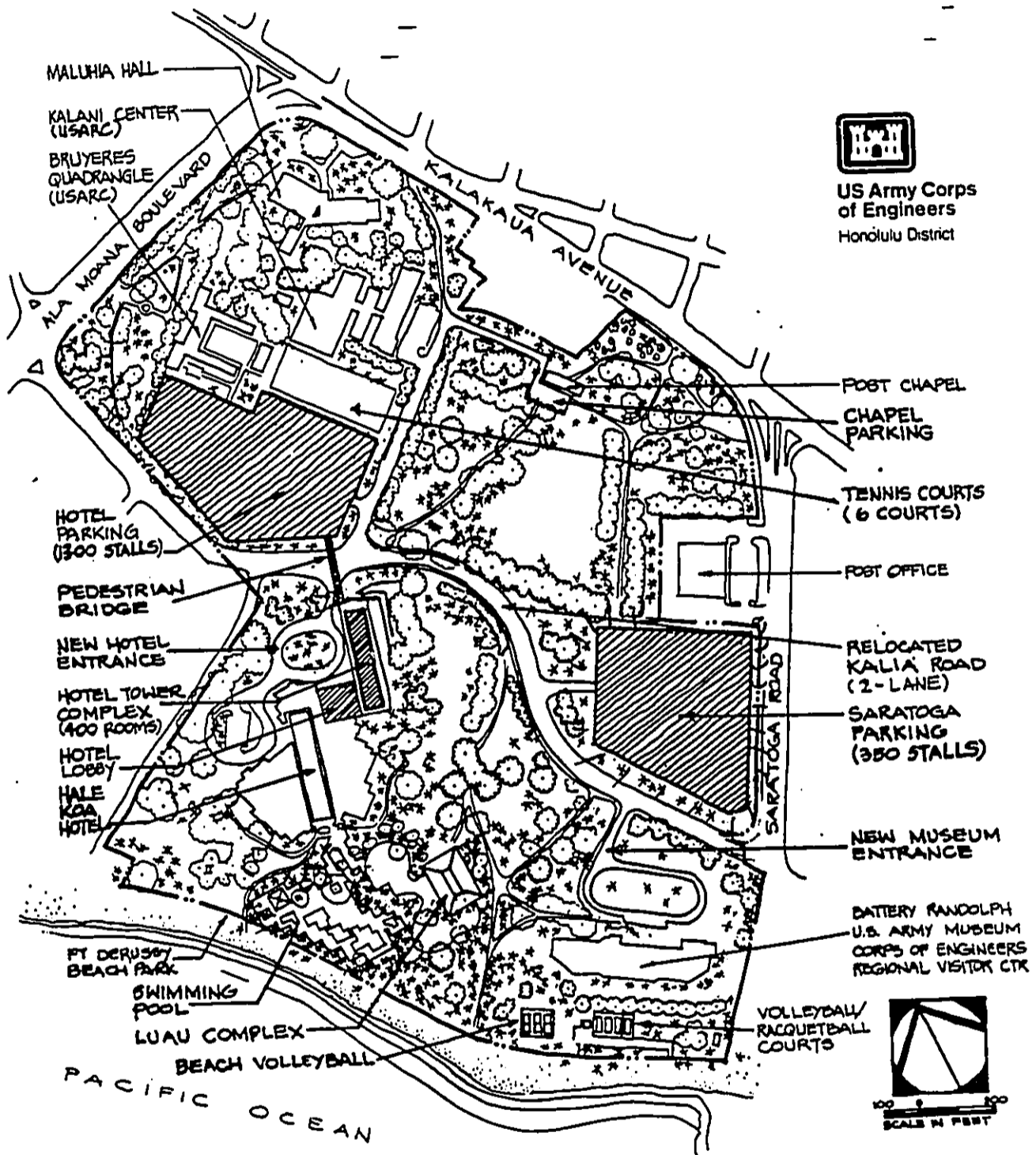


FIGURE II-7

TABLE II-1

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE B1 B2 B3	ALTERNATIVE C	ALTERNATIVE D1, D2 & D3
PROJECT DESCRIPTION	No new construction or road alignment; Separate pool/luau is constructed.	Remove 17 buildings; Realign Kalia Rd w/old intersection; Create new open space; build 400 room hotel tower; build 1 hotel garage to hold 1300 stalls & re-stripe Saratoga Lot to hold 340-370 stalls w/ 50-60 stalls located elsewhere to support specific facilities.	Recommended Plan w/different alignments of Kalia Rd: B1 - 2 lanes w/ a new Saratoga Rd intersection; B2 - 4 lanes w/ old Saratoga Rd intersection; B3 - Eliminate Kalia Rd from new hotel to Saratoga Rd.	Build 5, two-story row bldgs; Parking beside row bldgs & 2 other parking bldgs under 25 feet high; realign Kalia Rd w/ present intersection.	D1 - Two multistory 1200- & 1400-stall parking bldgs as in DEIS Proposed Action. D2 - 3, one-story bermed-over parking bldgs w/ total capacity of >1650 stalls. D3 - 1, two story 1300-stall parking bldg & 1, single-level bermed-over parking bldg.

ENVIRONMENTAL RESOURCES

Geology, Physiography, & Soils

Insignificant exposure to earthquakes; Negligible off shore water quality effects during construction; long-term reduction of soil/wind erosion; Minor dewatering should not induce secondary impacts to nearby buildings.

No significant effects.

Higher construction acreage may increase short-term erosion/sedimentation.

Impacts of Option D1 similar to Recommended Plan. Impacts of Option D2 similar to Alt C but more certain.

Hydrology & Drainage

Negligible impacts; assumes no new drain improvements.

Drainage system likely to clog during construction; No adverse hydrological dewatering impacts. Net long-term reduction of stormwater runoff volume. Lower pollutant loading.

Marginally less impacts than Recommended Plan under B1 & B2. Marginally beneficial due to more green space under B3.

Significant adverse drainage impacts because area now lacks a drainage system. Higher runoff volume.

D1 & D3 similar to Recommended Plan; More impervious surface under D2 would raise runoff volume. D3 would generate the least stormwater runoff.

TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE		
			B1 B2 B3	C	D1 D2 D3
<u>Floods &amp; Tsunamis</u>	No additional impact.	Elevation of hotel cover base above 100-yr flood will avoid adverse impact. Other facilities will be subject to 100-year flood, but none to Tsunami Tidal Zone.	Similar to Recommended Plan except more fill needed to raise facilities above flood level.	Similar to Recommended Plan	Similar to Recommended Plan for D1 & D3. Significantly more vehicles subject to flooding under D2.
<u>Terrestrial Flora</u>	No impacts, but also no improved landscaping.	No Threatened or Endangered species, or Exceptional Trees affected. Impacted trees/shrubs to be replanted if possible. Extensive new landscaping w/native spp.	Similar to Recommended Plan for B1. B2 slightly more adverse impact than Recommended Plan. B3 has beneficial impact due to more green space created.	Significant adverse impact due to loss of many large trees makai of Kalia Road.	D1 similar to Recommended Plan. D2 offsets loss of 8.5+ acres of green space w/ 8.5+ acres of landscaped area. Loss of shower trees under D3 offset by grassy hill.
<u>Terrestrial Fauna</u>	No impacts	No apparent effect on State Threatened Fairy Tern; Short-term construction impacts offset by longterm provision of new vegetative habitat.	Similar to Recommended Plan for B1. B2 slightly more adverse impact than Recommended Plan. B3 has significant beneficial impact due to more habitat made.	Significant adverse impact due to loss of much large tree habitat.	D1 similar to Recommended Plan. D2 offsets loss of 8.5 acres of green habitat w/ 8.5 acres of new green habitat. D3 introduces new hilly habitat.
<u>Marine Environment</u>	Human use impacts will increase with or without the Recommended Plan.	Insignificant construction impacts; no significant human use impacts except to algae. Reduced pollutant load in runoff will benefit water quality. No impacts to Threatened or Endangered spp.	B1 & B2 similar to Recommended Plan. B3 has mixed impacts from less roadway pollutants offset by fertilizers & biocides from more landscaping.	Similar to Recommended Plan.	D1 same as Recommended Plan. D2 & D3 may cause minor deterioration in water quality due to higher pollutant loading in runoff.

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

TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE		
			B1 B2 B3	C	D1 D2 D3
Visual Attributes	No impacts	Streetscape view of parking garage is adverse but not significant due to lower profile & landscaping. Adverse scale & compatibility impacts offset by landscaping. Ocean views from some hotels & Kalia Rd will be largely blocked.	Same as Recommended Plan.	Significant blocking of views from street and hotels by parking facilities would be offset by low-rise profile of hotel buildings. Latter would clutter interior open-space corridor of Fort DeRussy.	D1 parking facilities will significantly & adversely block street & hotel views. D2 parking facilities are designed to avoid blocking views. D3 blocks exchanges blocked street-level views with a low grassy hill.
Historical and Archaeological Resources	No adverse impacts	Excavations may significantly & adversely impact buried fishpond floors & walls, & midden deposits. Data alone reduces excavation impact.	Similar to the Recommended Plan.	Similar to the Recommended Plan but possibly more severe adverse effects because a larger area is	D1 & D3 have similar adverse impacts. D2 would likely have widespread significant impacts due to large area of construction excavations.
Transportation	Traffic levels will gradually worsen w/ unacceptable operations at 2 Ala Moana Blvd intersections. Peak 1994 traffic on Kalia Rd will exceed its 2-lane capacity by 8.5 pct.	About 1900 parking stalls would be provided. Overflow weekend & special event parking on open fields would be eliminated. Enough stalls provided for DeRussy activities, & much of convenience parking needs for offpost activities. Peak vehicular traffic load will exceed capacity of Kalia Rd.	B1 significantly & adversely affects Post Office traffic & will not be adequate for projected 1994 traffic. B2 does not affect the P.O. & would have sufficient capacity for 1994 traffic. B3 has significant adverse impacts on Waikiki traffic.	Similar to Recommended Plan.	D1 & D2 would provide enough parking stalls for peak use, but would generate much congestion on weekends without larger capacities roadways. D3 would have impacts similar Recommended Plan.

TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE		
			B1 B2 B3	C	D1 D2 D3
Climate & Meteorology	No Change	Insignificant localized changes in wind patterns will occur around hotel tower & perhaps the hotel parking facility	Similar to Recommended Plan	Insignificant effects	Similar to Recommended Plan.
	Gradual improvement of CO thru 1994 due to mandatory lowering of vehicle emissions, except at Kalia/Ala Moana where State CO standard is exceeded.	Slower decline in CO levels thru 1994 despite rise in traffic volume. No new violations of AQ standards. Short-term construction impacts will be minimized.	4-lane B2 may improve AQ due to greater traffic capacity & less queuing than 2-lane B1. Offsite traffic congestion from B3 would worsen air quality	Similar to Recommended Plan	Similar to Recommended Plan
Air Quality	1994 onsite noise levels negligibly 0-0.6 dBA over current levels of 65-75 L <sup>dn</sup> .	Traffic noise levels to be about 0.3 L <sup>dn</sup> higher around perimeter of Ft DeRussy, & 0.5-0.8 L <sup>dn</sup> higher on Kalia Rd. Construction noise is unavoidable but controlled.	Similar to Recommended Plan, except B3 is quieter. Adverse noise levels (above 65 L <sup>dn</sup> ) due to closer proximity to roads.	More hotel guests would be exposed to significantly Recommended Plan. D2 is similar to Recommended Plan.	Vehicular noise from use of D1 is slightly higher than

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

TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE B1 B2 B3	ALTERNATIVE C	ALTERNATIVE B1 B2 D3
Water Supply	No change in current gradually rising demand trend. 1989 demand is 0.191 MGD for resort operations & 0.427 MGD for Ft DeRussy as a whole.	Operation of the new hotel tower will raise demand by 45 pct (0.084 MGD). Overall Ft. DeRussy use will rise by 40.5 pct (0.173 MGD). Total usage in 1994 is estimated at 0.542 MGD. This impact on the municipal water system is considered insignificant.	Similar to Recommended Plan. New water mains will be under Kalia Road. B3 could limit development on the open space above the line.	The dispersed placement of hotel buildings may slightly reduce water usage due to a smaller area needed to be irrigated.	Similar to Recommended Plan
Wastewater Collection & Treatment & Disposal	No impact or likely change. 0.335 MGD is currently generated by Ft. DeRussy as a whole.	Insignificant impacts are anticipated. Ave. wastewater generation declines from 0.335 to 0.237 MGD by relocation of 1800 US Army Reserve personnel and elimination of infiltration & inflow by installation of new pipes.	Similar to Recommended Plan.	Similar to Recommended Plan.	Similar to Recommended Plan.
Solid Waste Collection & Disposal	No change. 3,500 cubic yards (CY) is currently generated. Post is a Category I site which is not suspected of any past hazardous/toxic contamination.	Negligible impacts are anticipated. Solid waste may or may not increase due to a 325-450 CY/mo. rise from the new hotel tower and plus increased recreation use being offset by lower USAR solid waste production. There is little potential for human exposure to toxic/hazardous materials. A T/H study is underway.	Similar to Recommended Plan. Impact because larger area will be excavated.	Slightly higher construction D2 has a greater potential adverse impact due to the much larger area that must be excavated.	D1 same as Recommended Plan.
Electrical Power, Gas & Communications	No Impact	Impacts are insignificant. Additional load for 1,574 kVA plus gas consumption can be accommodated. No new communications facilities must be constructed.	Similar to Recommended Plan	Similar to Recommended Plan	Similar to Recommended Plan



TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE B1 B2 B3	ALTERNATIVE C	ALTERNATIVE D1 D2 D3
Police Services & Safety	No Change	Possible removal of MP quarters may cause significant adverse delays in MP backup response time to emergency situations. MPs will continue to patrol on post. Outdoor lights will heighten night-time security. Fire protection services & water supplies are sufficient.	Similar to Recommended Plan, except elimination of Kalia Rd under B3 could adversely affect Ft. DeRussy's mission for emergency civil defense & mobilization.	Emergency police response may be more difficult in a dispersed facility situation, but fire-fighting response would be much easier for low-rise versus high-rise buildings.	Similar to Recommended Plan, except police security could be more difficult in wide-spread, bermed-over parking structures.
Health Care Facilities	No Impact	6 private hospitals within 5 miles could satisfactorily accommodate an increased visitor emergency load.	Similar to Recommended Plan	Similar to Recommended Plan	Similar to Recommended Plan
Schools	No Impact	No Impact	No Impact	No Impact	No Impact
Recreation Facilities/Behavior	Significant adverse impact on leisure needs of the military community by failing to develop Fort. DeRussy's resources.	Creation of 2 new acres of parkland. Limited parking stalls may require Army to prioritize onpost parking for users of DeRussy activities. Reduction of convenience parking* will impact the 42% of current parking lot users who recreate offpost.	Similar to Recommended Plan, except B3 provides the most open green space.	Reduces open green space in comparison to Recommended Plan or No Action.	D1 & D2 would have less adverse impact on parking lot users. D2 & D3 could reduce space for activities needing a flat area, but would offer roof-top space for other forms of recreation.

TABLE II-1 (Cont'd)

COMPARISON OF ALTERNATIVES AND IMPACTS

ITEM	NO ACTION	RECOMMENDED ACTION	ALTERNATIVE		ALTERNATIVE D1 D2 D3
			B1 B2 B3	C	
<u>Economic Factors</u>	Does not satisfy demand for more rooms at Hale Koa Hotel & imposes heavy foregone opportunity cost	Meeting an unaccommodated need for 141,100 room nights poses insignificant adverse impact on Waikiki hotels. New hotel tower guests may contribute up to \$40,000/day in expenditures. 365 new jobs may generate up to 875 secondary jobs. Potential losses of Waikiki business due to limited parking may be offset by an apparent willingness to use commercial parking facilities and patronizing other Oahu merchants outside of Waikiki.	Similar to Recommended Plan, except B1 & B3 may adversely impact local businesses by possibly modifying pedestrian traffic from eastern to western Waikiki.	Similar to Recommended Plan	Similar to Recommended Plan relative general impacts. Higher capacity parking of D1 & D2 would likely result in less change to current future patterns of sub-regional expenditures.
<u>Social Factors</u>	Significant adverse impact on welfare of military community by failure to support Post's prime mission as a Recreation Center.	Defacto population increase (920/day) is insignificant. Post use for parade staging may be limited. Beneficial impacts include increased use of Post as a shared recreation asset by residents & vehicular access to Chapel will be maintained.	Public opinions regarding Kalia Rd options are widely divergent. B2 (4 lanes) is seen to bisect the Post more than a 2-lane road. B3 is seen to preserve open space at the cost of accessibility.	Vertical open space gained at the expense of lost horizontal open space. Shared civilian/military use reduced by the availability of less recreational open space.	D1 provides parking space that many local residents & military members want. D2 provides less parking spaces but also less obstruction of views.
<u>Land Use Plans, Policies &amp; Controls</u>	No Impact	Consistent w/ objectives & policies of Hawaii's Coastal Zone Management Program. Consistent w/ Hawaii State Plan; w/ State's Functional Plans for Transportation, Recreation, Tourism, Historic Preservation, & Conservation Lands. Parking facilities consistent w/ Waikiki Special Design District height limits.	Similar to Recommended Plan	Similar to Recommended Plan, particularly concerning the Waikiki Special Design District height guidelines.	D1 less consistent with Waikiki Special Design District guidelines than D2 or Recommended Plan. D2 is the most consistent with City & County planning objectives.

**CHAPTER III**  
**DESCRIPTION OF THE AFFECTED ENVIRONMENT, ENVIRONMENTAL**  
**CONSEQUENCES AND MITIGATION MEASURES**

**1. INTRODUCTION**

**1.1 REGIONAL SETTING**

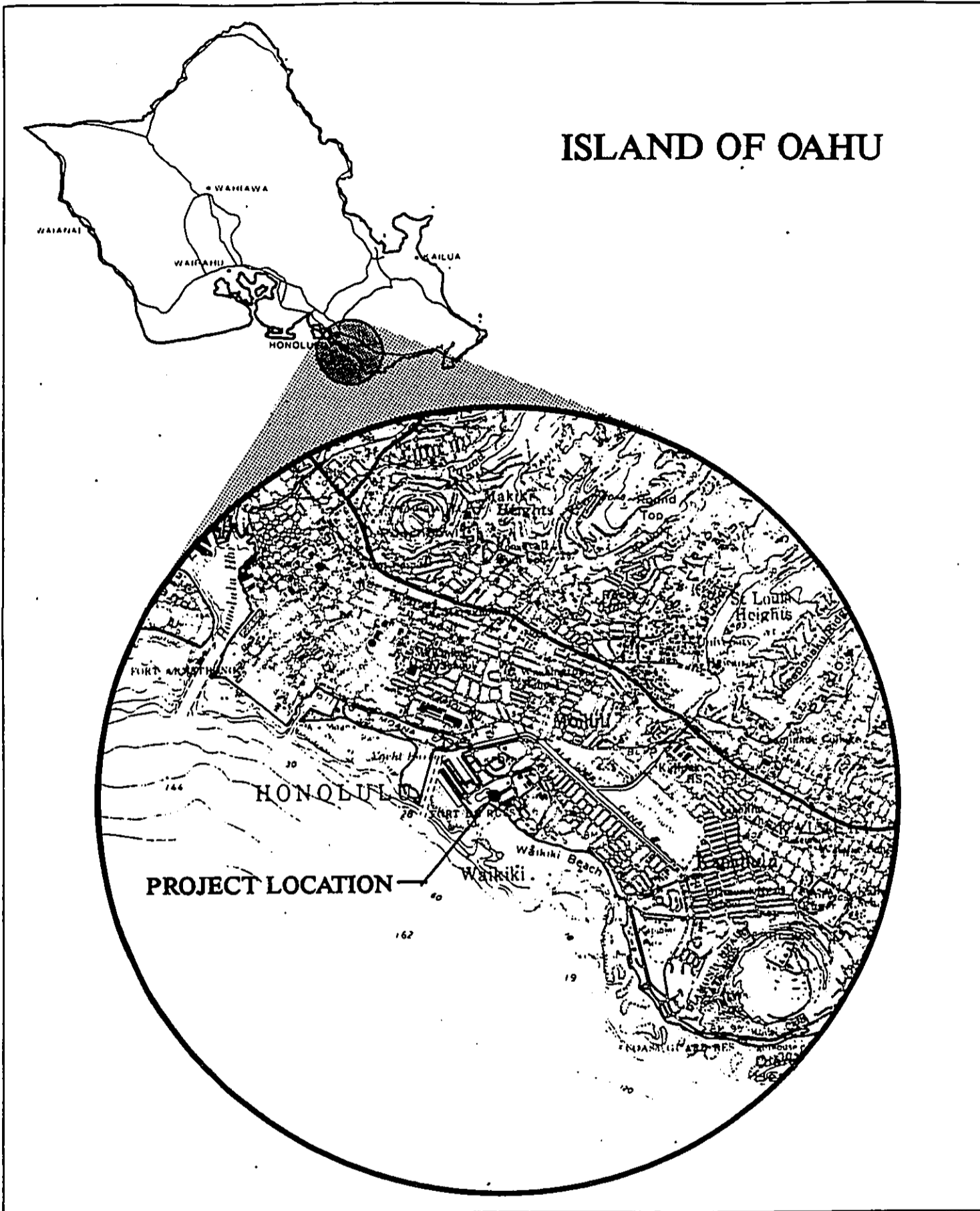
Fort DeRussy is located on the waterfront in Honolulu, Oahu, in the high rise, high intensity Waikiki resort district (Figure III-1). In 1985, the resident and visitor population in Waikiki was 78,800 within an area slightly less than one square mile. The densely populated Waikiki area is composed of hotels, apartments, condominiums and tourist-related commercial establishments. Currently, there are some 34,000 lodging units in Waikiki, most of which are upscale, and over 11,000 households primarily in condominium and apartment units. The areas north and east of Fort DeRussy are resort hotel precincts. The Hilton Hawaiian Village resort complex is located along the Fort DeRussy's northern boundary, and contains over 2,500 rooms on a 20-acre site. To the northeast are high density residential areas.

Under the Waikiki Special Design District ordinance, development of several new or expanded resort facilities in the vicinity of Fort DeRussy can be anticipated. Similar construction and expansion of apartment and condominium complexes is also anticipated. Such new complexes generally replace older low rise structures, providing both visitor and residential units. Intense land development in the Waikiki area is expected to continue. Further discussion of the City and County of Honolulu's land use plans and policies are contained in Section 12, Land Use Plans, Policies and Controls, of this chapter.

Major travel corridors connect the site to other parts of Waikiki and the island. Ala Moana Boulevard and Kalakaua Avenue are two of the principal arterial roads in the vicinity (Figure III-2). Aside from the major hotels and tourist-related commercial activities, Fort DeRussy is within one-third mile of the Ala Wai Boat Harbor, about one-half mile from the large Ala Moana Shopping Center, and less than half a mile to the Ala Wai Field.

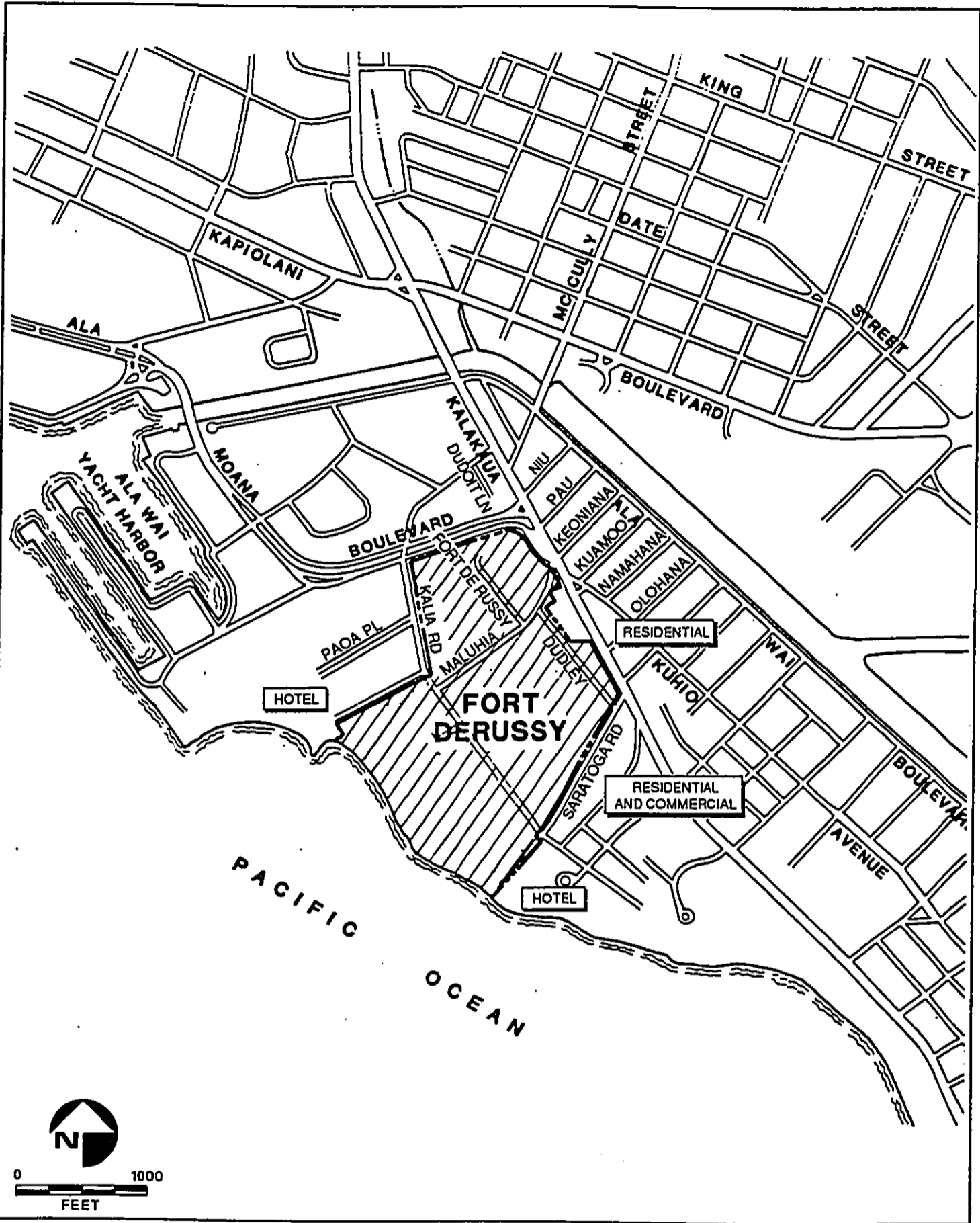
**1.2 ONSITE EXISTING LAND USES**

Fort DeRussy has been used by personnel from all branches of the military as a recreation center since World War II, particularly during the Vietnam conflict. Consisting of approximately 72 acres, the area is one of the last remaining open spaces along Waikiki Beach. US Army Reserve and Fort DeRussy support facilities occupy about 45 acres. The Hale Koa Hotel, built in 1975 with 420 rooms, and the US Army Museum at Battery Randolph are located on the remaining 26 acres adjoining the beach. Kalia Road bisects Fort DeRussy and separates the Hale Koa Hotel and other recreational activities to the south (makai or seaward) from the US Army Reserve Headquarters and training areas, Post Commander's Office, a parade ground and heliport (Kuroda Field), and the Waikiki Branch of the U.S. Post Office to the north (mauka).



<p>CHAPMAN CONSULTING SERVICES          In Association with          ERC Environmental and Energy Services Co.          Wallace, Roberts, &amp; Todd</p>	<p>REGIONAL SETTING</p>	<p>FIGURE          III-1</p>
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<p><b>CHAPMAN CONSULTING SERVICES</b>          In Association with          ERC Environmental and Energy Services Co.          Wallace, Roberts, &amp; Todd</p>	<p>Vicinity Map</p>	<p>FIGURE          III- 2</p>
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Almost one-third of the area north of Kalia Road consists of paved parking lots. Land makai of Kalia Road is used by the Hale Koa Hotel, the Army Museum and the US Army Corps of Engineers Regional Visitors Center (Battery Randolph) and the public bathhouse, snack bar, and beach concession (Figure III-3).

Table III-1 shows the acreage at Fort DeRussy by land use categories. Of the activities on the reservation, 35.1 percent of all land use at the site is devoted to recreation facilities, which include the Hale Koa Hotel, Battery Randolph, and parking designated for these facilities. US Army facilities, including the US Army Reserve Center and Post Headquarters, constitute 27.1 percent of land use at the site. Open Space/Recreation is 27 percent of the site, and this makes up most of the public park and open play areas on Fort DeRussy.

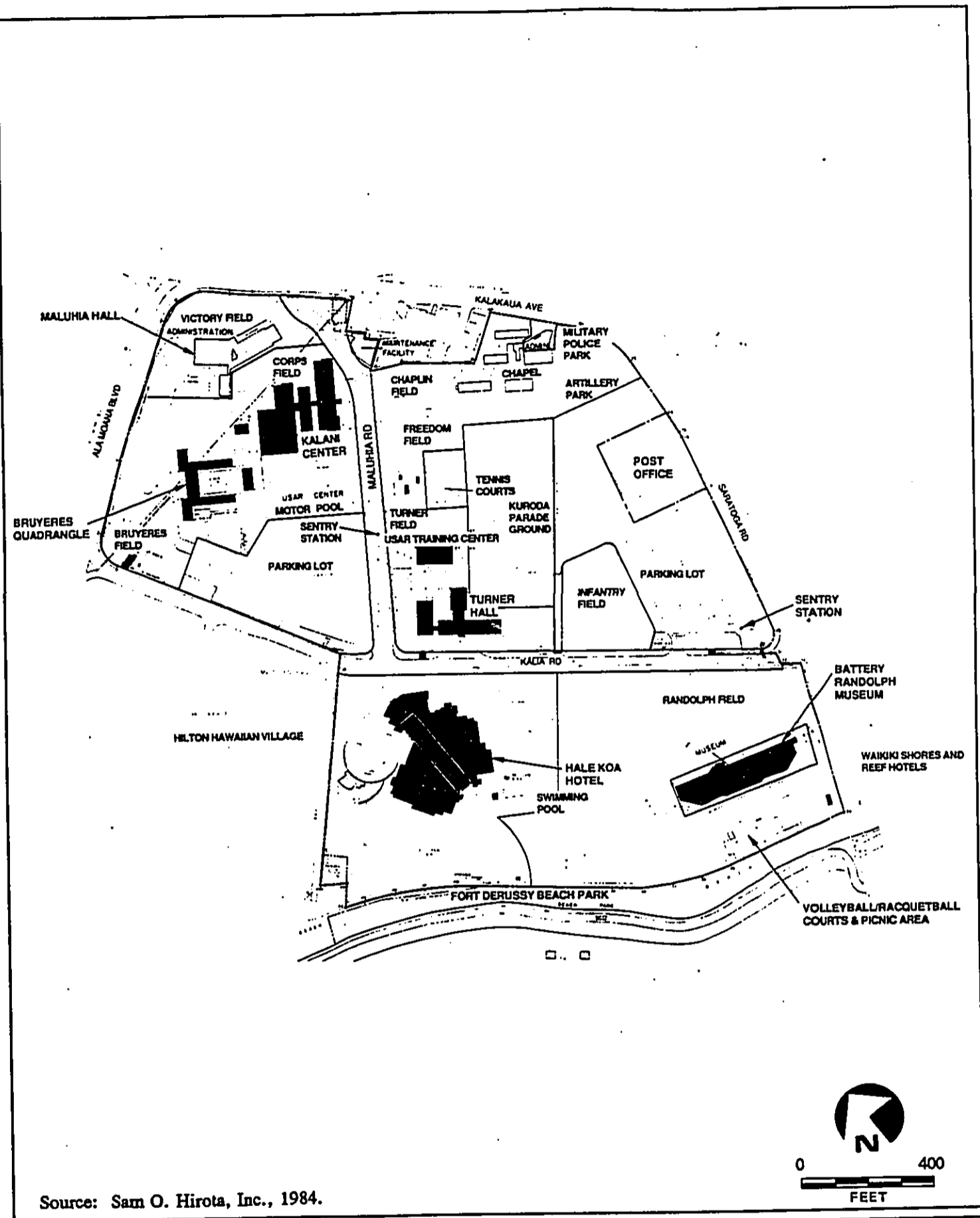
Table III-2 shows that buildings and roads occupy more than half (55 percent) of the Fort DeRussy's acreage. The sizable proportion of open space (45 percent of the total) gives the project site a park-like quality that contrasts sharply with the surrounding high-rise structures of Waikiki.

**TABLE III-1**  
**FORT DERUSSY LAND USE IN ACRES**

LAND USE	ACRES	PERCENTAGE
Image Zones*	4.4	6.2
Open Space/Recreation	19.2	27.0
Public Beach	3.3	4.6
Recreation Facilities	11.8	16.6
Parking Use for Recreation Facilities	13.2	18.5
U.S. Army Facilities	<u>19.3</u>	<u>27.1</u>
<b>TOTALS</b>	71.2	100.0

Source: University of Southern Mississippi, 1988.

\* Image Zones refer to the entrance areas to the reservation at Ala Moana/Kalakaua and Kalakaua/Saratoga.



Source: Sam O. Hirota, Inc., 1984.

<p><b>CHAPMAN CONSULTING SERVICES</b>          In Association with  <b>ERC Environmental and Energy Services Co.</b>          Wallace, Roberts, &amp; Todd</p>	<p><b>Fort DeRussy-Existing Facilities</b></p>	<p><b>FIGURE</b>  <b>III- 3</b></p>
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**TABLE III-2**  
**FORT DERUSSY SITE DEVELOPMENT IN ACRES**

CLASSIFICATION	ACRES	PERCENTAGE
Lawns, Planted Areas, Court Areas	32.2	44.2
Picnic Area	0.3	0.4
Pavement	19.9	27.3
Buildings and Structures	<u>20.4</u>	<u>28.0</u>
<b>TOTALS</b>	<b>72.8*</b>	<b>100.0**</b>

Source: R.M. Towill, 1985.

\* Total acreage not the same as previous table due to different sources.

\*\* Total may not add up to 100% due to rounding.

1.2.1 Facilities at Fort DeRussy

The following description of Fort DeRussy facilities is abstracted from the Social Impact Assessment Study (SIA) for the Development of the Armed Forces Recreation Center at Fort DeRussy (Community Resources, Inc., 1989).

1.2.1.1 Fort DeRussy Beach

The beach proper is not part of Fort DeRussy. It is state land, although the lifeguards on duty are US Army employees. The state land includes all lands seaward (makai) of the high water vegetation line and is an expanse of sand beach and a walkway. The lifeguards supervise this area, along with nearby picnic areas and racquet courts in Fort DeRussy. (To the west, at the end of Paoa Place, is the half-acre Fort DeRussy Beach Park, which is City and County of Honolulu land. This area is also supervised by the Fort DeRussy lifeguards.) Two concession stands are located on the beach. These rent beach equipment and sell soft drinks. A public restroom is located at the Diamond Head end of the beach area.

1.2.1.2 Hale Koa Hotel

The Hale Koa Hotel contains 420 guest rooms, a dining room, coffee shop, show room, and meeting rooms along with support facilities and a PX. Built in 1975, the hotel has been full



since it opened. In Fiscal Year 1988, its occupancy rate was 99.75 percent (according to occupancy data supplied by the Hale Koa Hotel administration). This occupancy rate translates into 152,920 room nights out of a possible 153,300 room nights. Unaccommodated room nights are estimated at 140,111 -- in short, a demand for rooms from almost as many parties as occupy rooms in a year (University of Southern Mississippi, 1988).

The hotel staff includes a total of about 550 persons. At the end of 1988, there were 320 full-time employees, 143 part-time employees and 91 intermittent (on-call) employees (Strength Report for 31 December, 1988, provided by Personnel Department, Hale Koa Hotel). Intermittent employees work nearly every month because of the hotel's high occupancy rate.

#### 1.2.1.3 Battery Randolph

Battery Randolph sits just above the beach area, on the Diamond Head side of Fort DeRussy. It now houses the US Army Corps of Engineers Regional Visitor Center and the US Army Museum, Fort DeRussy. The US Army Corps of Engineers Regional Visitor Center is located on the second level of Battery Randolph. It offers a multimedia account of the US Army Corps of Engineers' civil engineering work in Hawaii and the Pacific. It has an estimated 40,000 to 50,000 visitors each year (personal communication, Jean Maxon, Public Affairs Officer, US Army Corps of Engineers, March 8, 1989).

The US Army Museum occupies the ground floor of Battery Randolph and receives approximately 120,000 visitors a year. It also has guns and tanks outside the structure and on the upper level. The exhibits focus on the Army in Hawaii. Battery Randolph was listed on the National Register of Historic Sites in 1984.

#### 1.2.1.4 Open Space Between Kalia Road and Fort DeRussy Beach

Between Kalia Road and the beach is a green open area, dotted with picnic tables. It is used daily by Oahu residents, persons staying at the Hale Koa Hotel, and military personnel and their families.

#### 1.2.1.5 Volleyball and Racquet Courts

On the Diamond Head side of the beach are a racquetball court and two hard-surface volleyball courts. Three tennis courts are in Fort DeRussy, near the center of the mauka section. The courts can be reserved by members of the military. Otherwise, they are open to the public.

#### 1.2.1.6 Roadways

Fort DeRussy includes a road open to traffic passing through the area -- Kalia Road, which is US Army property within Fort DeRussy -- and internal roadways. Kalia Road narrows to a two-lane roadway at Paoa Place, and remains a two-lane road until it terminates. It connects a densely built-up area to the east of Fort DeRussy (containing the Reef Hotel and, further east,

the Halekulani and Sheraton Hotels) with Fort DeRussy and Saratoga Road, the major route out of Waikiki. At its western end, Kalia Road is the point of entry to the Hilton Hawaiian Village. Kalia Road is maintained by the City and County of Honolulu.

#### 1.2.1.7 Parking Facilities

Two major parking areas are located mauka of Kalia Road at the Saratoga parking lot (490 legal stalls) and the Hotel parking lot (537 legal stalls) (See Figures III-3 and III-5). The Hotel parking lot provides access to a parking area by Maluhia Hall and the Post Headquarters (72 stalls). Maluhia Road provides access to 44 stalls beside Turner Hall, 27 stalls beside Kalani Center, 84 stalls beside Freedom Field (Tennis Courts) and the Post Chapel, and 38 stalls near the Military Police (MP) quarters and station. There are also 22 stalls along the Hale Koa Hotel Loop, 17 stalls in the PX Loop (no longer available), and 82 stalls beside the Battery Randolph Museum. There are a total of 1,435 legal stalls, but during special events and on many normal weekends, the MPs open up Kuroda Parade Ground and Soldier ("No-Name") Field for overflow parking, where approximately 500-750 automobiles can be accommodated. The number of legal parking stalls derives from a U.S. Army Community and Family Support Center (USACFSC) parking analysis (Program Management Team, AFRC DeRussy, July 1991) and the figures on overflow parking derive from Fort DeRussy MP sources.

#### 1.2.1.8 Kuroda Field and Other Open Areas Mauka of Kalia Road

Kuroda Field is named for Robert T. Kuroda of the 442nd Regimental Combat Team, who was awarded the Distinguished Service Cross posthumously for action at Bruyeres, France in 1944. Designated as a parade ground, it is used for military parades and drills. It serves as a helicopter landing pad approximately twice a month.

Community parades have terminated at Fort DeRussy, with reviewing stands located at Kuroda Field. More commonly, Kuroda Field, paved areas and other fields are also used for staging parades. For example, the parking area near the tennis courts was used to organize vehicles and unload animals participating in the relatively small Saint Patrick's Day parade of 1989. When US Army Reserve activities occupy open space at Fort DeRussy, parade preparations may be moved to other sites.

#### 1.2.1.9 US Army Reserve Facilities

Fort DeRussy is the Headquarters for the US Army Reserve in the Pacific, housing the IX Corps Reserve staff and several units within IX Corps (Reinforcement). The authorized strength of the units now on-post is nearly 2,400. The US Army Reserve units at Fort DeRussy have a full-time staff of 52 civilians and 129 military, as of March 31, 1989 (C.W. Gibbs, 1989). Major facilities now dedicated to US Army Reserve use include Kalani Center, Bruyeres Quadrangle, and Turner Hall. Paved areas near adjacent to Turner Hall and Kalani Center are motor pool sites.

1.2.1.10

Maluhia Hall

Maluhia Hall, located near the intersection of Ala Moana Boulevard and Kalakaua Avenue, was an enlisted men's club during World War II and the Korean conflict, and was the processing center for rest-and-recreation leaves for soldiers on active duty in Southeast Asia. Maluhia Hall now houses the Post Commander's Office, the 804th Signal Company, and the Pacific Liaison Command. The United Service Organizations of Hawaii, Inc. (USO) recently opened a center in the lanai area of Maluhia Hall in mid-1989. This center is intended to serve active military, military dependents, and as space allows, retired military and members of the Reserves. The Waikiki USO includes a lounge and game room. The center is staffed by approximately 90 volunteers. It expects to handle about 150 visitors a day (Helela, 1989).

1.2.1.11

Post Chapel

The Post Chapel includes a chapel, seating about 200 people, sacristy and office. Chaplains based at Fort Shafter staff the Fort DeRussy chapel.

1.2.1.12

Package Store

A small wooden building near the chapel housed a packaged beverage store open to persons with military identification. This operation is now located in a separate Post Exchange which is located in the Hale Koa Hotel. Based on the total volume of sales, the number of customers using the store annually has been estimated at 3,000 (Secretary of the Army, 1988, Appendix).

1.2.1.13

Military Police Headquarters and Adjacent Billets

Fort DeRussy houses a Military Police detachment of about 20 men, who are responsible for patrolling Fort DeRussy. They staff a headquarters near the intersection of Kalakaua Avenue and Saratoga Road. Three low wooden buildings serve as billets for the Military Police and for enlisted men on rotation for maintenance activities at Fort DeRussy from Schofield Barracks. Also, the Hawaiian Armed Services Police (HASP) is based at Fort DeRussy and commanded by the Military Police Detachment Commander. HASP acts as a liaison between the Honolulu Police Department and the various Armed Forces commands, tracking soldiers accused of crimes from arrest through the criminal justice process. Its authorized strength, from all six of the Armed Services, is 16 persons.

## 2. PHYSICAL ENVIRONMENT

### 2.1 GEOLOGY, PHYSIOGRAPHY AND SOILS

#### 2.1.1 Existing Conditions

##### 2.1.1.1 Physiographic Character

Fort DeRussy is situated on a flat coastal area known as the Honolulu Plain. This physiographic land division is composed of weathered alluvium overlying marine sediments and wave-eroded basalt. Most of the reservation was constructed on coral-filled fish ponds, marshland and sandy soils. The site terrain is relatively flat with elevations ranging from sea level to 6 feet; a man-made slope of 22 feet surrounds the Hale Koa Hotel.

##### 2.1.1.2 Soils

According to a soil survey performed by the US Soil Conservation Service, Fort DeRussy is characterized by two land types and a single soil type. The two land types are Fill Land and Beaches. The soil type is of the Jaucas Series, specifically Jaucas Sand found generally on slopes of 0-15 percent. These soils occur on coastal plains adjacent to the ocean. A representative profile of the soil is single grain, sandy, more than 60 inches deep and ranging from very pale brown to a dark brown surface layer. The soil is neutral to moderately alkaline. Fill land and Jaucas soil are characteristic of the southern and western coastal plains of Oahu. The groundwater table at Fort DeRussy is approximately 3 feet below the surface and is subject to tidal influence which contributes to the saline soil conditions. The area's subsoils are clay at 40 feet below the surface. Their available water capacity is 0.5 to 1.0 inch per foot of soil.

The area mauka (inland) of Kalia Road is primarily composed of "Fill Land Mixed" which is defined as "areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources" (US Soil Conservation Service). It is a heterogeneous mix of various strength material ranging from natural mineral products (such as coral limestone detritus and rocks from terrestrial and volcanic sources) to wood, vegetation, and other organic matter. On the makai (ocean) side of Kalia Road, the project site is composed of "Jaucas Sand, 0-15 percent slope" down to the beach line. Although the slope range for this soil is 0 to 15 percent, the reservation does not exceed 5 percent in most cases; the exception being around the Hale Koa Hotel.

Along the shoreline, the land type is "beaches." This land type consists primarily of light-colored sands derived from coral and seashells and is considered well suited for recreation and resort development. The majority of the sand at Fort DeRussy beach was imported during 1971 and 1975 beach widening projects.

Chemical analysis of soils (Table III-3) was conducted in October of 1984 at the University of Hawaii Soil Testing Service, and show that a relatively high Ph (alkaline) exists

and soluble salts (salinity) are present in the soils. These factors can affect the growth and life of grasses and plants.

2.1.1.3 Erosion

Fort DeRussy is not considered an erosive area. The Jaucas series, occupying the western half of the site, are characterized by high permeability, slow runoff, and minimal erosion hazard. The US Army Reserve Center area is largely ocean-dredged fill with other materials from various sources and is not highly erodible.

TABLE III-3  
CHEMICAL ANALYSIS OF SOILS

AREA	PHOSPHORUS P	POTASSIUM K	CALCIUM Ca	MAGNESIUM Mg	pH	SALINITY
Bruyeres Field	low	low	high	high	7.7	0.24
Randolph Field	high	high	high	high	8.2	0.00
Infantry Field	high	moderate	high	high	7.9	13.60
Kuroda Field	low	moderate	high	high	7.8	0.42
Lawn Between Hotel and Battery Randolph Museum	high	high	high	high	7.9	0.00
Hale Koa Hotel	low	high	high	high	7.6	0.95
Maluhia Bldg.	very low	very low	moderate	high	7.2	0.32

Source: R.M. Towill, 1985.

The shoreline area is protected by structures that reduce littoral drift and sand from shifting along the coastline. Nevertheless, wave action has reconfigured the beach resulting in a narrower beach on the southeastern end and a slightly wider beach on the northwestern end. Longshore transport of sediments from Fort DeRussy are deposited in the deep dredged area on the Diamond Head side of the Hilton Pier. This beach erosion is an ongoing concern but because of the cost of correction and the relatively long periods before the situation becomes critical, the US Army Corps of Engineers had not implemented an erosion control plan for the area at this time. The last beach restoration effort was performed in the early 1970s and operations and maintenance work performed approximately five years ago.

Wind erosion can be a significant factor for the Fort DeRussy beach area and for any sandy soil areas that lack stabilizing vegetation.

#### 2.1.1.4 Earthquakes

Oahu lies in Earthquake Zone 1. As Zone 0 means no damage, and Zone 4 means major damage, a Zone 1 Classification means that the most severe earthquakes are expected to cause only minor damage. A few minor quakes occurring on Oahu have resulted in cracked walls in older building structures, but this damage is slight in comparison to that experienced on the island of Hawaii, over 170 miles away. Between 1861 and 1981, there were 13 earthquakes that have been intensive enough to be felt outdoor, awaken sleepers and displace small unstable objects. These effects describe an intensity V on the Modified Mercalli Scale, a scale for gauging the effects of earthquakes. The most powerful earthquake was centered off the south coast of Lanai in 1871. That earthquake resulted in difficulty in standing, broken furniture, waves on ponds and damage to weak masonry. The last earthquake with a Richter Magnitude of 5.0 or greater struck in June 1984 when an earthquake 80 miles south of Honolulu registered a 5.3 (HDBED, 1988).

#### 2.1.1.5 Volcanoes

Volcanic activity and potential hazards on Oahu relating to volcanism have been described by Mullineaux, et al (1987). An eruptive period on Oahu that began not long after one million years ago, has intermittently continued at least until about 30,000 years ago. Some of this volcanic activity formed Diamond Head (Mt. Leahi) and produced airfall ash, lava flows and pyroclastic-surge deposits that now underlie parts of the Honolulu metropolitan area. The ages of these events are not well known, but range between 68,000 and 66,000 years before present. The most recent eruptions on Oahu originated at vents located between Koko Head and Manana Island (Mullineaux, 1987).

#### 2.1.2 Significance Criteria

The identification of geotechnical hazards is used to determine the existence and extent of constraints to recommended development. No potential concerns have been identified related to topography, seismicity, volcanic activity, or the stability of surface deposits on the project site. Exposure of people or structures to major geologic hazards is defined as a significant effect. For purposes of this EIS, significant adverse impacts are defined when the recommended action exposes people or structures to ground rupture or earthquake effects exceeding VII on the Modified Mercalli Scale (pedestrians have difficulty maintaining balance, small slides, furniture breakage, and plaster, cornices, and loose bricks fall; to slope failure on known landslide deposits; or to volcanic flow from an active or potentially active volcano). In addition, erosion and sedimentation that reduces nearshore water quality below state standards would be considered significant. Insignificant but noticeable effects include exposing people and structures to Modified Mercalli Scales IV (felt indoors like vibrations from passing trucks; windows, dishes, and doors rattle) through VI (pedestrians walk unsteadily; objects fall from shelves; poor masonry cracks). Erosion and sedimentation that does not cause receiving waters to exceed state water

quality standards would be considered insignificant. If site development exposed people and structures to Modified Mercalli Scale III or less or generated no off-site erosion or sediment, the impacts would be negligible.

### 2.1.3 Probable Impacts

#### 2.1.3.1 Recommended Action

The recommended action would expose greater numbers of people to seismic effects of earthquakes; however, the effect is considered insignificant. On Oahu, there has never been a recorded earthquake of such intensity to cause VII on the Modified Mercalli scale. Moreover, the island has been designated as Earthquake Zone 1, suggesting relatively minor damage with the maximum credible earthquake. Impacts would be adverse but not significant, because construction standards exist to protect structural integrity for the magnitude of seismic events expected in Oahu.

Implementation of the recommended action could result in erosion and sedimentation. During construction activities, land disturbance, erosion, and sedimentation are at a peak. These activities include regrading of building sites, installation of replacement or realigned pipes, preparation of the building pad for the new hotel, etc. The effects would be noticeable, and may deteriorate offshore water quality but would be of limited duration and would be negligible since the sites where most of the construction would occur are on fill. After construction, during the long-term occupation phase, the landscaping proposals of the recommended action would have the beneficial effect of stabilizing soils and reducing existing soil and wind erosion. Discussions of long-term water quality effects are addressed in Section 3.3, Marine Environment, of this chapter.

The suitability of the site's Jaucas Sand, mixed fill and underlying coral placed in old fish ponds and marshlands for the hotel and parking structure needs to be evaluated, based on more detailed site-specific geotechnical investigations at the time individual projects are recommended. The recommended action would encounter groundwater 3 feet below the surface, which is expected to pose minor stability and dewatering concerns during construction of the various structures and trenching for utilities. A Preliminary Geotechnical Report (1990) prepared for the recommended action indicates that structures can be adequately supported on pile foundation although the thickness and strength of the supporting subsurface layer of coral limestone needs to be investigated.

The soils are relatively high in alkalinity and salinity. These pose negligible effects on the landscaping plans for Fort DeRussy since they can easily be corrected with appropriate soil supplements and preparations.

Restriction of the most recent volcanic eruptions to the southeastern part of the island between Koko Head and Manana (Rabbit) Island suggests if volcanic activity recurs, it would be located in the same general area as before (Mullineaux, et al 1987). Because of the low

probability of volcanic impacts on the Fort DeRussy site, the recommended action would be negligibly affected by volcanic eruptions.

#### 2.1.3.2 No Action Alternative

The No Action Alternative would have negligible effects on geotechnical hazards and would not expose any additional persons to such hazards. Relative to the recommended action, it would result in less on-site erosion and avoid any potential construction impacts.

#### 2.1.3.3 Kalia Road Alternatives

The alternative configurations of Kalia Road through Fort DeRussy would have no significant effects on the site's geology, physiography or soils.

#### 2.1.3.4 Low-Rise Hotel Development Alternative

The low-rise, dispersed layout of this alternative would increase the acreage under construction, thereby potentially resulting in a greater amount of erosion and sedimentation during construction. Depending on the results of the geotechnical investigation prior to construction, this alternative could also increase the area for which detailed geotechnical engineering measures would be required.

#### 2.1.3.5 Parking Structure Alternatives

Options D1 and D3 would have impacts that are similar to either of the optional recommended hotel parking structures, on the site's geology, physiography, and soils. Option D2, three single-level structures, would have similar impacts as the low-rise hotel development alternative described above. It would disturb an additional 8.5 acres of the project site, which could increase the level of erosion and sedimentation compared to the recommended action.

#### 2.1.4 Mitigation Measures

Because the recommended project and the alternatives would not result in any significant adverse effects, specific mitigation measures are not required. It is expected, however, that the US Army Corps of Engineers will conduct detailed onsite geotechnical investigations and will comply with all applicable local and state regulations and codes (including the Uniform Building Code) regarding construction to ensure structural integrity in the event of an earthquake.

During the design stages of this project, if implemented, the US Army shall retain a landscape architect to develop recommendations to protect sandy soil areas from erosion.

During construction, the US Army should direct its contractors to implement measures such that there will be no net increase in offsite erosion and sedimentation as a result of construction activities associated with the project. In addition, any dewatering required will be



analyzed and performed under a specialty contractor to avoid impacts to the project and other existing facilities within the influence of the dewatering action.

#### 2.1.5 Irreversible and Irretrievable Commitments of Resources

Construction of the recommended action would result in the irreversible and irretrievable commitment of the soil resources on which the facilities would be constructed. Similarly, the use of imported fill materials to regrade and create building pads would represent an irreversible and irretrievable commitment of resources.

### 2.2 HYDROLOGY AND DRAINAGE

#### 2.2.1 Existing Conditions

No streams run through Fort DeRussy. Groundwater beneath the project site is an extension of the ocean. At the beach and sidewalk along the southern boundary of Fort DeRussy, the ground elevation is about 5 feet above the mean sea level (MSL) and the extreme high tide stands about 2 feet above MSL.

Except for a small system at the Bruyeres Quadrangle, all the subsurface drain lines are located in the area between Kalia Road and the beach (see Figure III-14 in Section 9, Utility Systems). The system serving Fort DeRussy consists of 2,300 linear feet of subsurface concrete pipe networks and drain lines (8 to 36 inches diameter), numerous shallow surface infiltration pockets, swales and sumps (catch basins and drain manholes). This network is organized into two systems: one drains the Hale Koa Hotel complex and discharges stormwater to the ocean, and the other drains the area north of Battery Randolph and conveys the runoff to a City and County box culvert. The storm drainage system is designed to handle storm runoff primarily by infiltration with ponding during storm events. The system is old and restricted in capacity in particular areas (Hirota, 1984). The majority of the drain lines are clogged with sand, rocks and debris.

Drainage to the north of Kalia Road is overland sheet drainage and empties into Kalia Road then to the underground drainage system. The only open drainage swale parallels Ala Moana Boulevard and drains in a southerly manner to an underground system at the corner of Kalia Road. Drainage improvements in this area north of Kalia Road are limited to sump drains in the Bruyeres Quadrangle/IX Corps Motor Pool area.

Areas prone to ponding after heavy rains include the intersection of Kalia and Maluhia Roads, the large parking area between Kalia and Maluhia Roads, the grass area along Ala Moana Boulevard where the cannon pad is located, the 600-Man US Army Reserve Center open area, and Kuroda Field. The surface ponding at the Kalia and Saratoga Road's intersection has been relieved by construction of a larger box drain along the Diamond Head property line from Kalia Road to the beach. The new drain is 6 feet by 8.5 feet, replacing the former 5 feet by 4 feet box drain, and was constructed with municipal funding.

## 2.2.2 Significance Criteria

Potential impacts related to hydrology/water quality include surface runoff, drainage improvements, and surface and groundwater contamination. For the recommended project, potential hydrology/water quality concerns include the generation of additional runoff from development (due to construction of impervious surfaces, compaction, etc.) and the generation of additional urban contaminants in association with site development. For purposes of this EIS, significant hydrology impacts are defined as effects which result in deterioration of groundwater quality or lowering the groundwater table; stormwater runoff volumes and velocities that exceed the drainage system capacity; or reductions in stormwater runoff. The first two criteria would be considered adverse; the latter criterion, beneficial. If stormwater volumes increase but are within the capacity of the drainage system, the project would be considered to have insignificant impacts. If the project were to maintain existing runoff and leave the surface and groundwater unaffected, the effects would be negligible or nonexistent. Surface water quality effects are discussed in Section 3.3, Marine Environment, of this Chapter.

## 2.2.3 Probable Impacts

### 2.2.3.1 Recommended Action

The recommended action would have no effect on surface waters, since no streams or rivers traverse the site. However, groundwater would likely be disturbed during construction activities, installation of underground utilities, and landscaping since the groundwater table is shallow. As the site is excavated during construction, the groundwater would seep into the excavated area and require removal. The groundwater collected will contain silt, which when disposed in the storm drainage system could contribute to clogging of the pipes and a reduction in the water-carrying capacity of the drainage system.

Dewatering activities are not expected to adversely affect the groundwater table or quality. Because the recommended action is phased, the impacts would be geographically isolated and would occur over time. Moreover, dewatering would only be necessary during the construction period and would not pose a long-term, ongoing impact.

The recommended action would include grading of the area to channel runoff into the existing storm drainage system. Moreover, the recommended project would result in a net reduction (approximately 2 acres) in impervious surfaces (structures, parking lots, roads, etc.) from present conditions, since the construction of new structures would occur on already impervious sites and since the new areas of impervious surfaces (around the new hotel tower and along realigned Kalia Road) would be offset by the new landscaping of other areas. According to the US Army Corps of Engineers, stormwater runoff volumes from the site would be expected to be reduced, a beneficial effect.

The development of Fort DeRussy should improve present water quality effects of stormwater runoff. The new parking structure would be covered, preventing automobile oil and

grease from washing into the storm drainage system. There would be no change to existing stormwater runoff at the Saratoga parking lot, except that it may less if the parking lot is reduced in size. Oil pollutant loadings may also be reduced since the motor pool would be relocated off-site. Implementation of the recommended action would probably change the character of the pollutants carried in the stormwater runoff. The increased landscaping onsite would result in greater contaminant loadings of nitrogen and phosphorus from fertilizers, although the quantity is not expected to be significant since the net increase in landscaped area is about 2 acres or 15 percent of the existing landscaped and lawn area. In addition, site landscaping would result in installation of additional catch basins that can remove debris and suspended solids.

#### 2.2.3.2 No Action Alternative

The No Action Alternative would have negligible impacts on existing hydrological and drainage conditions at Fort DeRussy. This finding is based on the fact that the No Action Alternative would not add any new impervious surfaces, would not impose any new drainage requirements, and would not expand or change landscaping onsite.

#### 2.2.3.3 Kalia Road Alternatives

The Kalia Road Alternatives (Alternative B) that retain Kalia Road (Options B1 and B2) are similar to the recommended action in terms of hydrological considerations. Option B1, with its two-lane configuration of Kalia Road, would result in marginally less impervious surface (less than an acre) compared to the recommended Master Plan. Option B2, with its slightly less circuitous alignment for Kalia Road, would also result in marginally less impervious surface (again, less than one acre). Consequently, neither of these options would result in noticeable changes in the hydrological regime. Because the existing Kalia Road functions as part of the drainage system by conveying stormwater to the two drainage systems makai of the road, its realignment would induce the need for some other means of channeling the runoff.

Option B3, elimination of Kalia Road through Fort DeRussy, would have three effects, all negligible. First, it would reduce the amount of impervious surface by nearly an acre and increase the amount of permeable ground cover. This would result in reduced runoff volumes and greater infiltration, although the change would be minimal since less than an acre would be involved. Second, the stormwater runoff would carry a pollutant loading with lower concentrations of traffic-related and road contaminants (such as total and suspended solids, oils, heavy metals, hydraulic fluids and fine particulate matters of tires, clutches and brake linings), but greater concentrations of landscaping-type contaminants (such as nitrogen and phosphorus). Again, the effects would be negligible because of the small area affected. Finally, removal of Kalia Road would necessitate some drainage improvements to convey stormwater to the underground systems makai of the road.

#### 2.2.3.4 Low-Rise Hotel Development Alternative

Alternative C would have significant adverse drainage effects, because it would develop

the mauka portion of Fort DeRussy, where virtually no storm drain system exists. In addition, this alternative would increase site coverage with structures and result in increased runoff volumes.

#### 2.2.3.5 Parking Structure Alternatives

Hydrological impacts from Option D1 are similar in nature to those of the recommended action, as it would involve the same amount of impervious coverage and the same level of storm drainage improvements. Option D2 would have adverse drainage effects because the additional 8.5 acres of impervious surface associated with this alternative's parking facilities would generate additional runoff that would be similar to that assumed for Alternative C. Option D3 would reduce stormwater runoff from the current bare Saratoga parking lot.

#### 2.2.4 Mitigation Measures

Total reduction in runoff is expected with the recommended action, however, installation of new subsurface drain pipes, manholes, and catch basins and the cleaning of existing lines that would be retained will be required. The specific alignment, size and connection to existing systems will be designed as part of the implementation of the Master Plan.

The local US Army Command should assure that any regrading of the site provides sufficient elevation above computed hydraulic grade lines and the depth of cover between roadbeds and tops of drain pipes; and that, when funding is available, existing drain lines be cleaned and rehabilitated to ensure the system is functional.

#### 2.2.5 Irreversible and Irrecoverable Commitments of Resources

Neither the recommended action nor any of the alternatives would result in an irreversible or irretrievable commitment of surface or groundwater resources.

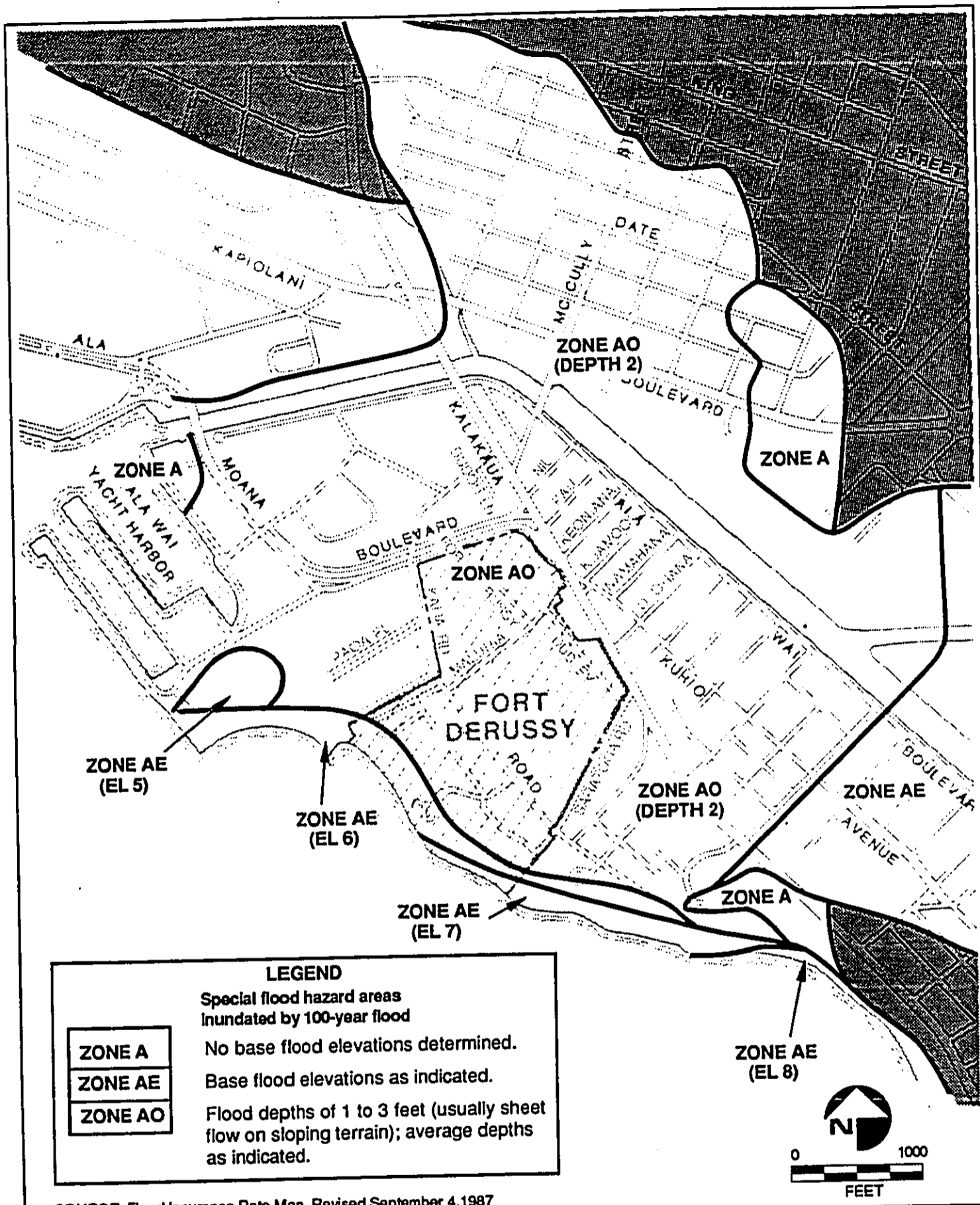
### 2.3 FLOODS/TSUNAMIS

#### 2.3.1 Existing Conditions

The Flood Insurance Rate Map (FIRM) for Fort DeRussy shows that the area would be inundated by the 100-year flood (Figure III-4). The FIRM indicates that the area of Fort DeRussy along the coast is zoned AE, with base flood elevations between 5 and 7 feet. The map shows the remainder of the site is zoned AO, and is subject to flooding from overtopping of the Ala Wai Canal during a 100-year storm to an average depth of 2 feet.

Historical evidence shows that the south shore of Oahu and particularly Waikiki have been minimally affected by tsunamis. Nevertheless, the extreme southern portion of Fort DeRussy between the Hale Koa Hotel and Battery Randolph and the Pacific Ocean is part of a Tsunami Tidal Zone delineated by the National Flood Insurance Program. Maximum run-up height in the

vicinity of the Ala Wai boat harbor has been approximately 5 feet above mean sea level (MSL), while the maximum recorded in Waikiki was 9 feet above MSL near Kuhio Beach. There is no record of any harm or damage incurred by people or property due to tsunami in the area (Belt, Collins & Associates, 1977).



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Flood Hazards

FIGURE  
 III- 4

### 2.3.2 Significance Criteria

Potential impacts related to flooding hazards include increased exposure to 100-year floods and tsunamis. For purposes of this EIS, two classes of flooding impacts are defined: significant adverse and negligible. The first impact would occur if the recommended project were to include habitable structures within the 100-year floodplain or the Tsunami Tidal Zone. Negligible impacts would occur if the recommended project lies outside these areas.

### 2.3.3 Probable Impacts

#### 2.3.3.1 Recommended Action

The recommended action would involve construction in the 100-year floodplain, where flood depths of 2 feet would occur. This would be a significant adverse effect, but it can be mitigated through compliance with the Federal Emergency Management Agency's flood protection regulations and elevating the new hotel site on fill. Executive Order 11988 deals with floodplain management and requires agencies to determine that there are no practical alternatives to developing in the floodplain and to disclose the effects of such development. There are no practicable alternatives for the US Army because virtually all of the Waikiki area is within the floodplain thereby eliminating other sites in the area and the hotel and parking structure are part of a comprehensive recreation plan for Fort DeRussy. These components, if developed elsewhere, would not offer the same benefits as if developed together in conjunction with existing amenities of Fort DeRussy. The adverse effects would involve possible inundation to a depth of 2 feet. The project is not expected to induce land use changes on nearby properties.

No facilities are recommended within the Tsunami Tidal Zone, so that the recommended action would not expose people or structures to inundation from tsunamis.

#### 2.3.3.2 No Action Alternative

This alternative would not expose any additional people or structures to flood hazards.

#### 2.3.3.3 Kalia Road Alternatives

The various road configurations would have the same potentially significant adverse effects as the recommended action.

#### 2.3.3.4 Low-Rise Hotel Development Alternative

This alternative would expose more habitable structures to possible inundation. Potential significant effects can be mitigated by elevating the building sites or constructing buildings on columns; however, substantially more fill would need to be imported onsite.

#### 2.3.3.5 Parking Structure Alternatives

Option D1 would have the same potentially significant adverse effects as the recommended action. Option D2 would expose a greater number of vehicles to potential flood damage, since this scheme proposes all single-level structures. Vehicles in the bermed-over Saratoga parking structure under Option D3 would also be exposed to potential flood damages.

#### 2.3.4 Mitigation Measures

The US Army Corps of Engineers will comply with Federal Emergency Management Agency standards for construction in the 100-year floodplain. Key development regulations include the elevation of inhabited structures at least 1 foot above base flood elevations and the floodproofing of structures. Incorporation of these standards into the design of the recommended structures and development of the site would reduce flood impacts to less than significant.

#### 2.3.5 Irreversible and Irretrievable Commitments of Resources

As noted earlier under Section 2.1, Geology, Physiography, and Soils, the use of imported fill materials to elevate building pads would represent an irreversible and irretrievable commitment of resources.

### 3. NATURAL ENVIRONMENT

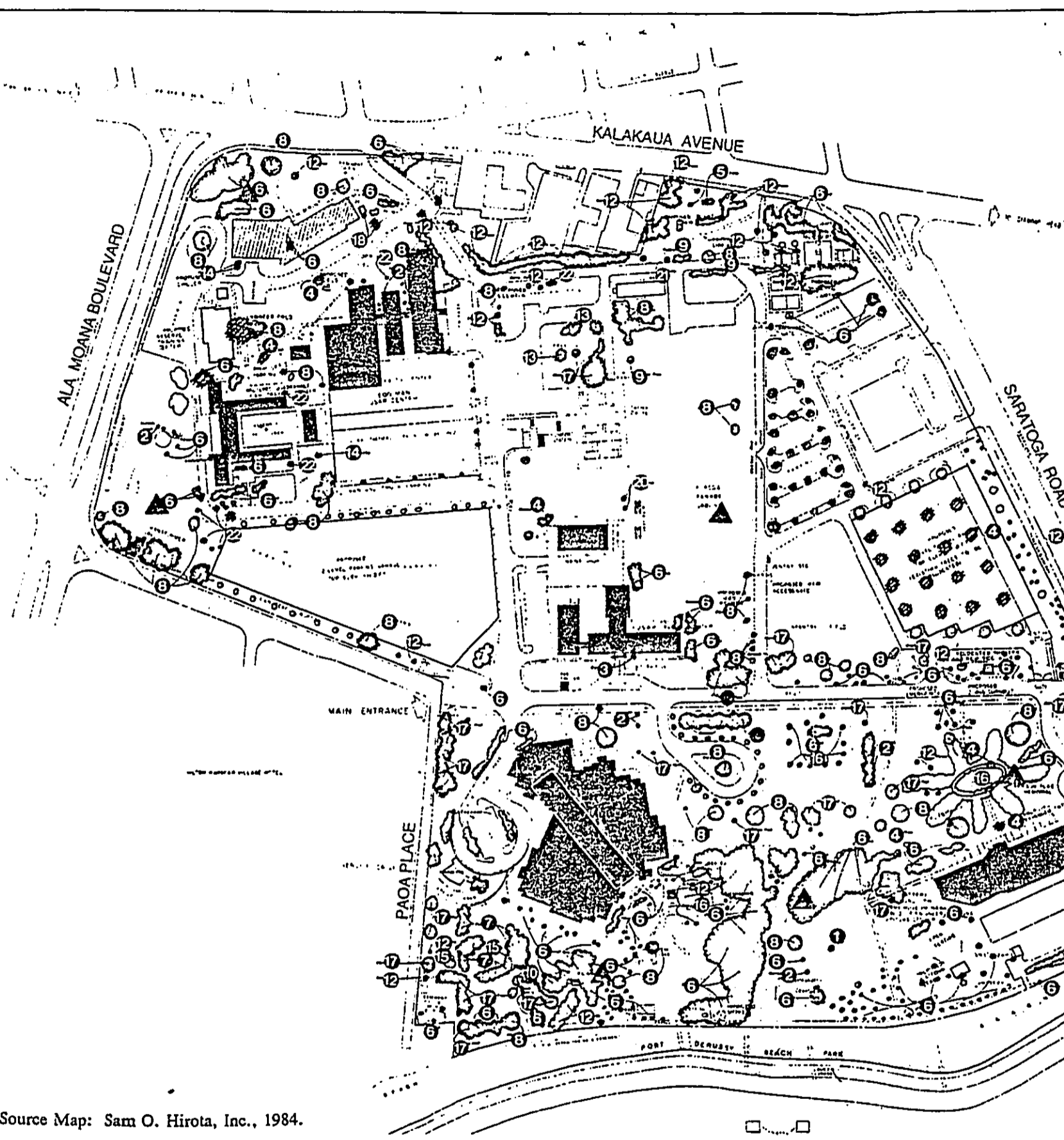
#### 3.1 TERRESTRIAL FLORA

##### 3.1.1 Existing Conditions

The existing vegetation of Fort DeRussy has been mapped (Hirota, 1984) and surveyed specifically for this EIS (see Appendix B). A list of the major species of trees found on the site is included in Appendix B and in Table III-4, and the general vegetation of the site is shown on Figure III-5. The vegetation consists of open lawn areas with plantings of trees and shrubbery is located generally along roadsides, parking areas and around buildings. In the areas makai of Kalia Road, single trees and clusters of trees are scattered through the lawn area. Large groves of coconut palms (*Cocos nucifera*) are a common feature. Other trees frequently found throughout the site include shower trees (*Cassia* sp.); several different kinds of banyan (*Ficus* spp.); monkey pods (*Samanea saman*); a number of tall date palms (*Phoenix dactylifera*); and milo (*Thespesia populnea*). Of particular interest are six specimens of the native coral tree or wiliwili (*Erythrina sandwicensis*) located along the fence surrounding the USAR Tactical Vehicle Motor Pool. The trees are about 15 feet tall and were blooming profusely during the botanical survey (July, 1989).

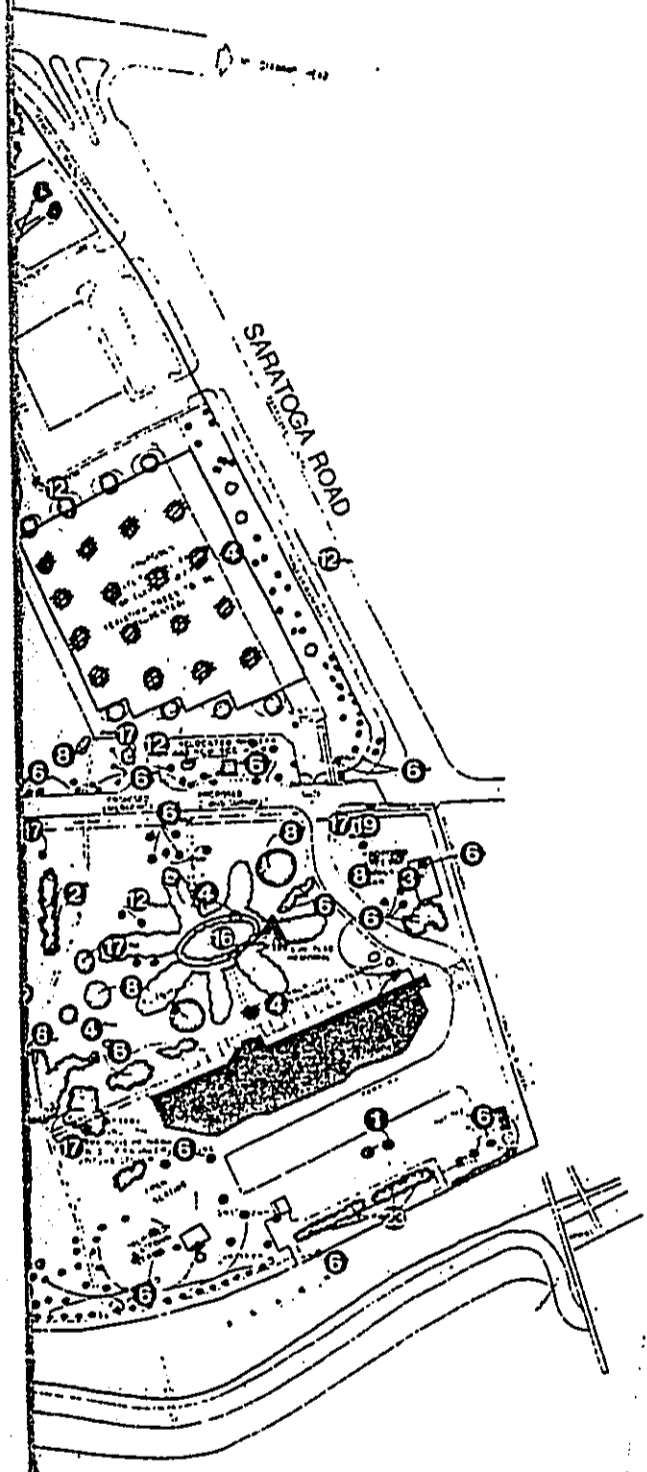
The primary lawn grass is Bermuda grass or manienie (*Cynodon dactylon*) with Hilo grass (*Paspalum conjugatum*) abundant in the shadier areas near the Hale Koa Hotel. Along the beach, on the sandy substrate, patches of St. Augustine grass (*Stenotaphrum secundatum*) are common.



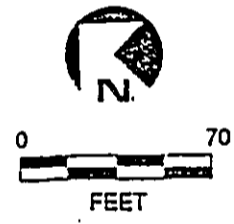


Source Map: Sam O. Hirota, Inc., 1984.

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PLANT LIFE		
Scientific Name	Common Name	
① <i>Aleurites moluccana</i>	-	Kukui
② <i>Araucaria excelsa</i>	-	Norfolk Island Pine
③ <i>Brassaia actinophylla</i>	-	Octopus Tree
④ <i>Cassia sp</i>	-	Shower Tree
⑤ <i>Chrysalidocarpus lutescens</i>	-	Areca Palm
⑥ <i>Cocos nucifera</i>	-	Coconut
⑦ <i>Delonix regia</i>	-	Poinciana
⑧ <i>Ficus sp</i>	-	Banyan
⑨ <i>Herea brasiliensis</i>	-	Rubber Tree
⑩ <i>Mangifera indica</i>	-	Mango
⑪ <i>Persea americana</i>	-	Avocado
⑫ <i>Phoenix dactylifera</i>	-	Date Palm
⑬ <i>Pithecellobium</i>	-	Opiuma
⑭ <i>Plumeria hybrida</i>	-	Plumeria
⑮ <i>Prosopis chilensis</i>	-	Kiawe
⑯ <i>Roystonea elata</i>	-	Royal Palm
⑰ <i>Samanea saman</i>	-	Monkey Pod
⑱ <i>Shevetia peruviana</i>	-	Be Still
⑲ <i>Sorghum vulgare</i>	-	Milo
⑳ <i>Swietenia mahogoni</i>	-	Mahogany
㉑ <i>Washingtonia robusta</i>	-	Fan Palm
㉒ <i>Pandanus odoratissimus</i>	-	Hala
㉓ <i>Hibiscus tilaceus</i>	-	Hau



LEGEND			
	▲	Bird Survey Locations	
Existing to be Relocated	Proposed	Existing	
			Single
			Group of Trees
			Mass of Trees

Fort Derussy - Biological Features

FIGURE III-5

Common weedy species associated with lawn areas are hierba del cabello (*Calyptracarpus vialis*), pitted beardgrass (*Andropogon pertusa*), prostrate indigo (*Indigofera spicata*), garden spurge (*Euphorbia hirta*) and swollen fingergrass (*Chloris barbata*). Wiregrass (*Eleusine indica*) grows where there is heavy pedestrian traffic and the ground has been compacted.

Shrubs used for hedge material include mock orange (*Murraya paniculata*), vitex (*Vitex trifolia*), various Hibiscus cultivars, star jasmine (*Jasminum multiflorum*), croton (*Codiaeum variegatum*) and beach naupaka (*Scaevola taccada*).

None of the plants found on the site are officially listed as threatened or endangered species; nor are any of the plant species recommended or candidate for such status (US Fish and Wildlife Service, 1985 and Herbst, 1987). Similarly, none of the trees found on the site have been designated as Exceptional Trees under the City and County of Honolulu Exceptional Tree Ordinance, nor have any been nominated by the Arborist Advisory Committee (see Appendix B).

### 3.1.2 Significance Criteria

The significance criteria used to determine the extent, if any, of potential impacts to the terrestrial flora of the project site, include: (1) the extent of removal of existing vegetation and/or establishment of new vegetation; (2) threatened or endangered species; and (3) listing on the City and County of Honolulu Exceptional Tree list. Complete removal of vegetation, failure to improve the vegetation on the project site, listing as a threatened or endangered species or listing as an Exceptional Tree, indicates a significant impact; relocation and reuse of vegetation indicates an insignificant impact and the lack of any of the preceding indicates no or negligible impact.

### 3.1.3 Probable Impacts

#### 3.1.3.1 Recommended Action

In general, insignificant but perceptible impacts to the existing vegetation will occur as a result of removal and relocation of trees and shrubs to accommodate the realigned Kalia Road, the new hotel tower and parking structure. The vegetation to be removed would be reused as landscaping resources for the new facilities, especially the larger trees and shrubs. As indicated previously, there are no plant species within the site that are on the federal threatened and endangered list, City and County of Honolulu Exceptional Tree list, or on any recommended or candidate species list. As such, there will not be any significant impacts to the vegetation of Fort DeRussy as a result of the recommended project. The most noticeable changes would be the addition of formal plantings in two broad bands on the ewa and the Diamond Head side of Fort DeRussy, as generally depicted in Figure II-1. The formal planting would include the portions of the existing Saratoga parking lot that will remain. The rooftop of the proposed Hotel parking structure would also be provided with plantings interspersed among the parking stalls there. The interior corridor of Fort DeRussy would be planted with lawn grass, but most existing trees or shrubs would remain there.

**TABLE III-4**  
**PRINCIPAL TREES AND SHRUBS AT FORT DERUSSY**

SCIENTIFIC NAME	COMMON NAME
<i>Aleurites moluccana</i>	Kukui
<i>Araucaria heterophylla</i>	Norfolk Island Pine
<i>Brassia actinophylla</i>	Octopus Tree
<i>Cassia</i> sp.	Shower Tree
<i>Chrysalidocarpus lutescens</i>	Areca Palm
<i>Cocos nucifera</i>	Coconut Palm
<i>Delonix regia</i>	Poinciana
<i>Erythrina sandwicensis</i>	Wiliwili
<i>Ficus</i> sp.	Banyan
<i>Hevea brasiliensis</i>	Rubber Tree
<i>Hibiscus tiliaceus</i>	Hau
<i>Mangifera indica</i>	Mango
<i>Pandanus odoratissimus</i>	Hala
<i>Phoenix dactylifera</i>	Date Palm
<i>Persea americana</i>	Avocado
<i>Pithecellobium dulce</i>	Opiuma
<i>Plumeria</i> hybrids	Plumeria
<i>Prosopis pallida</i>	Kiawe
<i>Roystonea elata</i>	Royal Palm
<i>Samanea saman</i>	Mahogany
<i>Thespesia populnea</i>	Milo
<i>Thevetia peruviana</i>	Fan Palm

Source: Char & Associates, 1989.

### 3.1.3.2 No Action Alternative

No or negligible impacts to the existing vegetation of the project site would result from the No Action Alternative. However, under this concept, the existing vegetation would not be improved nor would new areas be landscaped as proposed under the recommended action. By not adding to the existing landscaping, new wildlife habitat opportunities would not be created and the desired park-like setting would not be achieved.

### 3.1.3.3 Kalia Road Alternatives

Adoption of either Options B1 or B2 would result in insignificant impacts to the vegetation of the project site. Some relocation of existing vegetation would occur and some newly planted grass areas would be created. However, there would not be any significant changes between these options and the recommended action. Adoption of Option B3 would result in positive significant impacts in that more landscaped areas (approximately 10 acres) would be created than with the recommended action.

### 3.1.3.4 Low-Rise Hotel Development Alternative

Adoption of the Low-Rise Hotel Alternative (Alternative C) would result in significant adverse impacts to the vegetation of the project site. This alternative would require a greater amount of land for hotel and parking facilities (about 4 acres) than the recommended action, thereby decreasing the amount of area available for landscaping.

### 3.1.3.5 Parking Structure Alternatives

In general, insignificant but perceptible impacts to the existing vegetation would occur as a result of removal and relocation of trees and shrubs to accommodate the new parking structure. The vegetation to be removed would be reused as landscaping material around the single new structure, especially the larger trees and shrubs. The most noticeable change under Option D1 would be the removal of the shower trees at Saratoga parking lot. Adoption of Option D2 (three large single-level structures) would result in a significantly adverse loss of the date palm forest at Artillery Park, the loss of several banyan trees and a monkeypod tree near the post chapel, and the shower trees at the Saratoga parking lot. Landscaping of this area would mitigate the loss of these trees only after a long period. The loss of the shower trees under Option D3 would be partly offset by the creation of a grassy, landscaped hill above the bermed-over Saratoga parking structure.

### 3.1.4 Mitigation Measures

In general, because of the lack of significant adverse impacts to the vegetation of the project site resulting from the recommended action, mitigation measures to minimize potential adverse impacts are not warranted. To minimize the effects of removing and/or relocating trees

and shrubs to accommodate the recommended new facilities, professional landscape contractors would be used to relocate the plants and the recommended new facilities would be heavily landscaped, including the use of landscaping around and on the two parking structures. Additionally, native species will be used in the landscaping plans to the maximum extent possible. A key element of the recommended project is the creation of a wide, open, park-like space that will be attractive, inviting, and a visual relief to the built environment in Waikiki. As such, extensive landscaping will be used in and around all facilities, and new grass areas will be planted to create a park setting.

### 3.1.5 Irreversible and Irretrievable Commitments of Resources

The recommended project is not expected to result in the irreversible or irretrievable loss of vegetation, although some individual trees will be eliminated.

The recommended project would result in both the short- and long-term maintenance and enhancement of the vegetation of the site.

## 3.2 TERRESTRIAL FAUNA

### 3.2.1 Existing Conditions

A bird and mammal survey of the Fort DeRussy area was conducted in 1977 (Shallenberger) and specifically for this EIS in 1989 (see Appendix C). Bird count stations are shown on Figure III-5 and the relative abundance of exotic (introduced) birds at Fort DeRussy is given in Table III-5.

No endemic land birds were recorded during the survey nor would any be expected given the nature of the habitat. The site may have contained endemic waterbirds when it was a wetland, i.e., prior to the filling of the Waikiki area with dredged spoil material. Similarly, no migratory indigenous (native) birds were recorded during the survey and none would be expected during the survey period (July 1989) because the migratory birds are on their arctic breeding grounds. Migratory birds that undoubtedly frequent and inhabit the site during the September to April period include Pacific Golden Plover (*Pluvialis fulva*), Wandering Tattler (*Heteroscelus incanus*), Ruddy Turnstone (*Arenaria interpres*) and Sanderling (*Calidris alba*).

The Pacific Golden Plover is probably the most common migratory bird using the site. Fort DeRussy is the territorial site for this bird, which prefers open areas such as lawns and mud flats. Ruddy Turnstone and Sanderlings utilize the beach and open lawns of Fort DeRussy. Shallenberger (1977) and Fleischer (1986) recorded Plover on the site.

No resident indigenous land birds were recorded on the site nor would any be expected given the nature of the habitat. The only species of seabird recorded at Fort DeRussy was the White (Fairy) Tern (*Gygis alba*). A total of ten birds were seen and no nests were observed but several courtship display flights were observed. The white (fairy) tern has been observed nesting

in the Fort DeRussy area, but not in recent years. It is not known whether the bird currently nests and breeds at the site.

In general, the present environmental and habitat characteristics of Fort DeRussy provide a limited range of habitats that are used by the typical array of exotic (introduced) birds. A total of 11 species of exotic (introduced) birds were recorded during the survey. The most abundant species were Zebra Dove (*Geopelia striata*), Red-vented Bulbul (*Pycnonotus cafer*) and Common Myna (*Acridotheres tristis*). Exotic species not recorded but which conceivably could occur at the site include the Common Barn Owl (*Tyto alba*), Nutmeg Mannikin (*Lonchura punctulata*), Chestnut Mannikin (*Lonchura malacca*), Northern Mockingbird (*Mimus polyglottos*), and possibly, Northern Cardinal (*Cardinalis cardinalis*). The latter species prefers brushy habitat and thus may rarely occur on the site.

**TABLE III-5**  
**RELATIVE ABUNDANCE OF EXOTIC BIRDS**  
**AT FORT DERUSSY, WAIKIKI, HONOLULU, OAHU**

COMMON NAME	SCIENTIFIC NAME	RELATIVE ABUNDANCE*
Spotted Dove	<i>Streptopelia chinensis</i>	U = 4
Zebra Dove	<i>Geopelia striata</i>	A = 36
Rock Dove	<i>Columba livia</i>	C = 9
Common Myna	<i>Acridotheres tristis</i>	A = 37
Red-vented Bulbul	<i>Pycnonotus cafer</i>	A = 21
Red-whiskered Bulbul	<i>Pycnonotus jocosus</i>	R = 8
Red-crested Cardinal	<i>Paroaria coronata</i>	C = 5
Japanese White-eye	<i>Zosterops japonicus</i>	U = 4
House Sparrow	<i>Passer domesticus</i>	C = 8
Java Sparrow	<i>Padda oryzivora</i>	R = 12

\* See Appendix C for complete key to symbols:

A = Abundant; C = Common;

U = Uncommon; R = Recorded

The only feral mammal observed during the survey was a Roof Rat (*Rattus rattus*). Two rats were observed in palm trees located at the east end of the site. It is likely that mice and perhaps feral cats occur on the property. Although records indicate that the endemic and endangered Hawaiian Hoary Bat (*Lasiurus cinereus semotus*) is found on Oahu, none were observed during the survey. However, bats have been observed in urbanized habitats elsewhere in Hawaii (Bruner, 1985).

No federally listed threatened or endangered species of birds or mammals were observed onsite, nor are any known to frequent the site (see US Fish and Wildlife Letter, Chapter V. The State of Hawaii lists the Fairy Tern as a threatened species on Oahu (See State Department of Land and Natural Resources, Division of Forestry letter, Chapter V).

### 3.2.2 Significance Criteria

The significance criteria used to define potential impacts to the bird and feral mammal populations inhabiting or frequenting Fort DeRussy include: (1) extent of loss or gain of habitat; and (2) presence or absence of threatened or endangered species. Loss of habitat would indicate significant impacts while the relocation and/or modification of habitats would indicate insignificant impacts. Similarly, listing of a species as a threatened or endangered species and the alteration of that species habitat could indicate a significant or insignificant impact. If project activities do not affect the fauna of the project site, there would be no or negligible impacts.

### 3.2.3 Probable Impacts

#### 3.2.3.1 Recommended Action

The recommended project includes extensive new landscaping as well as the retention of the majority of the existing vegetation, either in their present location or relocated to other areas on Fort DeRussy. As such, the available habitat is expected to increase, especially for those birds that prefer open lawn and brushy habitats. These actions indicate that insignificant, but perceptible, impacts could occur to the birdlife inhabiting and/or frequenting the site. This is especially true of the Pacific Golden Plover that winter at Fort DeRussy. Studies (Bruner, 1983) have shown that this species is particularly territorial and returns to the same spot every year. The loss of a particular bush or tree or patch of grass could cause disruptions to a particular individual Pacific Golden Plover. In addition, increased human usage of lawn areas may also decrease the availability of this habitat to some species, thereby causing further disruptions to the birdlife. The new parking structure and associated landscaping both around and on the structure, as well as the landscaping around the new hotel tower, are expected to provide new habitat for exotic species such as House Sparrows (*Passer domesticus*), Northern Cardinal and Japanese White-eye (*Zosterops japonicus*). Newly planted trees may also provide additional habitat for White (Fairy) Terns. Given that there are no threatened or endangered species inhabiting the site, there will be no impact to those species that are found in other Hawaiian habitats.



### 3.2.3.2 No Action Alternative

This alternative would result in no or negligible impacts to the wildlife of the project site. The present hotel and other facilities would remain as is with the existing vegetation and habitats left intact.

### 3.2.3.3 Kalia Road Alternatives

Adoption of Options B1 or B2 would result in insignificant impacts to the terrestrial fauna of the project site. Neither alternative involves reducing and/or increasing the vegetation of the project site. As such, little wildlife habitat would be disturbed, resulting in insignificant impacts. In contrast, adoption of Option B3 could result in positive significant impacts in that additional vegetation and landscaped areas (an estimated 10 to 20 acres, depending on whether Kalia Road is 2 or 4 lanes) would be created, thereby increasing the available habitat for the project site birdlife.

### 3.2.3.4 Low-Rise Hotel Development Alternative

Adoption of this alternative would result in significant adverse impacts to the terrestrial fauna of the project site. This alternative would reduce the land area dedicated to landscaping (about 4 acres), thereby reducing the available habitat.

### 3.2.3.5 Parking Structure Alternatives

Adoption of Option D1 would result in impacts to the terrestrial fauna of the project site similar to those of the recommended action, except for loss of possible bird habitat at the site of the Saratoga parking structure. Adoption of Option D2 could result in significant short-term adverse impacts to the terrestrial fauna by disrupting land area (about 8.5 acres), currently providing some habitat value, for the three single-level parking structures. When these facilities are landscaped and bermed, new habitat areas will have been created and the long-term effects of this option on terrestrial fauna should be similar to those under the recommended action. Option D# would provide new and more varied habitat than the present condition of the Saratoga parking lot.

### 3.2.4 Mitigation Measures

Although few if any impacts to the bird and mammal populations inhabiting and/or frequenting the project site are expected, the retention of the existing landscaping and planting of new landscaped areas will provide continued and new habitat opportunities. Additional mitigation measures do not appear warranted.

### 3.2.5 Irreversible and Irrecoverable Commitments of Resources

The recommended project would not result in the irreversible or irretrievable commitment

of any resources that would affect the wildlife of the project site. Further, the recommended project would enhance and assist in maintaining the long-term productivity of the wildlife habitats of the project site.

### 3.3 MARINE ENVIRONMENT

#### 3.3.1 Existing Conditions

##### 3.3.1.1 Physical/Biological Characteristics

The 1,800-foot long section of Waikiki Beach fronting Fort DeRussy was narrow (70 to 75 feet along the Diamond Head half of the site and none on the Ewa half) until a beach widening project in 1971. As a result of the 1971 beach widening project and the importation of additional sand in 1975, the Fort DeRussy beach had a width of about 150 to 200 feet. (The widest beaches are generally found fronting the Royal Hawaiian and Hilton Beaches.) Since the mid-1970's wave action has reconfigured the beach, resulting in a narrower beach on the Diamond Head side and a wider one on the Ewa side. Additionally, a 200-foot wide area immediately seaward of the beach was dredged for fill material in the early 1900's and later refilled, to a depth of about 8 feet, with material from other dredging activities. The ocean bottom off Fort DeRussy is a complex combination of a mixture of limestone boulders and outcrops as well as calcareous sand. Both hard and soft bottom types exist with loose materials formed into tracts by waves or currents.

In general, the beach and ocean area inside the reef flat off Fort DeRussy is used for swimming, with some pole and line fishing. Shoreline pole-and-line fishing is particularly popular during the summer migration runs of the oama (juvenile weke) and halalu (juvenile akule) fish. Some outrigger canoe activity takes place outside the reef but boating is prohibited.

Biologically, corals and algae are generally scarce on the shallow reef flat directly fronting Fort DeRussy Beach. However, off the storm drain at the southeast end of the beach, algae contribute to up to 40 percent cover on the reef flat. Sea urchins (*Echinometra mathaei*) and Echinothrix calamaris), ophiuroids and ghost shrimp (*Callinassa* sp.) are conspicuous invertebrates on the shallow reef flat. Bluespine unicornfish (*Naso unicornis*) and belted wrasse (*Stethojulis balteata*) dominate a fish assemblage of at least 14 species on the shallow reef flat.

Coral cover is around 10 percent on the upper reef slope between the 10- and 20-foot depth contours directly off Fort DeRussy. Total cover does not exceed 10 percent further offshore in this area. *Porites lobata* is the most common species. On the upper reef slope, coral cover is at least 15 percent and total cover reaches about 30 percent on the deeper slope off the drainage pipe groin. Rubble and sand bottom below the 40-foot depth lacks living coral.

At least 22 species of fish inhabit the reef flat and slope off Fort DeRussy. *Naso unicornis* is the dominant shallow water species and juvenile scarids are common on the upper reef slope, with manybar goatfish (*Parupeneus multifasciatus*) common in deeper areas.

Marine species, occurring in the Fort DeRussy area, listed by the US Fish and Wildlife Service and the US National Marine Fisheries Services as Threatened or Endangered consist of threatened green turtles (*Chelonia mydas*), endangered hawksbill turtle (*Eretmochelys imbricata*) and endangered humpback whales (*Megaptera novaeangliae*). None of these species has been sighted recently in the inshore area of Fort DeRussy, probably owing to the lack of appropriate food (algae) and intense human usage of the nearshore water areas. Humpback whales are often sighted offshore Waikiki during the winter months but rarely come inshore to the point that they would be affected by any activities at Fort DeRussy.

### 3.3.1.2 Chemical/Water Quality Characteristics

The nearshore waters off Fort DeRussy are classified "A" in the State Department of Health Water Quality regulations. It is the objective of this class of marine waters that their use for recreational purposes and aesthetic enjoyment be protected. Water quality samples taken in January 1987 (Dollar in Belt Collins & Associates, 1987) in nearshore waters adjacent to the Hilton Hawaiian Village Lagoon averaged 2.63 Nephelometric Turbidity Units (NTU), compared to state standards of 0.5, and 3.01 milligrams per liter of nitrates and nitrites, compared to state standards of 25. Measurements in 1989 (Personal Communication with US Army Corps of Engineers, October 1989), indicated that B.O.D.<sub>5</sub> in storm drains ranged from 1 to 3 milligrams/liter (mg/l), Total Suspended Solids ranged from 103 to 5.3 mg/l and Oil and Grease ranged from 24.0 to 3.1 mg/l.

### 3.3.2 Significance Criteria

The probable impacts on the marine environment resulting from the recommended project have been evaluated utilizing the following significance criteria: (1) potential changes to biotic community; (2) potential changes to existing water quality; and (3) potential effects on threatened or endangered species. A significant impact on plants or animals would result from any harmful disturbance to species listed as Threatened or Endangered under the Federal Endangered Species Act or under state law; the destruction of any culturally or ecologically sensitive biological habitats; violation of the state's water quality standards; or the modification of reef habitat to the extent that a noticeable decline in catch per unit effort would occur, particularly the fall halalu fishery. An insignificant impact to plants and animals and their habitats could include disturbance as long as there was natural or human-induced recovery of similar or other living habitat. Negligible impacts would occur with the lack of or minor changes to the biotic community, to water quality characteristics or to threatened or endangered species.

### 3.3.3 Probable Impacts

#### 3.3.3.1 Recommended Action

The recommended project has the potential to affect the limited marine biotic community through increased human usage of the beach and nearshore swimming areas. Increased human usage, which could affect marine biota through the taking of species and/or other man-caused

damage, of the swimming area is likely to occur whether or not the recommended new hotel tower is constructed. Increased usage would occur as a result of forecast increased tourism in Hawaii and specifically in the Waikiki area. However, it is unlikely that increased human usage of the beach and nearshore swimming areas would significantly impact the biota of the area except for the algae that people may pick off drain lines or other surfaces.

Stormwater presently drains into two stormwater disposal systems, one on each side of Fort DeRussy and emptying into the offshore waters. Based on recent investigations, it appears that both systems are plugged with debris, rocks and sand and are not in good working order. This probably accounts for some of the ponding and flooding of localized areas within Fort DeRussy during intense rainfall periods. Stormwater runoff entering the two systems is from Kalia Road and Fort DeRussy areas makai of Kalia Road. The areas mauka of Kalia Road do not appear to be served by a storm drain system at present. Stormwater entering the drainage system and outfall pipes would contain some oil, grease and other petroleum products from Kalia Road and limited amounts of fertilizers and other chemicals that may be used on the landscaped areas of Fort DeRussy.

Changes to the present marine biotic community could occur if there were significant increases in the petroleum-based chemicals and/or fertilizers/biocides from construction activities or subsequent operation and use of the facilities entering the nearshore waters either through the storm drain system or natural percolation into the groundwater stream. The recommended project will result in a net reduction of paved surfaces. As such, the recommended project will result in greater acreage available for surface infiltration of rainwater and therefore reduced stormwater runoff (Personal Communication with J. Hatashima, October 1989). The reduced volumes of runoff would have the beneficial effect of decreasing the total quantity of suspended solids and petrochemical residues that would enter the surface water stream and subsequently enter the offshore waters. Consequently, no impacts are anticipated on the marine environment; changes to the water quality characteristics would not be expected nor would there be changes to the biotic community.

The potential environmental impacts of stormwater runoff from resort areas have been studied in detail for several areas of Hawaii, including the west coasts of the Big Island and Maui and the windward and leeward sides of Oahu (for example, see PBR HAWAII, 1988a, 1988b and 1988c and Group 70, 1988). In general, it has been found that because of the relatively low quantities of potential pollutants (petroleum-based products or fertilizers/biocides) carried with the stormwater runoff and/or that which enters the groundwater stream, and because of the generally good circulation and movement of nearshore waters, there is little if any potential for adverse impacts to occur as a result of the entry of those potential pollutants into the nearshore waters. Additionally, because much of the Fort DeRussy runoff would enter the groundwater stream through infiltration, the waters would be filtered through the sands and coral underlying the site, thereby providing a mechanism by which pollutants would be removed from the surface water stream. Also, it has been found that the majority of the potential pollutants degrade naturally in a relatively short period of time such that by the time they enter the nearshore waters they are relatively innocuous for marine life. Given the preceding, it is expected that the

recommended project would have little, if any, impact on the marine biotic community as a result of stormwater runoff and/or infiltration into the nearshore marine waters.

Similarly, the recommended project would have no impact on the threatened or endangered marine species that occur in the waters offshore of Fort DeRussy. These species do not enter the nearshore waters in this area of Waikiki and, as such, would not be impacted by the recommended project.

#### 3.3.3.2 No Action Alternative

Adoption of this alternative would result in insignificant but perceptible impacts to the nearshore marine environment. Increased human usage of the beach and nearshore areas can be expected to occur and stormwater drainage into the nearshore marine environment would continue. These impacts would probably be less than that which would occur with the recommended project.

#### 3.3.3.3 Kalia Road Alternatives

Insignificant but perceptible impacts, resulting from either of the three road alignment options, similar to those that would result from the recommended action would occur to the marine environment. It is expected that increased human usage and continued stormwater drainage into the nearshore marine environment would take place regardless of the alignment of Kalia Road. The impacts would be mixed with roadway Option B3 (Elimination of Kalia Road) in that less petrochemicals would enter the receiving waters but more fertilizers/biocides may also as a result of the increased landscaping.

#### 3.3.3.4 Low-Rise Hotel Development Alternative

Impacts to the nearshore marine environment resulting from this alternative would most likely be insignificant but perceptible. Increased human usage of the marine environment would occur regardless of the hotel configuration. Similarly, increased or continued stormwater drainage into the marine environment would occur.

#### 3.3.3.5 Parking Structure Alternatives

Impacts resulting from adoption of Option D1 would be similar to those resulting from the recommended action. Adoption of Option D2, because of the additional land area devoted to parking, would result in insignificant yet perceptible impacts to the marine environment in the form of increased stormwater drainage with a greater likelihood of containing petroleum-based products to nearshore waters. Options D2 and D3 might also change the character of stormwater due to the presence of more lawn grass surface, which requires fertilizers.

### 3.3.4 Mitigation Measures

Because of the lack of expected significant adverse environmental impacts to the marine environment resulting from the recommended project and the expected overall reduction in stormwater runoff from the site, measures to minimize potential adverse impacts are not warranted. As indicated earlier under Hydrology and Drainage (Section 2.2), the recommended project will require the installation of new stormwater drainage lines that connect to existing ones and the rehabilitation and cleaning of the present lines that will be retained.

### 3.3.5 Irreversible and Irretrievable Commitments of Resources

Neither the recommended action nor any of the alternatives is expected to result in the irreversible or irretrievable commitments of resources relative to the marine environment. Similarly, the recommended action is not expected to affect the short-term uses and/or long-term enhancement and maintenance of productivity relative to the marine environment.

## 4. VISUAL ATTRIBUTES

### 4.1 EXISTING CONDITIONS

A detailed visual reconnaissance and analysis of development at Fort DeRussy has been performed in conjunction with this EIS by Wallace Roberts & Todd (WRT). The full report, including photo documentation, is presented as Appendix A to this EIS.

#### 4.1.1 Physical Site Characteristics

Fort DeRussy provides unique visual relief in the midst of an otherwise high-rise, high-intensity urbanized Waikiki district. Fort DeRussy functions as a community park and open space area, separating central and western Waikiki. Ground-level views across the installation are interrupted by tree masses (see Figure III-5 in Section 3.1, Terrestrial Flora), low rise (one to two story military buildings), and the Hale Koa Hotel. The high-rise Hale Koa Hotel is a visual landmark on Fort DeRussy, being the only tall structure. The remainder of the Fort has a park-like setting composed of expansive lawns, a wide white-sand beach, and well-maintained landscaping.

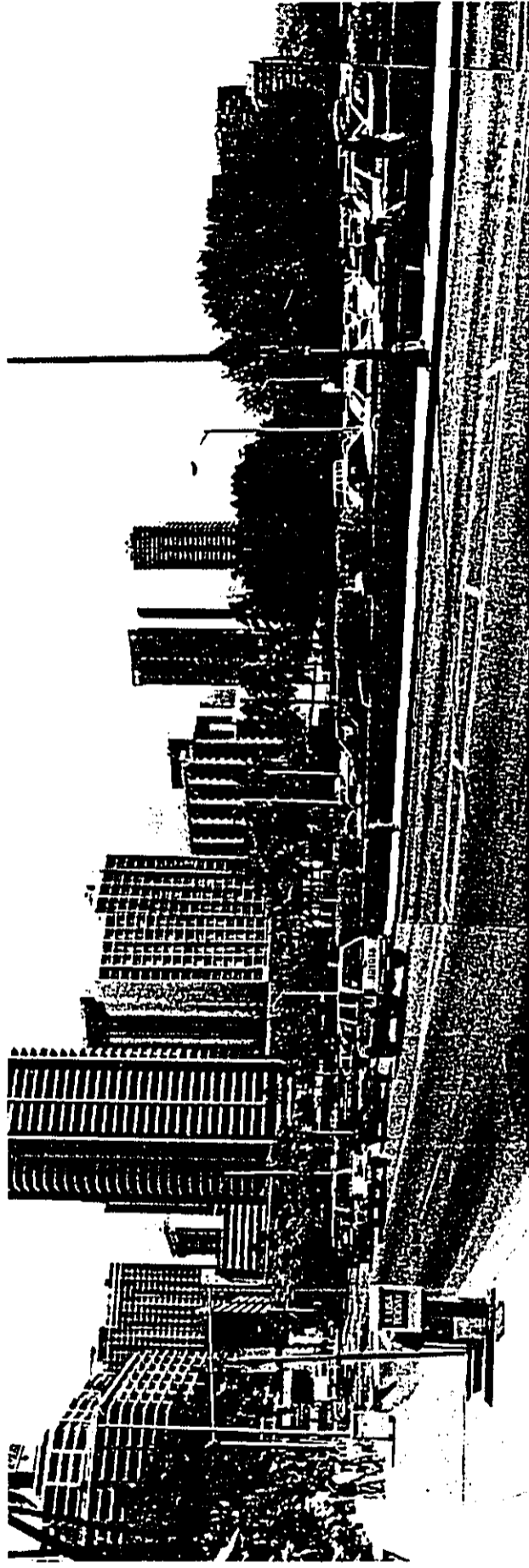
#### 4.1.2 Significant Views

From Fort DeRussy there are intermittent views of the ocean and mountains. The principal public views (Figure III-6) of Fort DeRussy are from the roads surrounding Fort DeRussy:

- Ala Moana Boulevard offers direct views of the site;
- Saratoga Road offers partial views;



View A View from the intersection of Saratoga Road and Kalua Road looking west towards the Hale Koa Hotel and the U.S. Army Museum



View B View from the Tapa Tower tour bus terminal looking northeast towards existing base parking and Ala Moana Blvd.

Source: Wallace, Roberts & Todd, Appendix A

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 Wallace, Roberts, & Todd

EXISTING VIEWS OF FORT DERUSSY

FIGURE  
 III-6

- Kalakaua Avenue provides limited views of Fort DeRussy; and
- Kalia Road, through the site, allows expansive views across the site.

Other public views of the site are from the Fort DeRussy Beach which includes views of the area's natural setting, the Hale Koa Hotel and the mountains in the distance.

Private views of and across the site are available from adjacent high-rise residential and hotel buildings, such as the Waikiki Best Western, KeoniAna Condominiums and others along Kalakaua Avenue. Many of the nearby structures have expansive views across the site, but they are partially obstructed. Buildings whose views are limited include the Hilton Hawaiian Village and those along Ala Moana Boulevard and Saratoga Road.

#### 4.2 SIGNIFICANCE CRITERIA

Visual impacts tend to be relatively subjective, as it is difficult to evaluate how significant view obstructions of 10, 20, or 30 percent are. Issues of scale, massing, and architectural compatibility with surrounding structures are often used to gauge the visual compatibility of a recommended project, however, in this case, these design details are not available. It must be kept in mind that the recommended project is a conceptual master plan and not a specific development project. For purposes of this EIS, a significant adverse effect is defined where the proposal would substantially obstruct long-range views, unique environmental or man-made visual features, or views from important public gathering places. If the proposal is of a significantly different mass or height from surrounding development, the disparity would be considered an adverse, but not significant, impact. Proposals that are visually compatible with their surrounding buildings and do not obstruct significant views would have negligible effects.

#### 4.3 PROBABLE IMPACTS

##### 4.3.1 Recommended Action

In the absence of more detailed design information, assumptions have been made regarding shape and appearance of the recommended hotel and parking structures. These assumptions have been used to prepare photo simulations of how the recommended facilities would appear in the existing visual setting.

Undeveloped areas (such as the surface parking lots) or developed areas with one- and two-story buildings would be replaced with the single hotel parking structure and the new hotel tower. Although the new parking structure would be lower in height and bulk than existing structures in the area, it would create an enclosed feeling for the pedestrians and motorists traveling along Kalia Road ewa of Maluhia Road. Travelers along this route currently enjoy an open feeling with expansive views across the post. This change in the streetscape would be an adverse effect but would not be considered



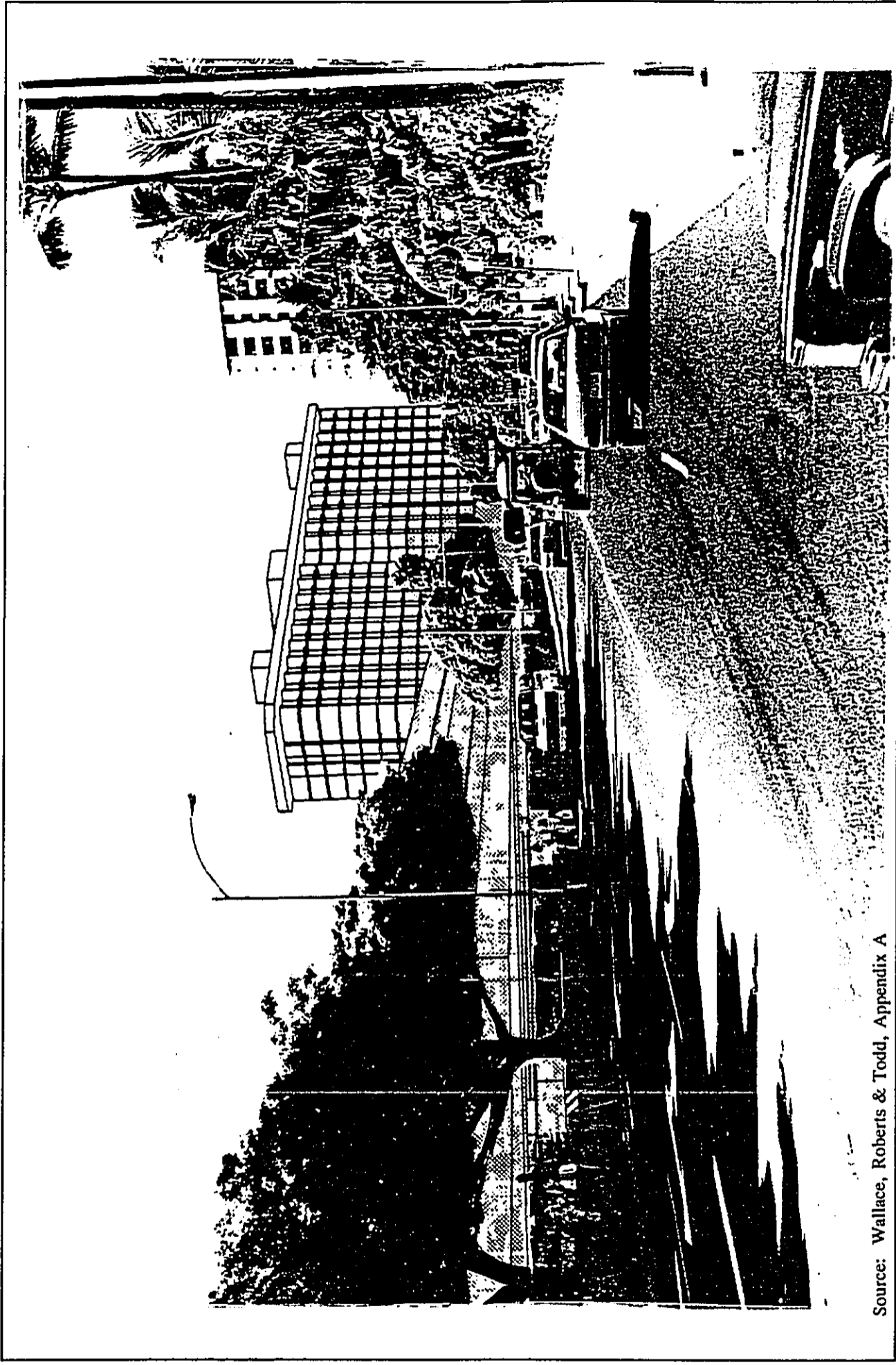
significant, because the height of the structure would only be one or two stories along Kalia Road.

The new hotel tower would be of much greater mass, height, and bulk and the parking structure would be of much greater mass than the adjacent structures. Consequently, the proposed structures on Fort DeRussy would become dominant visual elements from certain viewsheds (described below) and could adversely affect the open, expansive feeling of the site. While the recommended action would introduce new large-scale structures onto the predominantly low-rise Fort DeRussy, it also requires that these structures be heavily landscaped and that the parking structure have landscaping on its sides and rooftop. As a result, the recommended action would actually increase the amount of open, landscaped areas on the post. Given this mitigating condition, the visual scale and compatibility of the recommended project with surrounding development would be considered adverse but not significant.

The new hotel tower would partially "fill-in" panoramic views of the ocean from nearby high-rise buildings. The visual break between highly urbanized central and western Waikiki would begin to erode with the recommended action. As a result, significant long-range views from adjacent hotels (such as the Hilton Hawaiian) and from Kalia Road would be substantially obstructed (Figures III-7 and III-8). This represents a significant visual impact of the Master Plan. From certain vantage points, for example, the upper floors of hotels and condominiums mauka of Kalakaua Avenue, the Hotel parking structure would become a dominating visual element. Figure III-7 shows the parking structure as four levels, even though the recommended action calls for a structure of two stories above grade. While the photomontage does not accurately portray the height of the structure (i.e., more of the background would be visible under the recommended action), it does accurately reflect the scale, visual prominence, and proximity of the parking structure from the adjacent hotels and condominiums. Proposals to landscape the perimeter and roof top of the structure would soften this "hardscape" and enhance the park-like setting desired for the post.

There will be no substantial change of street level views looking toward Fort DeRussy from Saratoga Road. The additional landscaping to be added to the Saratoga parking lot may screen those views, but they would not be blocked. These views would not be substantially affected by the addition of the new hotel tower. All street level views looking into Fort DeRussy from Ala Moana Boulevard and from Saratoga Road and from portions of Kalakaua Avenue would partially screened by bands of relatively more dense plantings around the edges of Fort DeRussy. This landscaping will have the effect to dampen the abruptness of the new structures, particularly viewing from Ala Moana Boulevard.

Because of the existing vegetation and facilities within Fort DeRussy, views mauka from the beach are heavily screened by the existing large trees near the shoreline, including landscaping associated with the planned pool/luau complex. Consequently, the proposed facilities as part of the Master Plan would not disrupt mauka views. Similarly, views mauka from the ocean reveal that the majority of the proposed new facilities would not be readily distinguishable from the other existing high rises adjacent to and mauka of Fort DeRussy.

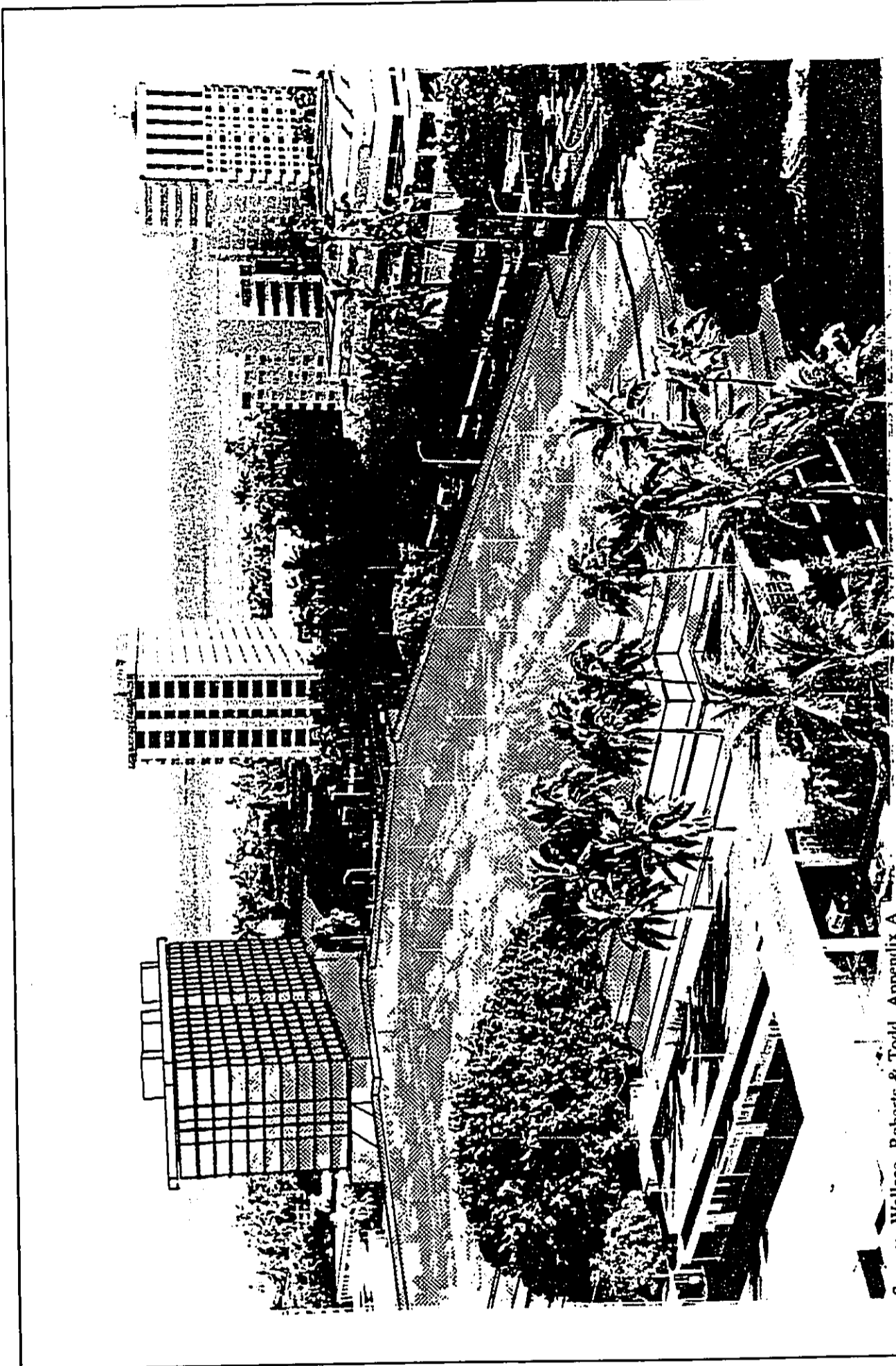


Source: Wallace, Roberts & Todd, Appendix A

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FIGURE  
III-7

View from the Intersection of Ala Moana Boulevard  
and Kalia Road



Source: Wallace, Roberts & Todd, Appendix A

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Wallace, Roberts, & Todd

**FIGURE  
III- 8**

**View From the 16th Floor, Inn on the Park,  
Ala Moana Boulevard**



The retention of much of the open space and the emphasis on open space and recreational activities would be a beneficial effect of the recommended action.

#### 4.3.2 No Action Alternative

This alternative would not result in any of the adverse effects associated with the recommended action. Because no construction would occur under the No Action Alternative, views, streetscapes, and the open space characteristics of Fort DeRussy would remain unchanged. On the other hand, improvements to the existing landscaped areas as proposed under the recommended action would not occur under this alternative.

#### 4.3.3 Kalia Road Alternatives

The impacts described for the recommended action would be exactly the same for the various Kalia Road Alternatives. Consequently, this alternative would also have significant adverse effects on long-range views from adjacent hotels and condominiums.

#### 4.3.4 Low-Rise Hotel Development Alternative

This alternative, with its dispersed development pattern, would adversely alter the open, expansive feeling of the site. Measures identified in the mitigation section, if implemented, would keep these impacts from being classified as significant. The parking structures associated with this alternative would still significantly alter the streetscape and views from Kalia and Saratoga Roads and from adjacent businesses and hotels.

Alternative C, however, would successfully eliminate the significant adverse effect of view obstruction from some of the adjacent hotels. The two-story hotel facilities would preserve the visual relief from continuous high-rise urbanization along the waterfront.

#### 4.3.5 Parking Structure Alternatives

The parking structures in Option D1 would have significant adverse effects on the views of pedestrian and vehicular traffic from Kalia and Saratoga Roads. The garages would obstruct the existing expansive views across Fort DeRussy from these roads. The height of these structures and the minimal setback from Kalia and Saratoga Roads would significantly alter the streetscape and the area's visual appearance. Finally, the garages would obstruct views from adjacent hotels/businesses, e.g., from the second floor of the Hilton, from Inn on the Park and from businesses fronting onto Saratoga Road. The visual impact of the garages and hotel can be seen in Figure III-7.

Although the parking structures of Option D2 would be one story, their greater coverage of the site would adversely alter the open, expansive feeling of the site. Measures identified in the mitigation section, if implemented, would keep these impacts from being classified as significant.

The visual impacts of the hotel parking garage under Option D3 would be the same as the Recommended Alternative. A bermed-over, above-ground parking structure of one level on the footprint of the present Saratoga parking lot would still block street level views looking toward Fort DeRussy from Saratoga Road. However, the visual impacts would be softened by the green, landscaped slope rather than the vertical wall of Option D1.

#### 4.4 MITIGATION MEASURES

The following mitigation measures would reduce visual impacts to below a level of significance for all alternatives. The only unavoidable adverse effect of the recommended action and the Kalia Road Alternatives would be view obstruction from some of the adjacent hotels and from Kalia Road.

##### 4.4.1 Parking Structures

To reduce the significant adverse effects of the parking structures, the facility designers would:

- For the recommended action, Alternative B and Option D1, build the structures less than 25 feet in height;
- For all alternatives, incorporate berms and foliage to reduce the visual impact of the structures;
- For all alternatives with multi-level parking structures, use planter boxes and/or terracing with landscaping to diminish the visual appearance of the garages; and
- For all alternatives, landscape the base of the parking structures, along the upper floors, and on the roof tops to enhance the appearance of these facilities and contribute to the open space, park-like character desired for the rest of Fort DeRussy.

##### 4.4.2 Open Space Character

Although the recommended action would not have an adverse effect on open space, the facility designers would:

- Preserve the open space character of Fort DeRussy as much as possible through landscaping, maintaining greenbelts, and high accent plantings along perimeter of Fort DeRussy;
- Post signs and install lighting and pathways to improve access to on-post facilities; and

- Replace fences, where necessary, with more natural appearing or open railing barriers.

#### 4.5 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The recommended project and alternatives, except the No Action Alternative, would irreversibly and irretrievably commit land resources and unobstructed air space with urban structures, thereby reducing open space and visual relief in the Waikiki area.

### 5. HISTORICAL AND ARCHAEOLOGICAL RESOURCES

#### 5.1 EXISTING CONDITIONS

A subsurface archaeological reconnaissance survey for the recommended project was completed in April 1989 (Davis, 1989). Generally, the scope of that study included a review of available prehistoric, historic and archival information from Fort DeRussy and the surrounding areas; excavation of trenches to locate and characterize subsurface historic and prehistoric deposits; an assessment of the research potential and significance of the deposits; and an evaluation of management options (e.g., avoidance or mitigation). The following discussion is based on the report produced as a result of the study completed by Davis (1989).

##### 5.1.1 Historical Background

The early occupation of Waikiki has been well documented by a number of early European explorers. In 1792, Captain George Vancouver and his surgeon and naturalist, Archibald Menzies, described coastal villages and coconut palm groves; sugar cane, banana and irrigated taro fields extending inland well into the Manoa and Palolo valleys; and numerous fishponds between the irrigated fields and the coastal villages (Vancouver, 1798:I, 161-164; Menzies, 1920:23-24). In 1825, Andrew Bloxam, of the English frigate Blonde, noted "innumerable" artificial freshwater ponds extending a mile inland from the shore (Bloxam, 1925:35-36).

The antiquity of the Waikiki irrigation complex is problematic. Oral tradition, however, suggests that it was constructed in the early 15th century during the reign of chief Kalamakua (Fornander, 1919-1920:VI, 314).

The importance of Waikiki and the Fort DeRussy area is indisputable. Beckwith (1940:383) notes that Waikiki was the "...ruling seat of the chiefs of O'ahu..." by the late 14th Century. John Papa I'i (1800-1870) further notes that Kamehameha I maintained a residence in Waikiki after his victory over Kalanikupule at Nu'uaniu in 1795 (I'i, 1959:15-17).

By the late 1820's, a number of factors had contributed to the decline of the Waikiki area. Perhaps the most disastrous of these was the introduction of European diseases. Disease and civil warfare contributed much to the decline of the native population. As other industries developed,

particularly commercial agriculture, the manpower required to maintain the irrigation system and native fields was not available and they were neglected.

Land Commission records (Frazier, 1973; Nakoa, n.d.) and the Hawaiian Government Survey (Bishop, 1881) show ten native Hawaiian land claims and awards (Land Commission Awards:LCAS) in the area of Fort DeRussy. Most of these were small parcels consisting of house sites and associated gardens. One claim, however, was awarded to Mataio Kekuanaoa (LCA 104FL, 'Apana 6) for eight fishponds now underlying Fort DeRussy. Another claim, awarded to William C. Lunalilo (LCA 8559B, 'Apana 29) was for a parcel of land and a fishpond that extended into the present location of Fort DeRussy. Summaries of the Land Commission Awards given at Fort DeRussy and the fishponds underlying Fort DeRussy are presented in Tables III-6, III-7 and III-8. See Davis (1989:Appendix A) for a transcription of the claims and supporting testimony.

By 1900, only 15 fishponds remained in the Waikiki area and much of the surrounding area supported the cultivation of plantation crops. Europeans and Americans owned much of the land, and imported Chinese and Japanese laborers dominated the labor force (Cobb, 1902:429; Kuykendall and Day, 1948:137).

Records at the Hawaii Bureau of Conveyances show that beachfront property at Fort DeRussy was being acquired by the US Army shortly after the turn of the century. In 1904, the Thomas Hobron Estate conveyed -- by deed -- its Kalia land to the federal government (Grantee [All Island] Index 1905:120). The following year, Afong Chung, J.W. Kawai and E. Schaefer also conveyed -- by judgment -- their lands at Kalia to the federal government (Grantee [Oahu] Index 1906:192). These and other properties that were incorporated into the coastal battery at Fort DeRussy are shown on an undated map of the Waikiki Fortification Site (Slattery, n.d., probably c. 1906-1908). Schaefer's holdings included LCA's 867 and 1407, and portions of Grants 2606, 2636 and 2696; Hobron's estate consisted of portions of LCA 2511 and Grant 2607; and the Afong property included LCA 1765, Grants 2739 and 2797, and portions of Grants 2636 and 2696.

A US Army map dated 1908 shows the coastal area already under military ownership, and indicates that the fishponds mauka of Kalia Road were intended for eventual condemnation proceedings (US Army, 1908). In 1909, a railroad right-of-way along Saratoga Road connecting Fort DeRussy with the Honolulu Rapid Transit and Land Co. tracks on Kalakaua Avenue was conveyed by the Territory of Hawaii to the federal government (Hawaii State Land Office, 1843-1959, Deed No. 5532). The land was returned unused to the Territory of Hawaii on September 13, 1947.

Construction at Fort DeRussy started by 1909. Archaeological trenching in the makai area of Fort DeRussy now shows that construction of the coastal battery truncated much of the former dune, destroying whatever habitation deposits might have been present. However, substantial areas of intact historic and prehistoric deposits have survived. A 1913 USGS map prepared from 1909 to 1913 military surveys also shows that the initial filling of the fishponds involved only

TABLE III-6

LIST OF LAND COMMISSION AWARDS GIVEN AT  
FORT DERUSSY, WAIKIKI, O'AHU

LCA NUMBE R	AWARDEE	ACREAGE	NO. OF APANA	ROYAL	
				LAND NAME	PATENTS*
104FL	M. Kekuaaoa	14.9	4	Kalia, Kewehewehe, Mo'okahi and Hamohamo	4492-4493
867	Nihopuu	1.62		Kalia	2275
1407	Kaeina	0.25	2	Kalia and Kamoku	7063
1409	Nakoko	2.92	2	Kalia	4154
1410	Paele	1.20	1	Kalia	1274
1515	Kaihuoloa	0.88	2	Kalia	2840
1758	Kalaeone	6.51	3	Kalia and Kamoku	6873
1765	Kahikaele and Kamaile	0.25	1	Kalia	4248
2033	Umi	0.71	2	Kalia and Waiaka	3049
2511	Alapai	4.60	1	Kalia	3441
8559B	William C. Lunalilo	29		'Ili'lele o Pau	8311

Source: Davis, 1989.

\* The Royal Patents are the instruments by which the LCA's were conveyed to the Awardees.



**TABLE III-7**  
**FISHPONDS UNDERLYING FORT DERUSSY, WAIKIKI, O'AHU**

<b>FISHPOND NAME</b>	<b>LCA No.</b>	<b>AWARDEE</b>
Loko Kaipuni (3)	104FL, Apana 6	Mataio Kekuanaoa
Loko Paweo I	104FL, Apana 6	Mataio Kekuanaoa
Loko Paweo II	104FL, Apana 6	Mataio Kekuanaoa
Loko Kaihikapu	104FL, Apana 6	Mataio Kekuanaoa
Loko o Pau	8559B, Apana 29	William C. Lunalilo
Loko Waiku'apu'u	1758, Apana 1	Kalaeone
Unnamed Ki'opus	2033, Apana 1	Umi

Source: Davis, 1989

**TABLE III-8**  
**LIST OF LAND GRANTS IN THE FORT DERUSSY AREA,  
 WAIKIKI, O'AHU**

<b>GRANT No.</b>	<b>GRANTEE</b>	<b>DATE OF PATENT</b>
2607	Francis Spencer	1859
2634	Alice Montgomery	1850
2636	George McLean	1859
2739	George McLean	1860
2880	H.J.H. Holdsworth	1862
2997	E.H. Allen	1865

Source: Davis, 1989

the Diamond Head half of the property. This was apparently restricted to three or four ponds: Loko Kaihikapu, Loko Kapu'uiki, a portion of Loko Paweo I, and possibly Loko Waiku'apu'u.

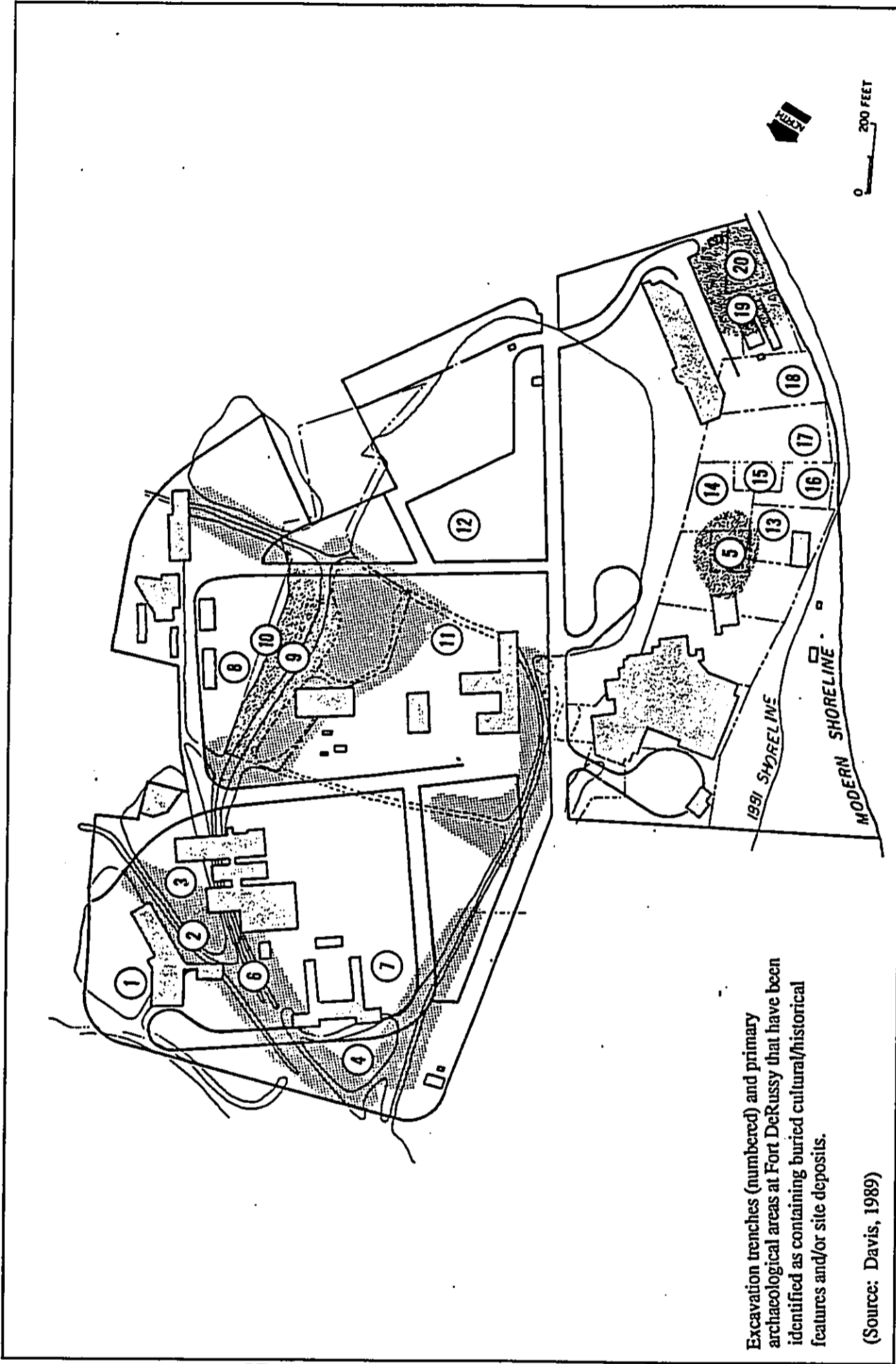
Batteries Randolph and Dudley were completed by 1914. With Dillingham's dredging of the Ala Wai Canal, a principal component of that scheme known as the Waikiki "Reclamation Project" (undertaken between 1920 and 1929), the remaining fields and ponds were filled in. The last of the fishponds at Fort DeRussy were filled in 1928 (Nakamura, 1979:107). The coastal defense system remained serviceable throughout World War II. Advances made in the use of strategic airpower, however, ultimately rendered these weapons obsolete. The batteries were decommissioned and their cannon scrapped shortly after the war. Battery Dudley was razed in 1970 and Battery Randolph was restored to house and exhibit papers and artifacts illustrating the history of the US military in Hawaii. Finally, in 1984, Battery Randolph was placed on the National Register of Historic Places as part of the Artillery District of Honolulu.

In summary, the available data suggest that Hawaiian settlement of Waikiki was well established at least by the mid-15th century. Analysis of sediments from the Halekulani site (Allen-Wheeler, 1984) further confirmed that the beachfront was a stable barrier between Mamala Bay and the inland fishponds. It was on this barrier that the early settlements were located. Therefore, there exists the possibility that intact cultural deposits have survived modern development and may be found in areas such as Kapiolani Park at the Diamond Head end of Waikiki, the old Aloha Motors site at the Ewa end of Waikiki and at Fort DeRussy. The types of cultural deposits expected to have survived development at Waikiki and Fort DeRussy include fishponds, 'auwai draining and inland taro fields and fishponds, prehistoric habitation deposits, historic-era deposits and deposits dating from the military occupation.

#### 5.1.2 Current Archaeological Investigations

Field investigations were completed between February 6 and April 5, 1989 (Davis, 1989). Eleven trenches were excavated in the inland portion (i.e., mauka of Kalia Road) and nine trenches were excavated makai of Kalia Road (see Figure III-9). The location of the mauka trenches was chosen to sample former fishponds and fishpond walls depicted on historic maps of the area. The location of makai trenches was chosen to sample areas where the historic and prehistoric occupation layers were expected. Although a considerable portion of the deposits along the beach were eradicated with the construction and later demolition of military facilities, 19th century and earlier habitation deposits have survived. Table III-9 summarizes the results of the trenching program. Davis (1989) describes the stratigraphy exposed in the excavated trenches and the collected artifacts in more detail.

Trenches 1 through 4 and 6 through 12 were placed mauka of Kalia Road. As suggested by historical data and previous archaeological investigations in the Waikiki area, relict fishpond floors were encountered in trenches 1, 3, 4, 7, 8 and 12. Relict fishpond floors as well as walls were encountered in trenches 2, 6 and 11. Intact layers containing historic and prehistoric materials were found in trenches 9 and 10. This indicates a localized habitation area among the fishponds.



Excavation trenches (numbered) and primary archaeological areas at Fort DeRussy that have been identified as containing buried cultural/historical features and/or site deposits.

(Source: Davis, 1989)

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FIGURE  
 III-9

ARCHAEOLOGICAL SITES

**TABLE III-9**  
**RESULTS OF TRENCHING PROGRAM**

TRENCH No.	LOCATION	RESULTS
1.	Mauka	Active floor of fishpond
2.	Mauka	Active floor of fishpond and wall
3.	Mauka	Active floor of fishpond
4.	Mauka	Active floor of fishpond
5.	Makai	Historic and probable prehistoric occupation layers
6.	Mauka	Active floor of fishpond and wall
7.	Mauka	Active floor of fishpond
8.	Mauka	Active floor of fishpond
9.	Mauka	Surviving intact historic and prehistoric layers
10.	Mauka	Surviving intact historic and prehistoric layers
11.	Mauka	Active floor of fishpond and wall
12.	Mauka	Active floor of fishpond
13.	Makai	Modern fill and disturbed historic refuse
14.	Makai	Abandoned
15.	Makai	Abandoned
16.	Makai	Abandoned
17.	Makai	Modern fill and disturbed historic refuse
18.	Makai	Modern fill and disturbed historic refuse
19.	Makai	Two-component relict cultural material
20.	Makai	Disturbed historic layer and intact prehistoric deposit

Source: Davis, 1989.

Makai of Kalia Road, cultural deposits were encountered in trenches 5, 19 and 20. A 19th Century rubbish pit was found overlying a prehistoric layer in trench 5, a two-component prehistoric stratum was found in trench 19, and a disturbed historic layer and a prehistoric layer was found in trench 20.

## 5.2 SIGNIFICANCE CRITERIA

The National Environmental Policy Act of 1969 (NEPA), National Historic Preservation Act and other statutes as applicable, require the consideration of the preservation of important historic, cultural, and natural aspects of our national heritage. Based on the National Historic Preservation Act, an action is considered to have a significant impact if it may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

In accordance with Title 36 CFR Part 800.4(a), all portions of the action's area of potential environmental impact have been surveyed and inventoried to identify historic properties that may be affected by construction. Battery Randolph is listed on the National Register of Historic Places and Maluhia Hall may be potentially eligible for inclusion. In coordination with the State Historic Preservation Officer (SHPO) and based on the archaeological studies conducted for the action, the subsurface archaeological and historic features are considered eligible for inclusion in the National Register, and are therefore significant, because they "...have yielded, or may be likely to yield, information important in history or prehistory." (Title 36 CFR 60.4, criterion d).

## 5.3 PROBABLE IMPACTS

### 5.3.1 Recommended Action

Significant adverse impacts to cultural resources would occur if the recommended action is implemented. Since the resources identified by Davis (1989) are currently buried, the impacts would occur only during excavation for removal of existing facilities, construction of new facilities and placement of associated infrastructure. The impacts resulting from specific elements of the recommended action are discussed below.

- Construction of a realigned Kalia Road would possibly disrupt fishpond floors and walls in the vicinity of trench 11 and fishpond floors in the vicinity of trench 12.
- Removal of many of the low buildings now located on Fort DeRussy would not, in itself, result in adverse impacts to the resources. If, however, removal includes excavation of existing foundations and infrastructure, impacts would occur. Removal of the Military Police facilities and the packaged bottle store could result in impacts to fishpond floors and walls in the vicinity of trench 8. Removal of

Turner Hall would result in impacts to fishpond floors and walls in the vicinity of trench 11 (Davis, 1989).

- As with removal of many of the buildings, conversion of much of the existing paved areas to an open landscape area would not, in itself, result in impacts to the resources. Excavation for placement of landscaping and associated infrastructure would, however, result in impacts to fishpond floors and walls, as well as historic and prehistoric midden deposits mauka of Kalia Road, and historic and prehistoric midden deposits makai of Kalia Road (Davis, 1989).
- Construction of the recommended 400-room hotel tower near the Hale Koa Hotel would result in impacts to fishpond floors and walls located in the vicinity of trench 11.
- Construction of the recommended Hotel parking structure would result in impacts to fishpond floors and walls. The Hotel structure near Ala Moana Boulevard would impact resources in the vicinity of trenches 4 and 7 (Davis, 1989).
- Construction of new arrival/entrance areas for the Hale Koa Hotel and the Hawaii Army Museum at Battery Randolph would not result in direct impacts to the resources. Excavation for landscaping and associated infrastructure would, however, result in impacts to buried resources.
- Battery Randolph is presently listed on the National Register of Historic Places and Maluhia Hall dates to the World War II era and may be potentially eligible for inclusion in the National Register. These structures will not be directly impacted by the recommended action. Indirect impacts would occur, however, if the recommended landscaping and arrival/entrance encroach on the integrity or setting of these buildings.

### 5.3.2 No Action Alternative

The No Action Alternative would result in no adverse effects to significant cultural resources.

### 5.3.3 Kalia Road Alternatives

Option B1 proposes a development scheme similar to the proposed action in the Draft EIS with Kalia Road being two-lanes and intersecting Saratoga Road near the post office. This would result in impacts to relict fishpond floors and walls identified in trenches 11 and 12. Option B2 proposes Kalia Road to be a four-lane road meeting Saratoga Road at its existing intersection. Accordingly, the impacts of Option B2 would be similar to the recommended action. Elimination

of Kalia Road (Option B3) would require the removal of Kalia Road. Consequently, excavation would likely occur across the entire site, resulting in a potential to impact relict fishponds.

#### 5.3.4 Low-Rise Hotel Development Alternative

Impacts to the cultural resources as a result of the Low-Rise Hotel Development Alternative would be more extensive than those resulting from the recommended action. Because the two-story motel units proposed under this concept would be dispersed over a wider area, there is a greater likelihood that excavation for foundations and infrastructure would be required and, hence, a potential to disrupt buried resources.

#### 5.3.5 Parking Structure Alternatives

The impacts resulting from adoption of Option D1 would result in the same impacts as the recommended action, except that excavations for a Saratoga parking structure could impact resources in the vicinity of Trench 12. However, adoption of Option D2 requires a broader area of construction than the recommended action; there is therefore a greater likelihood that excavation would be required and resources could be disturbed. Option D3 would have impacts that were similar to Option D1, except that the effects near Trench 12 would be less severe because less excavation would be needed.

### 5.4 MITIGATION MEASURES

In accordance with the guidelines set forth in Title 36 CFR Part 800, the Section 106 process has been initiated by the US Army Corps of Engineers and the State Historic Preservation Officer (SHPO).

If avoidance of significant cultural resources is not considered feasible, a program to mitigate the adverse effects will be developed. This program will include completion of a data recovery program prior to construction, and monitoring by a qualified archaeologist during all construction-related excavation. The areas of greatest concern are the former habitation areas at trenches 9 and 10, and along the beach where deposits are closest to the surface (see Figure III-9).

The data recovery program, which will follow a research design developed in consultation with the US Army Corps of Engineers, the SHPO, and the Advisory Council on Historic Preservation, will consist of two levels of investigation. First, controlled excavations will be completed prior to construction in the areas of trenches 5, 9 and 10, where intact historic and prehistoric habitation site deposits were identified. Controlled excavations will also be completed prior to construction in the areas of trenches 19 and 20, where intact prehistoric deposits were also located.

The second level of investigation will include controlled excavation in areas where relict fishpond floors and 'auwai have been identified. The location of the excavation units will be

determined by the area of specific impact. For example, excavations would be completed at the location of the recommended 400-room hotel tower.

Upon completion of the controlled excavations, all construction-related excavation will be monitored by a qualified archaeologist. The purpose of the monitoring program will be to identify and record cultural features and strata exposed during construction.

## 5.5 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The recommended action would result in an irreversible commitment of significant cultural resources. Historic and prehistoric resources located within the areas to be developed would be lost.

A program of data recovery through controlled excavation will be completed prior to construction and all excavation-related construction activities would be monitored by a qualified archaeologist. The mitigation program will result in new information concerning the history and prehistory of Oahu and the Hawaiian Islands.

## 6. TRANSPORTATION

### 6.1 EXISTING CONDITIONS

Existing traffic conditions were assessed using data obtained from the City and County of Honolulu and supplemental data collected at the project site by Wilbur Smith Associates (WSA, 1989). The availability and use of existing parking space was examined in a "DeRussy Parking Analysis" prepared by the US Army Community and Family Support Center's Program Management Team, AFRC DeRussy (USACFSC PTM, 1991). The following section documents the existing parking stalls, roadway facilities, traffic controls and traffic operating conditions within the project study area. Both studies are on file at the US Army Corps of Engineers, Fort Shafter, Hawaii.

#### 6.1.1 Availability and Use of Parking Space

As described in Section III, Paragraph 1.2.1.7, there are 1,435 legal parking stalls at Fort DeRussy, 1,027 of which are at the Hotel and Saratoga parking lots. A US Army CFSC parking analysis was prepared to examine the current uses of Fort DeRussy parking lots and to project future parking requirements. Using Sutherland Smith Research Associates of Honolulu, a survey of 100 percent of parking lot users was conducted for a 16-hour period (6:00 AM to 10:00 PM) for two, seven-day weeks (25-31 March 1991 and 16-23 June 1991). Vehicle intercepts were made at the entrances to the Saratoga and Hotel parking lots. Each vehicle operator was asked for his/her destination and in the 2nd week, expected length of stay. The destinations or purposes were: employment at Hale Koa Hotel; Army Reserve Center; guests at Hale Koa Hotel; dining, cocktails, or special events at Hale Koa Hotel; DeRussy Park or Beach; PX customers; attending the Army or Corps of Engineers Museum; employment at other locations in Waikiki; Waikiki



recreation outside Fort DeRussy; guest of other hotels; and other destinations. Length of stay provided insight into the rate of parking space turnover.

One prominent result from the survey was that, on the average, about 42 percent of those parking on Fort DeRussy are doing so for destinations or purposes other than those for which the parking is designed or sized (USACFSC PMT, 1991). Calling this phenomenon *convenience parking*, the Army study found that it most occurs at the Saratoga parking lot where it varied between 73.7 percent on week days to 57.1 percent on weekends. Those using Fort DeRussy for convenience parking work in Waikiki (outside of Fort DeRussy), are recreating in Waikiki (outside of Fort DeRussy), are guests of other hotels, or are heading to other destinations (a catch-all) than Fort DeRussy. On a daily basis, the number of guests in other hotels and those coming to Wakiki for recreational activities exceeds those who are guest at the Hale Koa or who are coming to the Hale Koa Hotel for one of its other services (special events, dining, or cocktails).

The data on expected length of stay in either of the two parking lots was used to estimate average turn over of a parking stall in number of hours per 16-hour (surveyed) day. Turn-over in the Hotel parking lot is uniformly longer than the Saratoga parking lot, generally about 2 hours longer, reaching 7.5 hours on a Friday. On the basis of the survey of parking lot users, the peak current parking requirement for a 16-hour day was calculated to be about 1,550 spaces, using the slowest rate of 6.7 hours, averaged for both parking lots, and the maximum volume of almost 3,700 cars. Based on the raw survey data, the latter peak loading requirement occurred on a Saturday. If the demand for convenience parking is removed, the actual requirement for parking spaces falls to about 940 spaces, including turn over, which can be accommodated.

The Army study cautions that the analysis of parking space requirements is very sensitive to turn-over times. At peaking loading, six added minutes of use of an average parking stall equates to a need for 40 additional parking spaces. Also using average turn-over periods assumes uniform arrival and departure in the 16-hour survey day. Actually, high volume categories of use such as special events and Waikiki recreation tend to focus at specific times, usually lunch and in the evening. The study thus makes the point that capacity is actually exceeded more often than the analysis would indicate.

The excess of demand over available spaces is either being filled by opening up overflow parking on Kuroda Parade Ground or on Infantry Field, or be turning away would be those wishing to park on Fort DeRussy (Sox, Personal Communication, 1991). Some demand is also be filled by vehicles parking in non-marked spaces within each of the two main parking lots.

In terms of current use, the Army parking analysis concludes that current parking is adequate for those facilities which are on Fort DeRussy, including the beach. It also makes the point that the current parking problem, i.e., traffic and parking congestion, on Fort DeRussy is a result of the high volume of convenience parking.

### 6.1.2 Existing Roadways

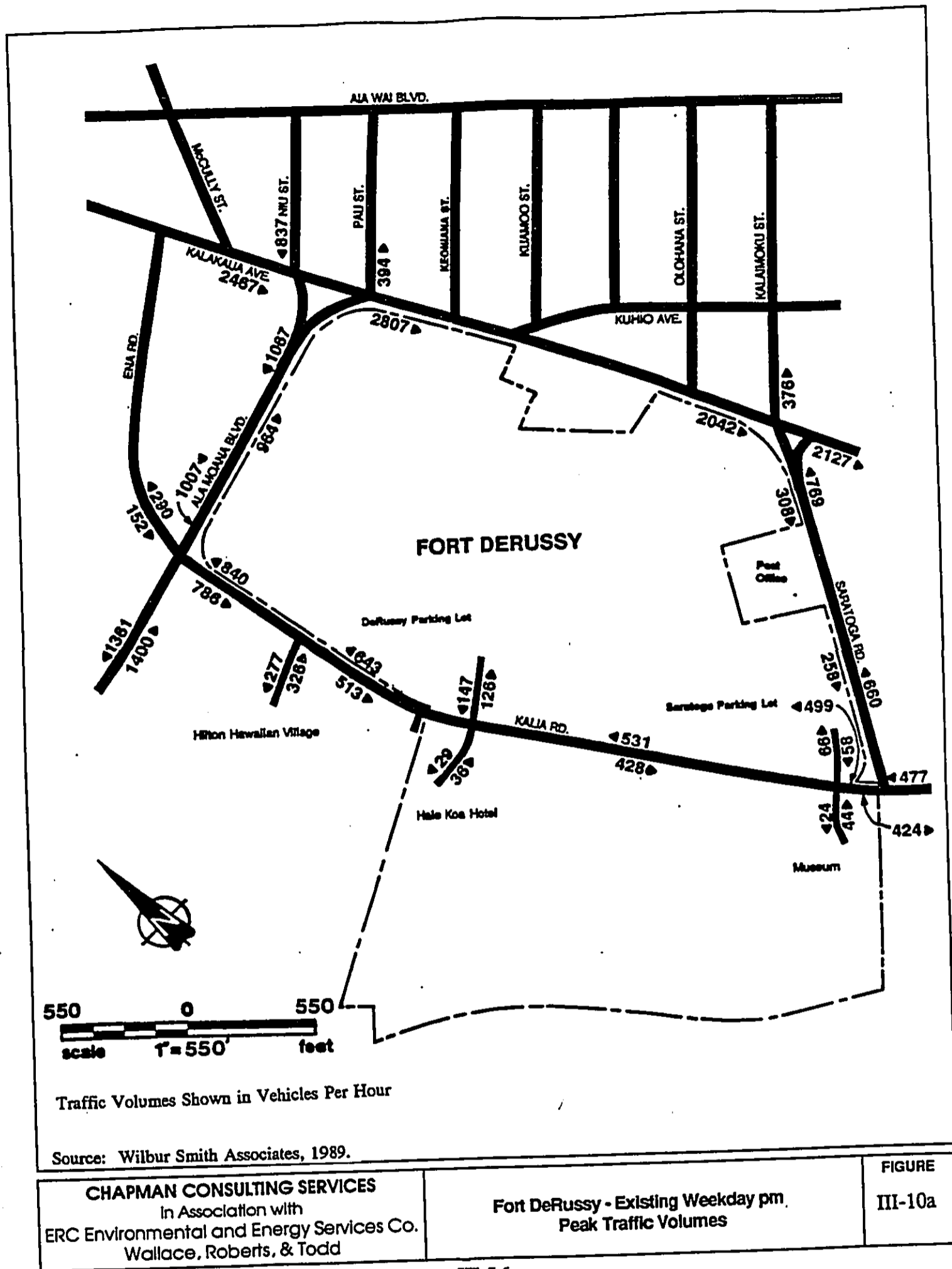
Fort DeRussy is currently served by four principal roadways described below. These roads and their traffic volumes during the 4:00 to 5:00 p.m. peak hour on weekdays and weekends are illustrated in Figures III-10 a and b, respectively.

- Kalia Road is a secondary roadway that bisects the project in an Ewa-Diamond Head direction. The number of travel lanes varies, with two lanes Diamond Head of Maluhia Street and five lanes between Maluhia Street and Ala Moana Boulevard. Ena Road, which is aligned opposite Kalia Road at Ala Moana Boulevard, is a two-lane, two-way street. Kalia Road operates as a two-way street with the exception of the short one-way Ewa-bound segment Diamond Head of Saratoga Road.
- Ala Moana Boulevard (Federal-aid Primary Route 92) is predominantly a six-lane divided arterial bordering the project site on the Ewa side. Immediately adjacent to Fort DeRussy, Ala Moana Boulevard has two lanes mauka-bound and three lanes makai-bound.
- Kalakaua Avenue (Federal-aid Urban Route 7742) is an arterial street bordering Fort DeRussy on the mauka side, and operates as a four-lane, one-way street in the Diamond Head-bound direction. A contraflow bus lane is provided along the mauka side of Kalakaua Avenue between Kuhio Avenue and Ena Road.
- Both Ala Moana Boulevard and Kalakaua Avenue are on the Hawaii Federal-aid Highway System and are under the jurisdiction of the State of Hawaii and the City and County of Honolulu, respectively.
- Saratoga Road is a four-lane, secondary roadway bordering the project on the Diamond Head side. Although Saratoga Road extends only between Kalakaua Avenue and Kalia Road, mauka-bound traffic can continue across Kalakaua Boulevard onto one-way, mauka-bound Kalaimoku Street.

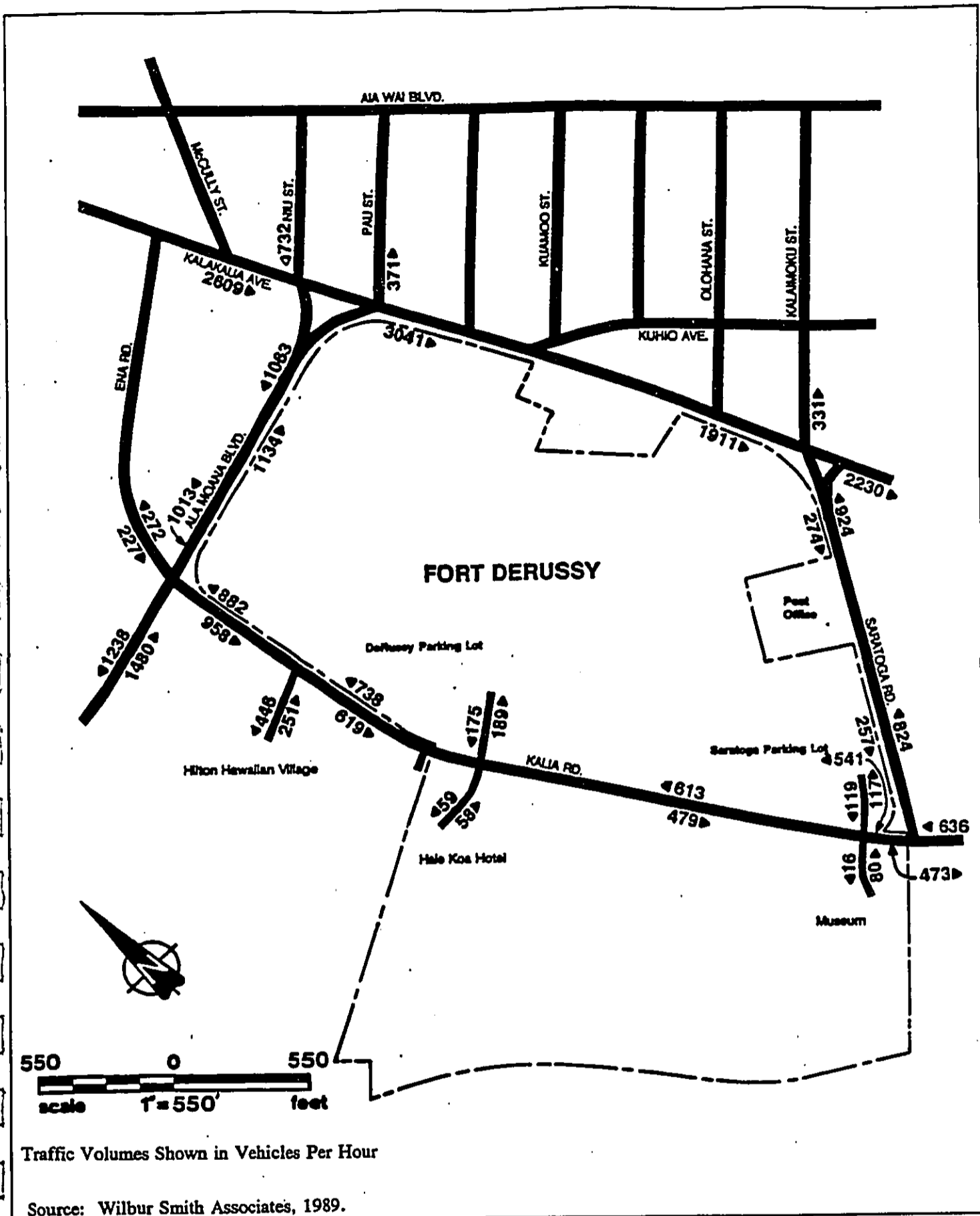
Other significant facilities providing access to Fort DeRussy include Kuhio Avenue, McCully Street, Niu Street, Pau Street, Olohana Street and Ala Wai Boulevard.

### 6.1.3 Traffic Controls

Intersection traffic controls (either signals or stop signs) at seven key intersections in the vicinity of the project are summarized in Table III-10. The partial two-way stop control at the Saratoga Road Parking Lot/Museum entrance is to control the minor side street traffic.



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**Fort DeRussy - Existing Saturday pm Peak Traffic Volumes**

**FIGURE III-10b**

6.1.4 Existing and Projected Operating Conditions

Existing traffic volumes were developed using available intersection turning movement traffic count data obtained from the Department of Transportation Services (DTS), together with supplemental turning movement count data collected during April 1989 (WSA, 1989). Turning movements were manually counted and recorded every fifteen minutes during the weekday morning peak period (7:00 to 8:30 am), weekday afternoon peak period (3:30 to 5:30 pm), and/or Saturday afternoon peak period (3:00 to 5:30 pm).

A review of these data prepared for the Army Corps of Engineers (WSA, 1989) indicated that the highest peak-hour traffic volumes occur at approximately 4:00 to 5:00 p.m. on both weekday and Saturday afternoons. Peak-hour traffic volumes for these two periods are presented in Figures III-10 a and b. Characteristics of this existing traffic include the following:

- A high percentage of peak hour traffic on Kalia Road within Fort DeRussy has both origin and destination other than Fort DeRussy (75 percent weekend, 80 percent weekday);

**TABLE III-10**  
**EXISTING TRAFFIC CONTROL**

INTERSECTION	CONTROL
Ala Moana/Niu/Pau @ Kalakaua	Signal
Ala Moana @ Kalia/Ena	Signal
Kalia @ Hilton Hawaiian Village Entrance	Signal
Kalia @ Maluhia/Hale Koa	Signal
Kalia @ Saratoga Parking Lot/Museum Entrance	Two-Way Stop (minor street control)
Saratoga @ Kalia	Three-Way Stop
Kalakaua @ Saratoga	Signal

Source: Wilbur Smith Associates, 1989.

- Conversely, Fort DeRussy traffic is a low percentage of peak hour traffic on Kalia Road and has relatively little impact on intersections beyond Ala Moana Boulevard and Saratoga Road;

- A substantial percentage of traffic on Kalia Road between Ala Moana Boulevard and Saratoga Road is totally through-traffic (about 40 percent at the Ewa end and almost 70 percent at the Diamond Head end);
- The magnitude of traffic on Kalia Road can vary substantially as the result of special events at the Hilton, Hale Koa, and other nearby hotels;
- Kalia Road between Ala Moana Boulevard and Saratoga Road is used by all buses entering and leaving Waikiki via Ala Moana Boulevard (Routes 8, 19 and 20); these buses are heavily used by visitors staying at the Hilton, Hale Koa, and other Waikiki hotels; and
- Heavy pedestrian movements are prevalent throughout the study area.

The assessment of traffic operations at intersections in the project area (both current and future) was performed using the 1985 Highway Capacity Manual planning analysis method for signalized and unsignalized intersections. For signalized intersections, a percentage of the intersection's capacity being used is presented. This volume-to-capacity ratio (V/C) gives an idea of the level of traffic congestion. For unsignalized intersections, Levels of Service (LOS) are assigned a rating of "A" through "F." LOS A signifies free traffic movement and no delays; LOS B indicates short traffic delays; LOS C is representative of average traffic delays; LOS E defines very long traffic delays; LOS F denotes significant congestion, lengthy delays and stop-and-go movement. In urban areas, transportation planners and engineers consider LOS D to be generally acceptable. A summary of the results of these analyses is presented in Table III-11. The analyses show acceptable levels of service at present at all intersections during the weekday p.m. period. However, the heavier Saturday traffic causes problems at the Ala Moana and Kalia/Ena intersection and at the Saratoga/Kalia intersection. It should also be noted that the streets in this area are subject to extended evening peak-hour conditions; i.e., approximately 3:30 to 6:30 PM, and later on Fridays and Saturdays.

The recommended project is scheduled to be completed and operational by 1994. The following summarizes the 1994 traffic conditions under the assumption that the project is not built; thus, providing a future baseline traffic scenario against which the project can be evaluated. Figures III-11 a and b present WSA's forecast of 1994 traffic. The forecast was developed assuming: 1) traffic to and from Fort DeRussy will not change; 2) all other traffic will increase by one percent per year, a rate typical for older, built-up areas of Honolulu; and 3) the Aloha Motors and Landmark sites will be developed as per currently approved zoning and development plans.

Table III-12 summarizes the traffic operating conditions that will result from the forecasted 1994 traffic assuming that the project is not built. The analyses also assumes no changes or improvements to roadways or traffic control. The differences in 1994 LOS without and with the project are shown in Tables III-12 and III-13 respectively. As shown, the

**TABLE III-11**  
**EXISTING LEVELS OF SERVICE**

INTERSECTION	TRAFFIC CONTROL	WEEKDAY PM PEAK*	SATURDAY PM PEAK*
Ala Moana/Niu/Pau @ Kalakaua	Signal	Under 0.75	Under 0.85
Ala Moana @ Kalia/Ena	Signal	Under 0.75	Over 1.02
Kalia @ Hilton Hawaiian Village Entrance	Signal	Under 0.43	Under 0.49
Kalia @ Hale Koa/Maluhia Entrance	Signal	Under 0.52	Under 0.60
Kalia @ Museum/Parking Lot Entrance	Two-Way Stop	A/B	B/C
Saratoga @ Kalia	Three-Way Stop	D	D
Kalakaua @ Saratoga	Signal	Under 0.59	Under 0.56

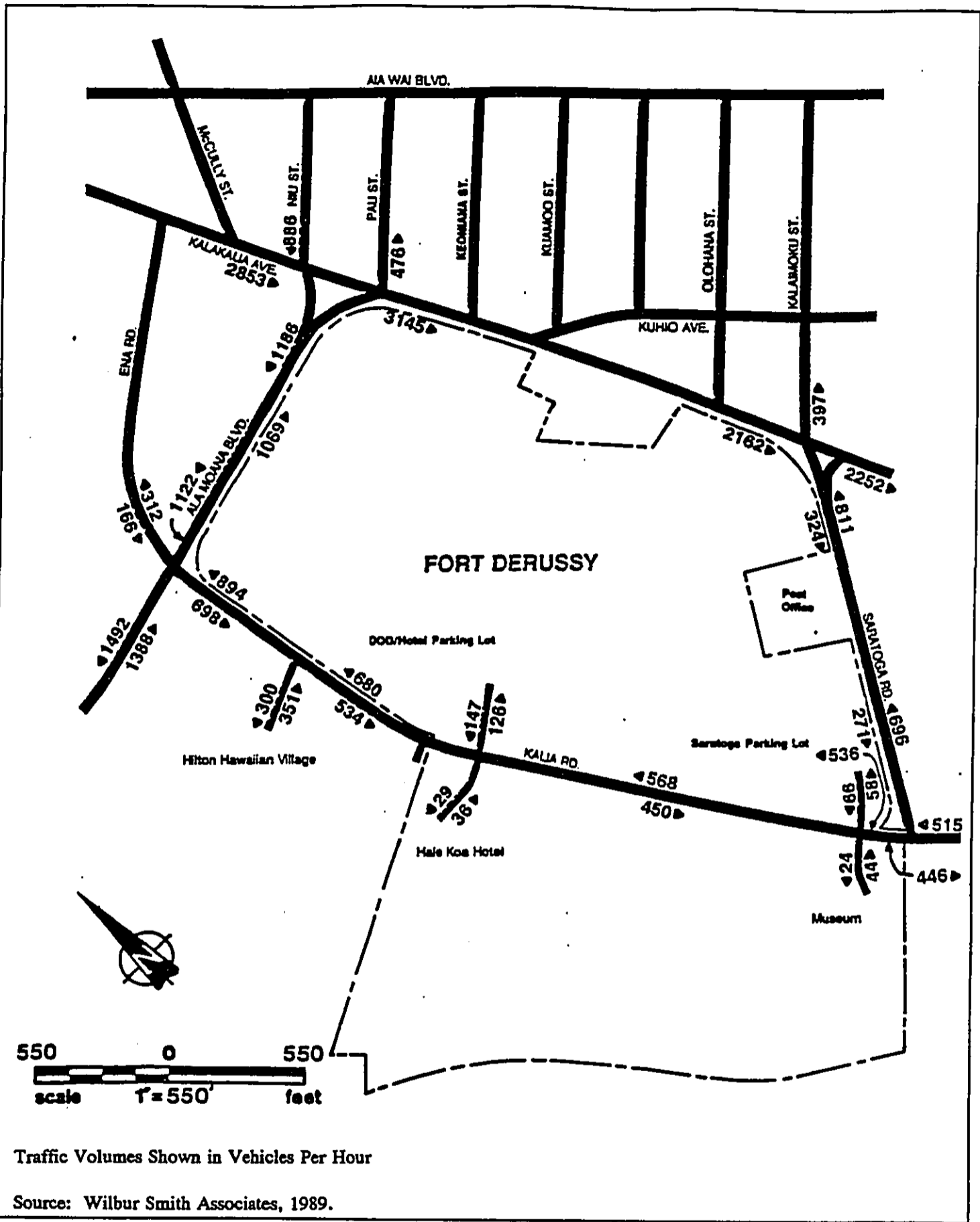
Source: Wilbur Smith Associates, 1989.

\* 4:00 to 5:00 p.m. peak hour period volume-to-capacity ratios and levels of service (LOS) definitions of LOS A to F are provided in the text.

differences between the two conditions are very small, resulting in the generalized statement that traffic operations at all of the intersections either improve or remain the same. Comparing these tables, projected traffic will result in increased congestion throughout the study area but most noticeably on Ala Moana Boulevard. Saturday afternoon congestion will be significantly worse than weekday peak.

## 6.2 SIGNIFICANCE CRITERIA

A project resulting in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system would be considered significantly adverse. For purposes of this analysis, if an unsignalized intersection level of service drops below LOS D or a signalized intersection's V/C ratio becomes greater than 0.81 (which is considered acceptable in urban areas), the transportation impact would be considered significant. Similarly, for

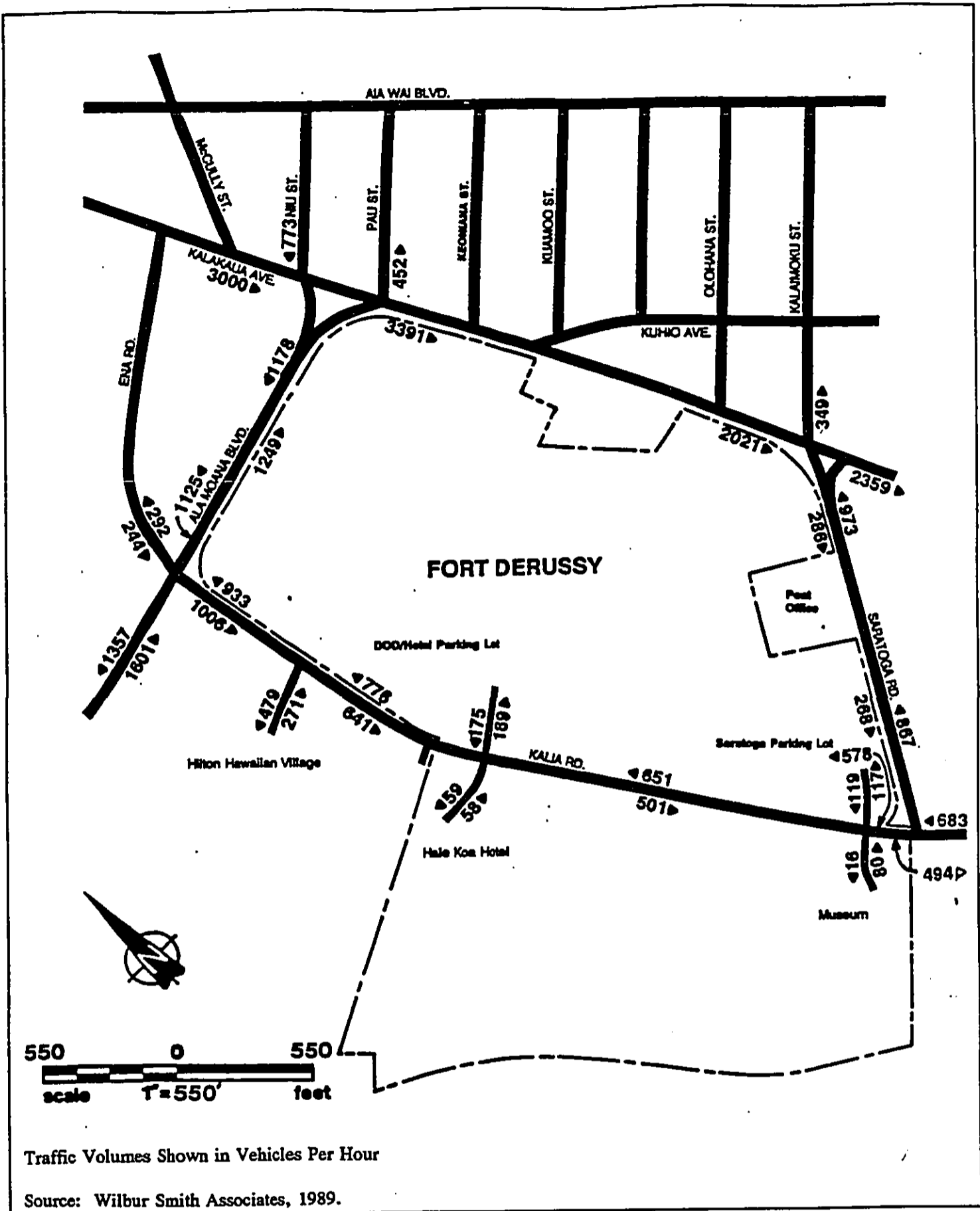


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**Fort DeRussy - Weekday pm Peak Traffic  
 Volumes Without Project, 1994**

**FIGURE  
 III-11a**





Traffic Volumes Shown in Vehicles Per Hour

Source: Wilbur Smith Associates, 1989.

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**Fort DeRussy - Saturday pm Peak Traffic  
 Volumes Without Project, 1994**

**FIGURE  
 III-11b**

**TABLE III-12**  
**1994 LEVELS OF SERVICE WITHOUT PROJECT**

INTERSECTION	TRAFFIC CONTROL	WEEKDAY PM PEAK*	SATURDAY PM PEAK*
Ala Moana/Niu/Pau @ Kalakaua	Signal	Under 0.86	Near 0.95
Ala Moana @ Kalia/Ena	Signal	Under 0.82	Over 1.10
Kalia @ Hilton Hawaiian Village Entrance	Signal	Under 0.46	Under 0.52
Kalia @ Hale Koa/Maluhia Entrance	Signal	Under 0.53	Under 0.62
Kalia @ Museum/Parking Lot Entrance	Two-Way Stop	A/C	B/D
Saratoga @ Kalia	Three-Way Stop	D	D
Kalakaua @ Saratoga	Signal	Under 0.63	Under 0.59

Source: Wilbur Smith Associates, 1989.

\* 4:00 to 5:00 p.m. peak hour period volume-to-capacity ratios and levels of service (LOS) definitions of LOS A to F are provided in the text.

purposes of this analysis, any contribution to an intersection with a level of service below LOS D or V/C greater than 0.81 would be considered significant. Any deterioration in LOS or V/C, except where it changes to greater than 0.81 or below LOS D, would be considered insignificant but adverse. Changes in the operation of an intersection that do not change the LOS or V/C would be treated as a negligible effect (provided the intersection is not below LOS D).

### 6.3 PROBABLE IMPACTS

#### 6.3.1 Recommended Action

The recommended action would realign Kalia Road within Fort DeRussy, although its intersections with Maluhia/Hale Koa and Saratoga Road would remain at their present locations. The alignment would run mauka of the new hotel and makai of the proposed Saratoga Road parking structure. An 80-foot right-of-way on the segment of Kalia Road Diamond Head of Maluhia Road would be reserved for four lanes from the current two lanes. Four bus turn-outs (two on each side) would be provided.

TABLE III-13

1994 LEVELS OF SERVICE WITH PROJECT AND  
ONSITE IMPROVEMENTS

INTERSECTION	TRAFFIC CONTROL	WEEKDAY PM PEAK*	SATURDAY PM PEAK*
Ala Moana/Niu/Pau @ Kalakaua	Signal	Near 0.88	Near 0.99
Ala Moana @ Kalia/Ena	Signal	Near 0.91	Over 1.27
Kalia @ Hilton Hawaiian Village Entrance	Signal	Under 0.52	Under 0.61
Kalia @ Hale Koa/Maluhia Entrance	Signal	Under 0.70	Under 0.60
Saratoga @ Kalia**	Three-Way Stop	A	B
Kalakaua @ Saratoga	Signal	Under 0.64	Under 0.63

Source: Wilbur Smith Associates, 1989.

\* 4:00 to 5:00 p.m. peak hour period volume-to-capacity ratios and levels of service (LOS) definitions of LOS A to F are provided in the text.

\*\* Under the recommended action, this intersection would be signalized and would continue to operate at acceptable levels.

There are now 1,435 legal parking stalls at Fort DeRussy. Under the recommended project, there would be about 1,900 stalls. The Hotel parking structure would provide 1,300 stalls; the Saratoga parking lot would be re-striped, adding compact-car stalls to increase its capacity from 490 stalls to about 540-570 stalls; and other small parking lots in support of Maluhia Hall, the Post Headquarters, Kalani Center, the Post Chapel, and perhaps Battery Randolph would provide 50-60 stalls. At least ten stalls would be provided for the Post Chapel. Parking spaces for the Military Police, after they relocate to Maluhia Hall, will be kept adjacent to Maluhia Hall. Figure II-1 shows a new tennis court complex adjacent to the Waikiki Post Office, which would displace about 70 parking stalls now there. The tennis court complex will likely be limited to four courts so that additional parking stalls can be retained. Overflow parking for special events, and for many weekends, which now accommodates from 500 to 750 vehicles, would be eliminated in the future in order to avoid damaging the proposed new landscaped open space corridor in the middle of Fort DeRussy (see Figure II-1).

Comparing current total numbers of parking stalls with future total numbers, there would be an increase of about 475±20 stalls. The Army has not yet determined the exact numbers of additional stalls that can be developed by repainting the stalls at the Saratoga parking lot.

The US Army CFSC "DeRussy Parking Analysis" estimates that only four of the 11 categories of current destinations or purposes identified by vehicle operators parking at Fort DeRussy would likely increase in the future under the recommended action. Employment at the Hale Koa Hotel will increase [by an estimated 365 jobs], but many of those job skills will be at a level where employees tend to ride the bus or are dropped off by other family members. The net increase of employees needing a parking space is expected to increase 25 percent from the current 177 to a future level of 222. The numbers of guests likely to desire parking spaces will nearly double from the current level of 339 to a likely future figure of 661. With the pending relocation of many US Army Reserve activities to Fort Shafter, the numbers of Army Reservists needing parking is expected to decline by 75 percent from 308 vehicle operators to 77 operators. A real unknown is the likely increase in food and beverage business that is expected to occur by adding one new restaurant/cocktail lounge. The volume of customers requiring parking spaces is assumed to expand by 15 percent from the current 695 to almost 800. The total peak vehicle loading requirement by 1995 is expected to increase by 240. With a conservative average turn-over rate of 6.7 hours per space, this growth would require about 100 additional parking spaces (USACFSC PMT, 1991). Adding this projected requirement to the current peak demand of about 1,550 spaces calculates to an approximate future need for 1,650 spaces, including turn-over. U.S. Army Support Command, Hawaii and U.S. Army Pacific have indicated that a minimum of 1,650 parking spaces should be provided at Fort DeRussy.

The difficulty is that the development of the Armed Forces Recreation Center-Fort DeRussy will eliminate those open space areas which are now used for temporary parking on an overflow basis to satisfy current peak demand. The USACFSC PMT parking study estimated that current demand, including turn-over time, but without convenience parking, is about 940 spaces. The study concludes that under the same constraints, 1,240 parking spaces would be adequate for the 1995 period when all proposed facilities are completed and fully operational. With a continuation of current parking policies, the approximately 1,900 spaces to be provided by the recommended plan would be adequate for most weekday usage, and perhaps daytime weekend usage. However, during the peak loading periods at lunch times, and on weekend evenings (mostly Friday and Saturday), there would likely be insufficient parking space to accommodate all potential users.

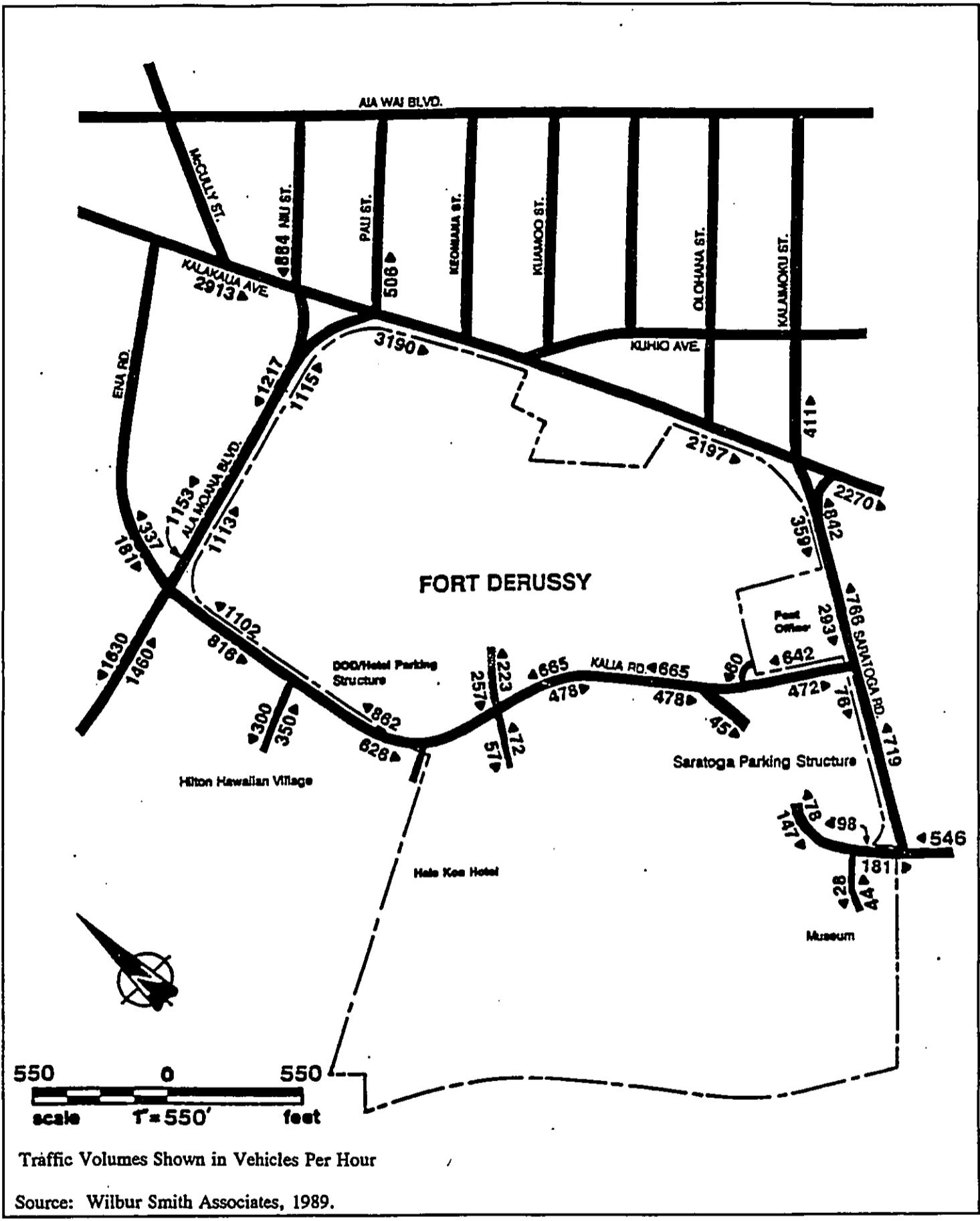
The secondary or indirect impacts of the shortfalls in absolute capacity and estimated demand are assessed in Section III, Chapter 10.4, RECREATION FACILITIES/BEHAVIOR and in Chapter 11, SOCIOECONOMIC FACTORS. In terms of traffic flow, the locations of the entrances and exits of the proposed Hotel parking structure, and of Saratoga parking lot will be designed to reduce the congestion that now occasionally occur there. Nevertheless, it is likely that significant congestion on Kalia Road, Ala Moana Boulevard, and to a lesser extent Saratoga Road would occur for some period of time following the occasional special event that results in both parking facilities to empty at the same time.

Figures III-12a and III-12b show projected 1994 traffic, plus the recommended project completed and operational. The traffic volumes reflect a scale of development larger than currently envisioned by the recommended action. Specifically, the traffic analysis assumed a 1200-space Saratoga Road structure, whereas the recommended action currently proposes at a minimum a 350-space facility along Saratoga Road. Accordingly, the following analysis overstates the actual traffic impacts. The reduction in traffic would be directly proportional to the reduction in the size of the parking structures. In addition, the traffic analysis assumes Kalia Road will intersect Saratoga Road by the US Post Office, whereas the recommended action proposes that Kalia Road intersect with Saratoga Road at its current location. The WSA traffic study (1989) reports that the impacts, except for localized circulation issues at Saratoga Road and the US Post Office, and functioning of this alignment of Kalia Road are virtually identical to those under the recommended road system.

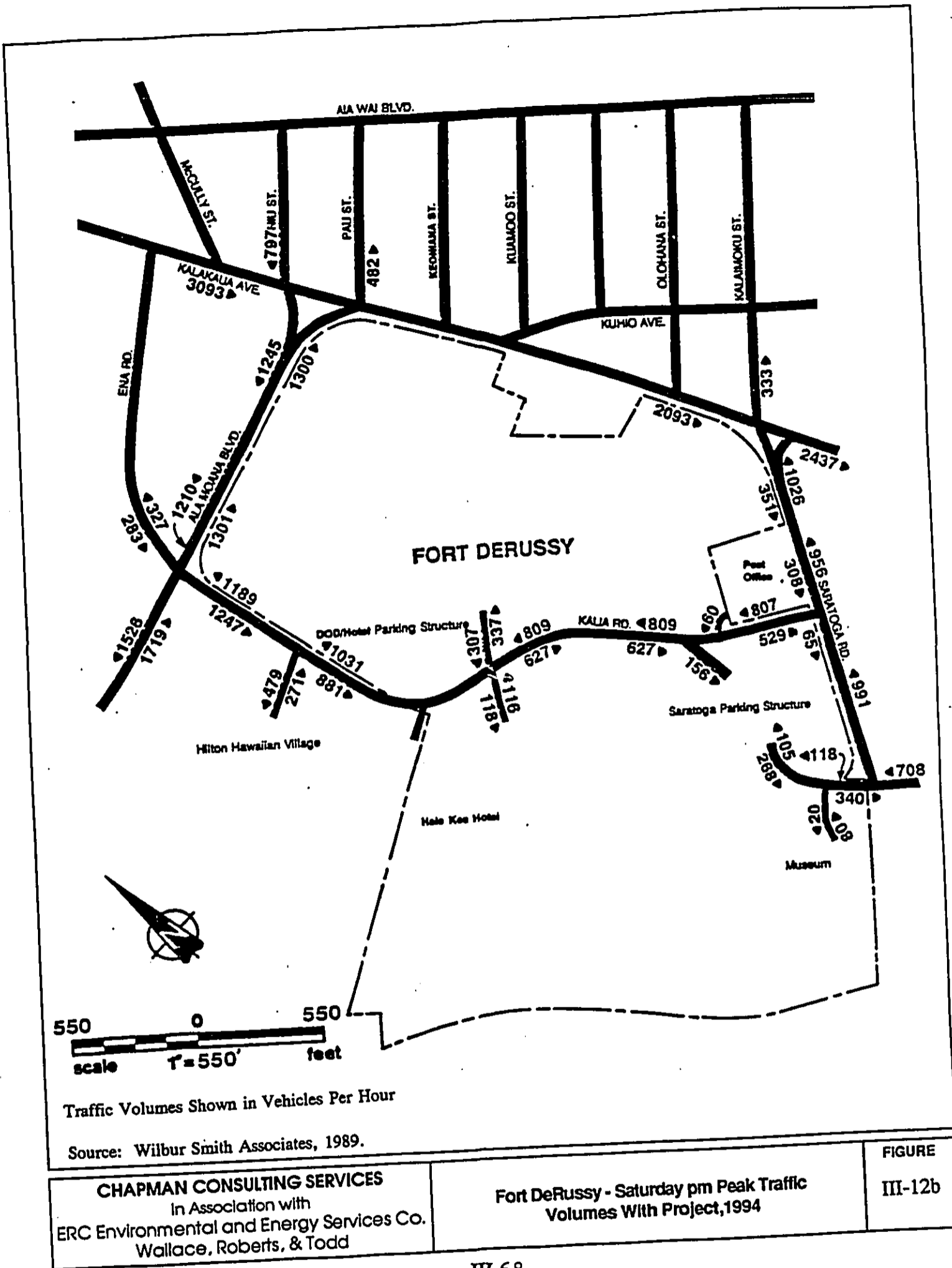
In comparing Figures III-11 (a and b) and III-12 (a and b), the recommended action would increase onsite traffic volumes, especially along Kalia Road and along the present driveway to Turner Hall. At the Ewa entrance to Fort DeRussy, outbound traffic volumes on Kalia Road would be 34 percent greater than existing conditions and 27 percent greater than future conditions without the project. Inbound and outbound traffic at the Diamond Head entrance to the reservation would increase by 29 and 11 percent, respectively, and shift this traffic mauka along Saratoga Road. The driveway to Turner Hall would be replaced and a new one constructed for the new hotel garage. Inbound traffic volumes to the garage (from Kalia Road) would increase 77 percent over existing conditions and future conditions without the project. The traffic volumes reported are for weekday p.m. peak hour. Traffic volumes are even heavier during the Saturday p.m. peak hour, although the recommended action would generally result in the same percentage increases as for weekday p.m. peak conditions.

Off site, the recommended action would increase traffic volumes along Ala Moana Boulevard makai of its intersection with Kalia Road by 17 percent and mauka of this intersection by 15 percent. As a result, it would contribute traffic to two intersections (Ala Moana/Niu/Pau at Kalakaua and Ala Moana at Kalia/Ena) that are already at unacceptable levels of service. This would be considered a significant adverse effect if not mitigated. It is noted that although both Waikiki area convention centers as well as the proposed Waikiki Landmark project were considered in the traffic analysis, specific traffic projections for these nearby projects were not included in the Fort DeRussy analysis because of the speculative nature of the projects.

Table III-13 shows the traffic operating conditions that would occur in 1994 if the project is completed and if the improvements discussed in the mitigation measures section are implemented. Vehicles passing through Fort DeRussy will experience a relatively high level of service during both weekday and Saturday p.m. peak periods (4:00 to 5:00 p.m.). The intersection's operations would improve at Kalia Road and Hale Koa/Maluhia Street entrance and at Saratoga and Kalia Roads. At all other intersections, the operations will remain the same. The recommended action by itself would not adversely affect the intersections but cumulatively it would at the Ala Moana/Kalia and Ala Moana/Kalakaua intersections, even with onsite improvements.



<p><b>CHAPMAN CONSULTING SERVICES</b> In Association with ERC Environmental and Energy Services Co. Wallace, Roberts, &amp; Todd</p>	<p><b>Fort DeRussy - Weekday pm Peak Traffic Volumes With Project, 1994</b></p>	<p><b>FIGURE III-12a</b></p>
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### 6.3. No Action Alternative

The traffic effects of the No Action Alternative would be the same as the effects presented in Table III-12, which shows future traffic without the development at Fort DeRussy. This alternative would result in unacceptable intersection operations at two intersections adjacent to the Post. Peak Saturday PM traffic on Kalia Road would exceed the road's design capacity by 8.5 percent. No intersection would operate significantly better under No Action as compared to the recommended action.

#### 6.3.3 Kalia Road Alternatives

##### 6.3.3.1 Option B1

Option B1 proposes a development scheme similar to the proposed action in the Draft EIS with Kalia Road being two lanes and intersecting Saratoga Road adjacent to and makai of the post office. This new intersection would adversely affect circulation patterns to and from the post office. The existing post office driveways on Saratoga Road would require modifications. The two-lane facility would not be adequate to carry projected peak traffic volumes. Roadway design guidelines specify 600 vehicles per hour in the peak direction as the maximum desirable volume for a two-lane road. The future traffic conditions in 1994, plus the projected, would result in more than 600 vehicles per hour in the peak direction. Future traffic generation will result in greater peak hour volumes. A two-lane Kalia Road would result in significant bottlenecks.

##### 6.3.3.2 Option B2

This option would realign Kalia Road to meet Saratoga Road at the current Kalia Road/Saratoga Road intersection, as in the recommended alternative, except that Kalia Road would be widened to four lanes. This Alternative would avoid the future congestion expected on Kalia Road under the Recommended alternative and Alternative B1. The problems and potential solutions at the Ala Moana/Kalia and Ala Moana/Kalakaua intersections for this alternative would be exactly the same as those identified for the recommended alternative.

##### 6.3.3.3 Option B3

Under the third alternative, which consists of terminating Kalia Road at the entrance to Fort DeRussy from eastern Waikiki, all traffic through Fort DeRussy on Kalia Road (over 1,200 vehicles during the p.m. peak periods) would be diverted around Fort DeRussy. The Diamond Head-bound vehicular traffic would have to be diverted mauka on Ala Moana Boulevard and/or Diamond Head on Kalakaua Avenue, with some vehicles having to turn left onto Kuhio Avenue and some right onto Saratoga Road. The Ewa-bound traffic (over 700 vehicles) would be diverted mauka onto Saratoga Road and/or Kalaimoku Street, Ewa onto Ala Wai Boulevard, and (less some portion choosing to leave Waikiki via Kalakaua Avenue) makai onto Niu Street to Ala Moana Boulevard. The net result would be a significant adverse impact at most intersections on



both diversion routes, and in particular at Saratoga/Kalakaua and Niu/Kalakaua intersections (Table III-14). Reconstructing the Saratoga/Kalakaua intersection to provide an additional through lane and to eliminate one of the two right turn lanes would improve both weekday and weekend p.m. peak LOS to B.

**TABLE III-14**  
**1994 LEVELS OF SERVICE WITH ALTERNATIVE B3:**  
**ELIMINATION OF KALIA ROAD**

INTERSECTION	TRAFFIC CONTROL	WEEKDAY PM PEAK*	SATURDAY PM PEAK*
Ala Moana/Niu/Pau @ Kalakaua			
Without Improvements	Signal	Near 1.00	Near 1.24
With Improvements	Signal	Near 0.94	Near 1.00
Ala Moana @ Kalia/Ena			
Without Improvements	Signal	Over 0.96	Over 1.28
With Improvements	Signal	Under 0.72	Near 0.96
Kalakaua @ Saratoga			
Without Improvements	Signal	Under 0.81	Near 0.92
With Improvements	Signal	Under 0.61	Under 0.68

Source: Wilbur Smith Associates, 1989.

\* 4:00 to 5:00 p.m. peak hour volume-to-capacity and levels of service (LOS); definitions of LOS A to F are provided in the text.

The diversion of Ewa-bound traffic would also adversely impact the Kuhio Avenue and Ala Wai Boulevard intersections with Kalaimoku Street. Public transit route 8, 19 and 20 would be included in the diverted traffic, this time eliminating convenient transit service entirely for guest and employees at the Hale Koa Hotel complex and at the hotels on Kalia Road Diamond Head of Saratoga Road.

Onsite, this option differs from the recommended project in that Kalia Road would be terminated at the Hale Koa Hotel/parking structure entrance; the entrance and exit points for the Saratoga Road parking lot may need to be changed on the makai-side of the facility, with driveways to the existing Saratoga/Kalia intersection; and the Saratoga/Kalia intersection would need to be reconstructed to provide double right turn lanes from Diamond Head-bound Kalia Road to Saratoga Road.

#### 6.3.4 Low-Rise Hotel Development Alternative

Alternative C would alter the onsite circulation system. This alternative would require a more extensive road system. Assuming access to the hotel cluster would be off Kalia Road (since new driveways onto the surrounding arterials would be discouraged by the City and County of Honolulu), traffic volumes entering and leaving Fort DeRussy would be the same as for the recommended action. However, a greater number of trips would occur through the Kalia/Saratoga intersection than with the recommended action because the hotel would be dispersed across the site rather than concentrated on the Ewa-side, as recommended by the Master Plan. This shift is not expected to be significant enough to change the LOS projected for the recommended action.

The dispersed pattern would not require special turn lanes, as recommended by the Master Plan, since access to hotel facilities and parking would occur at several locations along Kalia Road. All other onsite improvements (described in the mitigation measures section) would be the same for Alternative C as for the recommended action.

#### 6.3.5 Parking Structure Alternatives

Option D1 would provide a Hotel parking structure of 1,400 stalls and a Saratoga structure of 1,200 stalls for a total of 2,600 stalls. Because the traffic associated with development of the post is proportional to the number of spaces in the parking facilities, the trips generated by Option D1 would be substantially greater than under the recommended action and would substantially increase congestion along Kalia Road. The traffic impacts are those identified in the preceding traffic tables and figures (since the traffic analysis was based on the parking program described for Option D1).

Option D2, which proposes the same number of spaces as the recommended action, would have same offsite traffic impacts as the recommended action. Onsite, it would likely increase congestion on Maluhia Road, because access to two of the single-level structures would be from this road.

Option D3, which proposes 1,650 spaces, would have an impact generally similar to the recommended alternative, except that the smaller Saratoga parking facility (350 spaces vice 490 spaces), would result in less traffic congestion than the recommended project alternative.

### 6.4 MITIGATION MEASURES

#### 6.4.1 Onsite Improvements

Significant adverse onsite circulation impacts could be mitigated by the following measures:

- A single signalized intersection should be designed at Kalia Road and Maluhia

Road/Hale Koa entrance to provide access to the makai-side hotel complex and the mauka-side parking (and other) facilities; an exclusive left turn lane should be provided to accommodate the heavy left turn movement from Diamond Head-bound Kalia Road; both access driveways to the new hotel and to the DOD parking structure should have two approach lanes to allow free right turns;

The museum driveway should be located several hundred feet Ewa of the Kalia/Saratoga intersection;

The Army will develop and implement an overall Traffic Control Plan, including specific commitments to onsite and Off site improvements, such as the pedestrian bridge;

The location of the parking attendant's booth in the Saratoga Road parking structure should provide for adequate vehicle queuing storage space from the roadway to avoid vehicle backups onto adjacent streets;

A separate ingress/egress for hotel occupants, military personnel, or patrons with assigned parking stalls should be considered for better traffic operation at the hotel parking structure's access points; and

Revisions to existing traffic signal systems should be coordinated with the City.

As a result of these improvements, there would still be unavoidable significant adverse effects at two intersections, Ala Moana Boulevard at Kalakaua Avenue and Ala Moana Boulevard at Kalia Road (although one, Ala Moana Boulevard at Kalia/Ena Roads, currently already operates at unacceptable levels during the Saturday p.m. peak hour; and both would operate unacceptably in 1994 without the recommended action).

#### 6.4.2 Off site Improvements

Off site improvements could improve the operations at key intersections in the project vicinity, but not significantly. It would not enable the two intersections with unacceptable levels to operate at acceptable levels. Moreover, these measures are beyond the authority of the facility designers to implement and would depend on other governmental agencies for implementation. Any costs associated with off-site roadway improvements resulting from the recommended project would be borne by the project developer and would be scheduled to minimize traffic interruptions.

Adding an additional approach lane at the Ala Moana/Kalakaua intersection to Kalakaua Boulevard would provide the most improvement, but there appears to be little opportunity to do so. Adding an additional approach lane to mauka-bound Ala Moana Boulevard would provide a slightly effective, but still significant improvement. The impact is less effective because with

the added lane, the makai-bound Niu Street approach becomes the critical east-west movement and limits somewhat the benefits possible from the improvement. Even so, adding an approach lane to mauka-bound Ala Moana Boulevard would improve the V/C ratio at the intersection from 0.88 to 0.79 in the weekday p.m. peak period, and from 0.99 to 0.92 during the Saturday p.m. peak period.

There is little opportunity to do anything with the left turn from Kalia Road onto Ala Moana Boulevard. However, there are opportunities to address the other problems:

- Converting the existing right turn lane to a third through lane and adding a new exclusive right turn lane to mauka-bound Ala Moana Boulevard would improve the intersection V/C ratio from 0.91 to 0.80 during the weekday p.m. peak period, and from 1.27 to 1.16 during the Saturday p.m. peak; the new third through lane could be extended through the Ala Moana/Kalia intersection all the way to the improved Ala Moana/Kalakaua intersection;
- Adding a second left turn lane from makai-bound Ala Moana Boulevard onto Kalia Road would improve the intersection V/C ratio from 0.91 to 0.83 during the weekday p.m. peak period, and from 1.27 to 1.11 during the Saturday p.m. peak;
- Making both improvements would improve the intersection V/C ratio from 0.91 to 0.74 during the weekday p.m. peak period, and from 1.27 to 1.00 during the Saturday p.m. peak.

Table III-15 shows the operating conditions that would occur in 1994 if all of the onsite and offsite improvements described above are implemented. These conditions are very similar to projected 1994 conditions without the project. The offsite improvements would require additional right-of-way for the Fort DeRussy and Hilton Hotel properties.

#### 6.5 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The energy, materials and labor required to construct the new roads and circulation improvements would be an irreversible and irretrievable commitment of resources.

TABLE III-15

1994 LEVELS OF SERVICE WITH PROJECT AND  
OFF-SITE IMPROVEMENTS

INTERSECTION	TRAFFIC CONTROL	WEEKDAY PM PEAK*	SATURDAY PM PEAK*
Ala Moana/Niu/Pau @ Kalakaua			
Without Improvements	Signal	Near 0.88	Near 0.99
With Improvements	Signal	Under 0.79	Near 0.92
Ala Moana @ Kalia/Ena			
Without Improvements	Signal	Near 0.91	Over 1.27
With Additional E/B Lane on Ala Moana	Signal	Under 0.80	Over 1.16
Kalia @ Hilton Entrance			
With Additional W/B Turn Lane	Signal	Under 0.83	Over 1.11
With Both Improvements	Signal	Under 0.74	Over 1.00

Source: Wilbur Smith Associates, 1989.

\* 4:00 to 5:00 p.m. peak hour volume-to-capacity and levels of service (LOS); definitions of LOS A to F are provided in text.

7. CLIMATE, METEOROLOGY AND AIR QUALITY

7.1 CLIMATE AND METEOROLOGY

Data for climate and meteorology have been abstracted from an air quality report prepared for the US Army Corps of Engineers for Fort DeRussy (Morrow, 1989).

7.1.1 Existing Conditions

Although there are no weather data available for the project site itself, the Honolulu International Airport (HIA) National Weather Service station data is applicable. Data from the station indicate that there are noticeable diurnal and seasonal variations in wind speed and direction. Generally, the winter months are characterized by a more even distribution of directions and wind speeds (less than 10 kts) while the summer months are strongly dominated by northeast to east-northeast tradewinds at higher speeds (greater than 10 kts). This suggests that any potential air quality problem will more likely occur during the winter months when wind

speeds tend to be lower and, therefore, less able to disperse pollutants. Similarly, morning winds tend to be lower in speed than afternoon winds, suggesting that am peak traffic is more likely to cause short-term pollutant problems than the pm peak traffic.

Annual rainfall at the HIA weather station range from about 10 to 42 inches with a mean of 23 inches (HDBED, 1988). Average temperature ranges from 72.6° F in the coolest months to 81.0° F in the warmest months.

#### 7.1.2 Significance Criteria

In general, the recommended project is not expected to affect the meteorological characteristics of the project site or area. As such, significance of potential impacts have been evaluated based on the potential for the project to affect either the localized climate and meteorology and climate of the project site and surrounding area. A significant impact would occur if the climate and meteorology were affected. Insignificant impacts would occur if there was a perceptible impact but which did not dramatically change the climate and meteorology, and no or negligible impacts would occur if the project had no effect on the climate and meteorology of the site or area.

#### 7.1.3 Probable Impacts

##### 7.1.3.1 Recommended Action

The recommended project is expected to have an insignificant impact on the climate and meteorology of the project site and area. The construction of the hotel tower and single new parking structure is expected to cause localized changes in the wind flow patterns through the site and, acting in concert with the disrupted air flow around surrounding buildings, would minimally affect the project site.

##### 7.1.3.2 No Action Alternative

The No Action Alternative would have no or negligible impact on the climate and meteorology of the project site and area. Existing conditions would remain as they are at present.

##### 7.1.3.3 Kalia Road Alternatives

The Kalia Road Alternatives would have insignificant or no impacts on the climate and meteorology of the project site and area. However, the elimination of the road could have an insignificant, but perceptible, beneficial impact on the meteorological characteristics of the site.

##### 7.1.3.4 Low-Rise Hotel Development Alternative

The Low-Rise Hotel Development Alternative could have an insignificant impact on the meteorology of the site, primarily in minor alterations in wind-flow characteristics.

#### 7.1.3.5 Parking Structure Alternatives

None of the three parking structure alternatives would have an insignificant impact on the local wind flow characteristics of the site.

#### 7.1.4 Mitigation Measures

Because of the lack of significant impacts, mitigation measures are not warranted.

#### 7.1.5 Irreversible and Irretrievable Commitments of Resources

There would be no irreversible or irretrievable commitments of resources related to climate and meteorology.

### 7.2 AIR QUALITY

The existing conditions data presented in this section of the EIS is abstracted from an Air Quality Impact Report (Morrow, 1989) prepared for this study. Details on air quality conditions and modeling techniques are contained in that document.

#### 7.2.1 Existing Conditions

Projects such as the recommended Fort DeRussy improvements are considered "indirect sources" of air pollution because of their inherent ability to attract motor vehicle activity, as opposed to "direct sources" which emit pollutants from a distinct point. Their air quality impact is generally assessed on the basis of carbon monoxide (CO) concentrations where CO is used as a surrogate or indicator of other pollutants; therefore, the analyses of existing and future air quality associated with the Fort DeRussy project also focused on that pollutant and its standards.

##### 7.2.1.1 Air Quality Standards

There are both state and federal air quality standards with which the recommended project must comply. A summary of these standards is presented in Table III-16. It is evident that where the state has its own standards they are more stringent than their federal counterparts. Carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and ozone (O<sub>3</sub>) are all more stringent at the state level. The state has retained a total suspended particulate (TSP) standard while the U.S. Environmental Protection Agency (EPA) has switched to a PM-10 (particulate matter under 10 microns in diameter) standard. Sulfur dioxide (SO<sub>2</sub>) and lead (Pb) standards are the same for both levels of government.

TABLE III-16

SUMMARY OF STATE OF HAWAII AND FEDERAL  
 AMBIENT AIR QUALITY STANDARDS (AAQS)

POLLUTANT (Units)	AVERAGING TIME	MAXIMUM ALLOWABLE CONCENTRATION		
		NATIONAL PRIMARY	NATIONAL SECONDARY	STATE OF HAWAII
Suspended Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	Annual	--	--	60 <sup>a</sup>
	24 Hours	--	--	150 <sup>b</sup>
Particulate Matter <sup>c</sup> ( $\mu\text{g}/\text{m}^3$ )	Annual	50	50	--
	24 Hours	150 <sup>b</sup>	150 <sup>b</sup>	--
Sulfur Dioxide ( $\mu\text{g}/\text{m}^3$ )	Annual	80	--	80
	24 Hours	365 <sup>b</sup>	--	365 <sup>b</sup>
	3 Hours	--	1,300 <sup>b</sup>	1,300 <sup>b</sup>
Nitrogen Dioxide ( $\mu\text{g}/\text{m}^3$ )	Annual	100	100	70
Carbon Monoxide ( $\text{mg}/\text{m}^3$ )	8 Hours	10 <sup>b</sup>	--	5 <sup>b</sup>
	1 Hour	40 <sup>b</sup>	--	10 <sup>b</sup>
Ozone ( $\mu\text{g}/\text{m}^3$ )	1 Hour	235 <sup>b</sup>	235 <sup>b</sup>	100 <sup>b</sup>
Lead ( $\mu\text{g}/\text{m}^3$ )	Calendar Quarter	1.5	1.5	1.5

<sup>a</sup> Geometric Mean

<sup>b</sup> Not to be exceeded more than once per year

<sup>c</sup> Particles less than or equal to 10 microns aerodynamic diameter



#### 7.2.1.2

#### Existing Air Quality

The State Department of Health (DOH) maintains a network of air samplers around Oahu. Extensive air monitoring for carbon monoxide (CO) has been conducted by the DOH at its monitoring station on Kalakaua Avenue, within two blocks of Fort DeRussy. The most recent year of monitoring data from that station is summarized in Table III-17. The data indicate that both state and federal carbon monoxide (CO) standards are being met.

As part of the overall master planning and EIS studies, data from the DOH Kalakaua air sampler station was supplemented by onsite air sampling conducted at three locations in Fort DeRussy during peak traffic hours indicated by the traffic consultant (see WSA, 1989). These locations, monitored over the period May to July 1989, were Kalia Road between the Hilton Hotel entrance and Ala Moana Boulevard, Maluhia Road at Kalakaua Avenue, and Saratoga Road makai of the Post Office. The results of these additional measurements, summarized in Table III-18, indicate compliance with air quality standards.

Sampling analyses using EPA-recommended models and assumed "worst-case" conditions of traffic and meteorology suggested that exceedances of the State 1-hour CO standard were possible at the Ala Moana/Kalia intersection within 5 to 10 meters of the curb under both am and pm peak traffic conditions (Morrow, 1989). Levels along the other streets appeared to be in compliance. Significantly higher levels were evident during the am hours due to the greater probability of adverse meteorology. Analysis of the DOH CO data reveals a 1-hour/8-hour maximum CO ratio of 0.43. Applying this "persistence factor" to the modeled maximum 1-hour concentrations indicates possible exceedance of the State's 8-hour standard at the Kalia/Ala Moana intersection.

#### 7.2.2

#### Significance Criteria

The criterion used to evaluate potential air quality impacts has been the ability of the project itself and/or traffic impacts resulting from the project to meet federal and state air quality standards. Exceedances of these standards would constitute a significant effect. Emissions which do not exceed the standards would be insignificant, and if no emissions result from the project, there would be no impact.

**TABLE III-17**  
**CARBON MONOXIDE MONITORING DATA**  
**WAIKIKI 1988<sup>1</sup>**

MONTH	No. OF SAMPLES	1-Hr. MIN.	1-Hr. MAX.	8-Hr. MAX.	MEAN
Jan.	640	0.0	6.8	2.8	1.3
Feb.	661	0.0	7.4	3.0	1.4
Mar.	674	0.0	5.5	2.9	1.2
Apr.	678	0.0	4.8	2.1	1.1
May	704	0.0	5.6	2.0	1.1
Jun.	673	0.0	3.2	1.6	0.9
Jul.	709	0.0	4.1	1.7	1.0
Aug.	683	0.0	4.3	1.5	1.0
Sep.	608	0.1	4.4	1.7	0.9
Oct.	708	0.0	6.2	3.2	1.2
Nov.	685	0.0	5.1	2.3	0.9
Dec.	703	0.0	7.1	2.3	1.3
ANNUAL	8,126	0.0	7.4	3.2	1.3

Source: Data from State Department of Health; analyzed and summarized by J.W. Morrow.

<sup>1</sup> Carbon Monoxide Concentrations stated in terms of mg/m<sup>3</sup>.

TABLE III-18

ONSITE CARBON MONOXIDE SAMPLING RESULTS  
FORT DERUSSY, HAWAII

DATE	DAY OF WEEK	TIME	LOCATION	SIDE	CO (mg/m <sup>3</sup> )	ONSITE WEATHER	
						W/D deg.[s.d.]	WS (m/s)
5/24/89	Wed.	4:00-5:00 pm	Kalia Road	North	3.1	Variable	1.2
5/25/89	Thur.	4:05-5:05 pm	Kalia Road	North	3.2	Variable	1.0
5/26/89	Fri.	4:05-5:05 pm	Kalia Road	North	3.9	Variable	1.6
7/26/89	Wed.	4:00-5:00 pm	Kalia Road	South	5.1	65 [36]	0.8
7/28/89	Fri.	4:10-5:10 pm	Kalia Road	North	2.8	29 [42]	0.6
7/29/89	Sat.	4:00-5:00 pm	Kalia Road	North	2.4	33 [37]	0.5
				South	6.9	33 [37]	0.5
7/29/89	Sat.	10:05-11:05 pm	Kalia Road	North	2.8	51 [30]	0.5
				South	8.6	51 [30]	0.5
7/17/89	Mon.	4:21-5:21 pm	Saratoga Rd.	West	3.7	N/A	N/A
7/18/89	Tue.	4:00-5:00 pm	Saratoga Rd.	West	2.9	36 [38]	0.5
7/19/89	Wed.	4:10-5:10 pm	Saratoga Rd.	West	3.1	53 [42]	1.0
7/20/89	Thur.	4:40-5:40 pm	Kalakaua Ave.	South	5.8	350 [28]	<0.5
7/21/89	Fri.	4:00-5:00 pm	Kalakaua Ave.	South	4.2	29 [51]	0.6
7/25/89	Tue.	4:05-5:05 pm	Kalakaua Ave.	South	4.1	49 [47]	<0.5

Source: Morrow, J.W., 1989.

## 7.2.3 Probable Impacts

### 7.2.3.1 Long-Term Impacts

#### 7.2.3.1.1 Recommended Action

The modeling techniques used to determine existing air quality were applied to 1994 traffic both with and without the recommended project (Morrow, 1989). The contribution of vehicular activity at the garage site was also modeled and added to the street activity. The results predict a general decline in CO levels despite the increased traffic volumes projected. Federal standards would be met for the 1989 to 1994 period; state standards would also be met except at the Kalia/Ala Moana intersection, where CO concentrations would exceed state standards even without the project. This is due to the effect of the federal motor vehicle emission control program. Basically, the projected increase in traffic was more than offset by the projected decline in composite emissions from the traffic fleet due to the attrition of older vehicles and addition of newer (less polluting) vehicles. This phenomenon will continue for a few more years but will eventually disappear unless new, more stringent motor vehicle standards are mandated by Congress.

The general effect of the project is to offset some of the reduction that would have occurred without it. In other words, the declining trend was to a small extent offset by the additional traffic generated by the project (Morrow, 1989). The exceedances of the State standards still appear possible but at a somewhat reduced magnitude.

#### 7.2.3.1.2 Kalia Road Alternatives

A modeling analysis of Kalia Road in two-lane (Option B1) and four-lane (Option B2) configurations was conducted and indicated a slight improvement in air quality with the four-lane configuration due to greater traffic capacity and less queuing. Because of the offsite traffic impacts generated by Option B3 (elimination of Kalia Road), this alternative would have worse air quality impacts than the recommended action.

#### 7.2.3.1.3 Parking Structure Alternatives

A comparison of parking structure alternatives (Morrow, 1990) indicates that adoption of Option D1 would also reduce street-side CO levels but to a lesser extent than would the recommended action (3 to 5 percent greater maximum peak hour CO levels along Kalia Road. Option D2 would also reduce street-side CO levels directly downwind of the Hotel parking structure; however, CO levels are predicted to increase by as much as 35 percent due to the additional parking facilities in the Kuroda Field area. Impacts in the vicinity of the Saratoga facility and Kalia Road would be greater than the recommended action, under which there would be no change in existing conditions. The bermed-over parking structure in Option D2, and the

Saratoga parking facility under Option D3 would not be as well ventilated as the multi-story facilities in Option D1, and thus could more likely experience build-up of CO levels. Ventilation of the parking facilities would need to be designed to avoid CO buildup.

#### 7.2.3.2 Offsite Impacts

The project and action alternatives will result in a requirement for additional electricity. On Oahu, electricity is generated primarily by the burning of oil. Two new power generating plants, a gas turbine and a coal-fired plant are currently seeking permits and should be on-line in the future. In any event, the burning of the additional fuel necessary to meet the project's electrical demand will result in additional emissions at the power plant site. Project-related emissions would contribute an additional increment of less than 0.2 percent of power plant emissions and less than 0.1 percent of the 1980 county-wide emissions.

The project and action alternatives will also generate additional solid waste, a portion of which in all likelihood will be burned at the City's resource recovery facility, H-Power. That facility is on-line and operational. Again, the project will be contributing to emissions at another site, in this case as the result of waste combustion.

Since both the new power plants and H-Power are located at Campbell Industrial Park and pollutant levels in that area are beginning to approach air quality standards, every additional increment of pollution from new projects becomes significant.

#### 7.2.3.3 Short-Term Impacts

During construction, the project and action alternatives will contribute to reduced air quality as a result of fugitive dust from excavation and construction activities as well as emissions from construction equipment. Because of the relatively dry climate in the Waikiki area, the potential for dust is increased. Alternative C and Option D2 would likely generate the greatest amount of fugitive dust because they would disturb the greatest land area. Construction vehicles operating on the principal approach streets can also reduce street capacity and increase pollutant levels as a result.

#### 7.2.4 Mitigation Measures

The primary measures for CO reduction are already in place to assist in meeting federal and state air quality standards:

- In conformance with City and County of Honolulu standards, Kalia Road will not be closed during construction of its realignment alternative. This will avoid traffic delays and reduce the impacts of short-term fugitive dust generation associated with road construction. However, some traffic delays will be inevitable during construction.

- Fugitive dust can be reduced by adequate watering of exposed soil areas and landscaping of such areas as soon as possible. Proper maintenance of onsite vehicles can reduce vehicle emissions.
- Construction vehicle activity which avoids peak traffic hours can reduce the impact on traffic and local air quality.
- Use of energy saving measures including low energy consumption lighting.

In addition, ventilation requirements must be evaluated for the new parking structures, and made an integral part of the final design. The contractor must make certain that all air within the structures circulates freely within the parking structures and is vented.

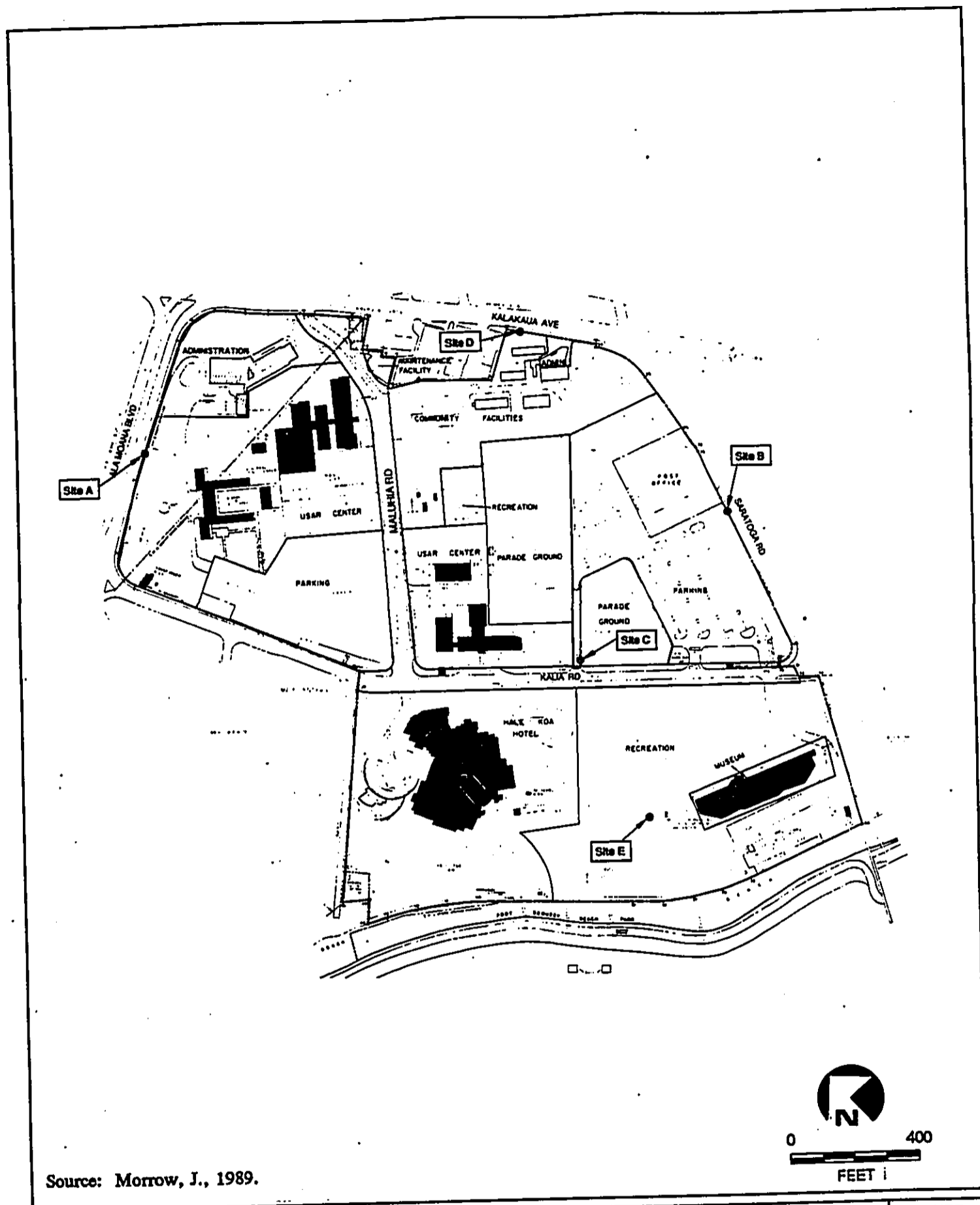
## 8. NOISE QUALITY

The following discussion on noise has been abstracted from a traffic noise study prepared for recommended development at Fort DeRussy (Y. Ebisu and Associates, 1989). That study is included in this EIS as Appendix D.

### 8.1 EXISTING CONDITIONS

Noise measurements for the existing conditions (and predictions for year 1994 following completion of the recommended development) were performed by Y. Ebisu and Associates for this project. Existing traffic noise levels were measured at five locations in the project environment to provide a basis for developing the project's traffic noise contribution along these roadways that will serve the recommended development. The five locations are shown in Figure III-13 and are along Ala Moana Boulevard, Kalakaua Avenue, Saratoga Road, Kalia Road and Maluhia Road. Aircraft noise measurements were also obtained at Site "E" near the US Army Museum. Traffic noise measurements were performed prior to and during the p.m. peak traffic hour on weekdays and on Saturday.

Traffic noise levels along a roadway right-of-way (ROW) generally represent the worst case (or highest) levels due to the proximity of the ROW to the noise source. Existing traffic noise levels in the project environment are considered to impose a significant exposure level that is normally unacceptable (for residential uses) at all studied sites except Maluhia Road (see Table III-19 a and b). Day-night average noise levels (Ldn) from traffic noise at these sites are between 65-75 Ldn, which is typical for roadways in Waikiki. Along Maluhia Road, existing traffic noise levels impose minimal exposure that would be considered unconditionally acceptable for residential uses. The classifications of noise exposure as minimal (below 55 Ldn), moderate (55-65 Ldn), significant, (65-75 Ldn), or severe (above 75 Ldn) are based on standards adopted by the Department of Defense. The mauka (north) end of the existing Hale Koa Hotel Tower



Source: Morrow, J., 1989.

<p><b>CHAPMAN CONSULTING SERVICES</b>          In Association with  <b>ERC Environmental and Energy Services Co.</b>          Wallace, Roberts, &amp; Todd</p>	<p><b>Noise Monitoring Sites</b></p>	<p><b>FIGURE</b>  <b>III-13</b></p>
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**TABLE III-19a**  
**COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS**  
**ALONG ACCESS ROADS TO PROJECT SITE DURING WEEKDAY**  
**(PM PEAK HOUR AND 50 ft FROM ROADWAY CENTERLINES)**

LOCATION	SPEED (MPH)	VPH <sup>1</sup>	HOURLY L <sub>eq</sub> IN dB			ALL VEH
			AUTO	MT	HT	
<u>Existing (1989) pm Peak Hour Traffic</u>						
Ala Moana Blvd. (West of Site)	28	2,638	62.4	56.9	66.8	68.4
Ala Moana Blvd. (Front of Site)	28	2,001	61.2	55.7	65.6	67.2
Saratoga Road (East End)	25	1,077	56.4	53.8	64.7	65.6
Saratoga Road (West End)	25	918	55.7	53.1	64.0	64.9
Kalakaua Ave. (North of Site)	30	2,467	63.2	58.8	65.2	67.9
Kalakaua Ave. (South of Kuhio)	30	2,807	63.8	58.2	67.5	69.4
Kalakaua Ave. (South of Kuhio)	30	2,042	62.4	56.8	66.1	68.0
Kalakaua Ave. (South of Site)	30	2,127	62.6	57.0	66.3	68.2
Kalia Road (North of Maluhia)	25	1,329	57.3	53.0	66.2	66.9
Kalia Road (South of Maluhia)	25	941	55.8	51.5	64.7	65.4
Maluhia Road	20	273	47.0	42.1	50.2	52.3
<u>Future (1994) pm Peak Hour Traffic</u>						
Ala Moana Blvd. (West of Site)	28	3,090	63.1	57.6	67.5	69.1
Ala Moana Blvd. (East of Site)	28	2,299	61.8	56.3	66.2	67.8
Saratoga Road (East End)	25	1,130	56.6	54.0	64.9	65.8
Saratoga Road (West End)	25	795	55.1	52.5	63.4	64.3
Kalakaua Ave. (North of Site)	30	2,913	64.0	59.5	65.9	68.6
Kalakaua Ave. (North of Kuhio)	30	3,190	64.3	58.8	68.1	70.0
Kalakaua Ave. (South of Kuhio)	30	2,197	62.7	57.1	66.5	68.3
Kalakaua Ave. (South of Site)	30	2,270	62.9	57.3	66.3	68.5
Kalia Road (North of Maluhia)	25	1,703	58.4	54.1	67.3	68.0
Kalia Road (South of Maluhia)	25	1,133	56.6	52.3	65.5	66.2
Maluhia Road	20	480	49.5	44.6	52.6	54.8

Source: Y. Ebisu and Associates, 1989. <sup>1</sup> VPH = Vehicles per hour  
 Note: The following traffic mixes of autos, medium trucks (MT), and heavy trucks (HT) were assumed for existing and future conditions:  
 A. Kalakaua Avenue: 95.6% autos, 1.7% medium trucks and 3.3% heavy trucks,  
 B. Ala Moana Boulevard: 94.8% autos, 1.7% medium trucks and 3.5% heavy trucks  
 C. Saratoga Road: 90.0% autos, 3.0% medium trucks and 7.0% heavy trucks  
 D. Kalia Road: 90.0% autos, 2.0% medium trucks and 8.0% heavy trucks  
 E. Maluhia Road: 96.6% autos, 1.7% medium trucks and 1.7% heavy trucks



**TABLE III-19-b  
COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS  
ALONG ACCESS ROADS TO PROJECT SITE DURING SATURDAY  
(PM PEAK HOUR AND 50 ft FROM CENTERLINES)**

LOCATION	SPEED (MPH)	VPH <sup>1</sup>	HOURLY L <sub>eq</sub> IN dB			ALL VEH
			AUTO	MT	HT	
<u>Existing (1989) pm Peak Hour Traffic</u>						
Ala Moana Blvd. (West of Site)	28	2,718	62.5	57.1	66.9	68.6
Ala Moana Blvd. (Front of Site)	28	2,172	61.5	56.1	65.9	67.6
Saratoga Road (East End)	25	1,198	56.8	54.3	65.1	66.0
Saratoga Road (West End)	25	1,081	56.4	53.8	64.7	65.6
Kalakaua Ave. (North of Site)	30	2,609	63.5	59.0	65.4	68.2
Kalakaua Ave. (South of Site)	30	3,041	64.1	58.6	67.9	69.7
Kalakaua Ave. (South of Kuhio)	30	1,991	62.3	56.7	66.0	67.9
Kalakaua Ave. (South of Site)	30	2,230	62.8	57.2	66.5	68.4
Kalia Road (North of Maluhia)	25	1,599	58.1	53.8	67.0	67.7
Kalia Road (South of Maluhia)	25	1,053	56.3	52.0	65.2	65.9
Maluhia Road	20	364	48.3	43.4	51.4	53.6
<u>Future (1994) pm Peak Hour Traffic</u>						
Ala Moana Blvd. (West of Site)	28	3,245	63.3	57.8	67.7	69.3
Moana Blvd. (Front of Site)	28	2,528	62.2	56.7	66.6	68.3
Saratoga Road (East End)	25	1,321	57.3	54.7	65.6	66.5
Saratoga Road (West End)	25	976	56.0	53.4	64.3	65.2
Kalakaua Ave. (North of Site)	30	3,093	64.2	59.7	66.2	68.9
Kalakaua Ave. (North of Kuhio)	30	3,400	64.60	59.0	68.4	70.2
Kalakaua Ave. (South of Kuhio)	30	2,093	62.5	56.9	66.3	68.1
Kalakaua Ave. (South of Site)	30	2,437	63.27	57.6	66.9	68.8
Kalia Road (North of Maluhia)	25	2,173	59.4	55.1	68.3	69.0
Kalia Road (South of Maluhia)	25	1,403	57.5	53.2	66.4	67.1
Maluhia Road	20	644	50.8	45.8	53.9	56.1

Source: Y. Ebiisu and Associates, 1989. <sup>1</sup> VPH = Vehicles per hour

Note: The following traffic mixes of autos, medium trucks (MT), and heavy trucks (HT) were assumed for existing and future conditions:

- A. Kalakaua Avenue: 95.6 % autos, 1.7% medium trucks and 3.3% heavy trucks,
- B. Ala Moana Boulevard: 94.8% autos, 1.7% medium trucks and 3.5% heavy trucks
- C. Saratoga Road: 90.0% autos, 3.0% medium trucks and 7.0% heavy trucks
- D. Kalia Road: 90.0% autos, 2.0% medium trucks and 8.0% heavy trucks
- E. Maluhia Road: 96.6% autos, 1.7% medium trucks and 1.7% heavy trucks

is approximately 150 feet from the centerline of Kalia Road, where traffic noise levels are approximately 64 L<sup>dn</sup>. The makai (south) end of the hotel is approximately 400 feet from the centerline of Kalia Road, where traffic noise levels are approximately 60 L<sup>dn</sup>. For those guest rooms in the existing Hale Koa Hotel which face westward, existing traffic noise levels are 3 to 10 L<sup>dn</sup> units less than traffic noise levels at the guest rooms which face eastward.

Additional noise level data are presented in the impacts discussion (in the top half of Tables III-19 a and b) and substantiate the noise measurements reported in Table 2 of the noise impact study (Appendix D).

Aircraft noise levels recorded near the US Army Museum, at Site "E" were relatively low at 55 to 61 dB (L<sub>max</sub>) for offshore eastbound aircraft due to the large separation distances between the aircraft flight tracks and the project site. Aircraft passing over the project site were eastbound propeller aircraft and westbound jet aircraft at high altitude. The loudest aircraft noise events recorded ranged from 65 to 70 dB (L<sub>max</sub>), and were the result of aircraft that flew over the project site. Average cumulative aircraft noise levels measured at Site "E" during a 2.5 hour period on July 145, 1989 was 49.5 L<sup>eq</sup>. This level is consistent with the Base Yeay (1987) Noise Exposure Map for Honolulu International Airport, indicating that aircraft noise levels measured over the project site were less than 55 L<sup>dn</sup>. These aircraft noise levels are considered to impose minimal exposure for the existing and planned uses on the project site.

## 8.2 SIGNIFICANCE CRITERIA

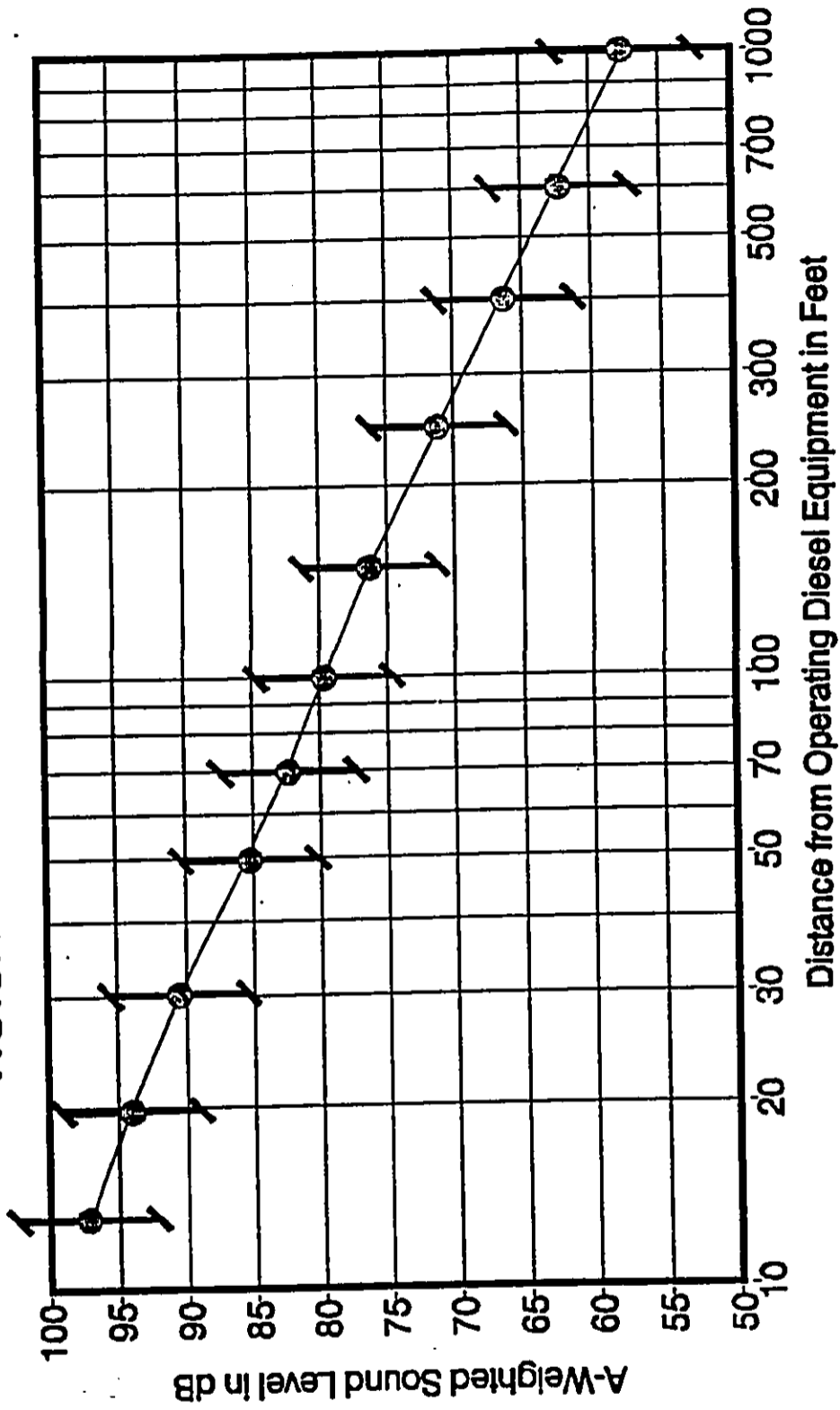
A substantial increase of more than 5 dBA over ambient noise levels would be a significant adverse impact. The potential for a significant impact also exists if the Department of Defense exterior noise standard of 65 L<sup>eq</sup> is exceeded. An increase of 3 to 5 dBA would be barely perceptible and it would be considered insignificant. Noise changes of less than 3 dBA would be considered to have a negligible effect.

## 8.3 PROBABLE IMPACTS

### 8.3.1 Construction Noise

Audible construction noise would be unavoidable during the project construction for all alternatives, except for the No Action Alternative when no construction would take place. Actual length of exposure to construction noise at any receptor location would probably be less than the total construction period for the entire project. Typical levels of noise from construction activity (excluding pile driving activity) are shown in Figure III-14. The impulsive noise levels of impact pile drivers are approximately 15 dB higher than the levels shown in Figure III-14, while the intermittent noise levels of vibratory pile drivers are at the upper end of the noise level ranges depicted in the figure. The noise sensitive properties that are predicted to experience the highest noise levels during construction activities on the project site are the existing Hale Koa Hotel and the Hilton Hawaiian Village Hotel. Adverse impacts from construction noise are not

# ANTICIPATED RANGE OF CONSTRUCTION NOISE LEVELS VS. DISTANCE



Source: Y. Ebisu & Associates, 1989.

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 Wallace, Roberts, & Todd

FIGURE

III-14

CONSTRUCTION NOISE LEVELS VS. DISTANCE

expected to be significant due to the temporary nature of the work and due to the administrative controls available for its regulation.

### 8.3.2 Recommended Action

Comparisons of existing and future conditions with the project are presented in Tables III-19 a and b for weekday pm peak hour and Saturday pm peak hour, respectively. The traffic volumes upon which the future noise conditions overestimate the actual level expected by the recommended action (see explanation in Section 6.3.1 in this chapter). As a result, the noise levels will be imperceptibly less than described in the following discussion. Changes between existing and future noise levels are minimal and remain above 65 L<sup>eq</sup>, except along Maluhia Road which remains at 56.1 L<sup>eq</sup> (Table III-20). The increases in traffic noise levels attributable to the project are predicted to be 0.3 L<sup>dn</sup> or less along Ala Moana Boulevard, Kalakaua Avenue and Saratoga Road where traffic noise levels are expected to remain above 65 L<sup>dn</sup>. The degree of increase in traffic noise levels attributable to the project would be difficult to perceive and would be considered negligible. Traffic noise levels along the south end of Saratoga Road are expected to decrease as the result of the recommended realignment of Kalia Road.

Small to moderate increases in traffic noise levels of 0.5 to 0.8 L<sub>dn</sub> are expected to occur along Kalia Road, with the large increase occurring in the vicinity of the new hotel tower. The future traffic noise levels at the existing Hilton Hawaiian Village and Hale Koa Hotel are expected to remain below the significance impact level of 65 L<sup>dn</sup>. Future traffic noise levels at the recommended hotel tower are expected to range from 61 to 66 L<sup>dn</sup>. Reductions of noise levels at the new guest rooms to less than 65 L<sup>dn</sup> are possible if these (new rooms have limited fields of view to Kalia Road.

Existing and future aircraft noise levels over the project site are sufficiently below land use/noise compatibility criteria, so that significant impacts from aircraft noise over the project site are not expected. In addition, since aircraft noise levels are sufficiently lower than roadway traffic noise levels by at least 10 L<sup>dn</sup> along the 65 L<sup>dn</sup> traffic noise contour lines, their effect on total noise levels would be negligible.

Insignificant yet perceptible impacts may result from stationary sources (air conditioning units, exhaust fans, and generators), vehicular noise from the parking structure, and noise from recreation facilities.

### 8.3.3 No Action Alternative

This alternative would not contribute any new vehicular-related noise sources associated with Fort DeRussy to either the existing or future ambient noise levels. Onsite noise levels along the major roads surrounding Fort DeRussy would be 0 to 0.6 dBA greater than levels in 1989. This would be a negligible effect.

TABLE III-20

CALCULATIONS OF PROJECT AND NON-PROJECT TRAFFIC  
NOISE CONTRIBUTIONS (1994)

STREET SECTION	NOISE INCREASES NON-PROJECT TRAFFIC	L <sub>dn</sub> DUE TO PROJECT TRAFFIC
Ala Moana Blvd. (West of Site)	0.4	0.3
Ala Moana Blvd. (Front of Site)	0.5	0.1
Saratoga Road (East End)	0.2	-0.0
Saratoga Road (West End)	0.2	-0.9
Kalakaua Ave. (North of Site)	0.6	0.1
Kalakaua Ave. (North of Kuhio)	0.5	0.1
Kalakaua Ave. (South of Kuhio)	0.2	0.1
Kalakaua Ave. South of Site)	0.2	0.0
Kalia Road (North of Maluhia)	0.2	0.8
Kalia Road (South of Maluhia)	0.3	0.5
Maluhia Road	0.0	2.5

Source: Y. Ebisu & Associates, 1989.

8.3.4 Kalia Road Alternatives

The noise impacts resulting from the various configurations of Kalia Road would be virtually the same as those described for the recommended project. The only difference would occur with Option B3, Elimination of Kalia Road. Under this proposal, vehicular noise would be eliminated onsite along Kalia Road.

8.3.5 Low-Rise Hotel Development Alternative

This alternative would expose greater numbers of hotel guests to significant noise levels (greater than 65 L<sub>dn</sub>). Because this alternative proposes a dispersed development pattern, more of the hotel facilities would be sited close to the surrounding roads. Projections by Y. Ebisu and Associates show that significant noise exposure would occur as far as 236 feet from the centerline of Kalakaua Avenue south of Kuhio Avenue, 342 feet from Kalakaua Boulevard north of Kuhio Avenue, 210 feet from Ala Moana Boulevard at the north end of Fort DeRussy, 131

feet from Saratoga Road at the east end, 216 feet from Kalia Road north of Maluhia Street and 144 feet from Kalia Road south of Maluhia Street (Y. Ebisu and Associates, 1989). These distances are based on future traffic conditions (see Section 6 of this chapter) and assume no intervening structures to attenuate sound transmission. Given these distances, significant portions of the site would experience noise levels greater than 65 L<sup>dn</sup>. This would be a significant adverse effect.

#### 8.3.6 Parking Structure Alternatives

The only important noise impacts expected from the three parking structure alternatives would be temporary in nature during construction, as described for Section 8.3.1, Construction Noise. Noise from vehicular traffic would be slightly greater, but imperceptible, under Option D1, because this proposal would attract greater traffic as a result of the larger parking facilities. Options D2 and D3 would have noise impacts similar to Hotel parking structure under the recommended action.

### 8.4 MITIGATION MEASURES

#### 8.4.1 Construction Noise

Mitigation of construction noise to inaudible levels would not be practical in all cases due to the intensity of construction noise sources (80 to 90+ dB at 50 ft distance), and due to the exterior nature of the work (pile driving, grading and earth moving, trenching, concrete pouring, hammering, etc.). The use of properly muffled construction equipment would be required on the job site. In addition, if soil conditions allow, the use of vibratory pile driving equipment would be considered for minimizing construction noise impacts. The incorporation of State DOH construction noise limits and curfew times during the construction phases of this project will be enforced. Noisy construction activities are not allowed during nighttime hours, on holidays or weekends under the DOH permit procedures.

#### 8.4.2 Vehicular Noise

Noise impacts from the project are negligible, but cumulatively they contribute to excessive noise levels along the major roads. Mitigation of offsite traffic noise impacts are generally performed by individual property owners fronting the roadways' right-of-way or by public agencies during roadway improvement projects. These mitigation measures generally take the form of sound attenuating walls, total closure and air conditioning, or the use of sound attenuating windows. Because the guest rooms of the new hotel tower are air conditioned, other traffic noise mitigation measures would not be heard.

Because one of the most significant noise sources along Kalia Road are tour buses, management of the bus traffic by the City and County of Honolulu and by tour bus operators along Kalia Road as well as within the hotel parking areas is recommended to minimize noise

impacts on the hotel units. Minimizing high speed idling of parked buses on streets, the use of drive-through rather than back-up areas to minimize usage of back-up alarms, the use of modern quiet buses and the use of lower engine RPM during acceleration are all recommended to minimize noise impacts from the tour buses which are normally associated with Waikiki. None of these bus-related mitigation measures can be implemented by the Department of the Army; they would need to be implemented by others.

Monitoring noise levels from vehicular noise and activities associated with the recommended development would help minimize any adverse impacts to neighboring residents.

These measures could apply to all alternatives and could further minimize project contributions to increased noise levels.

#### 8.4.3 Additional Measures for Alternative C

If it were to be implemented, the US Army would need to consider the following measures for the Low-Rise Hotel Development Alternative:

- Orienting buildings to minimize exposure and direct views of roads;
- Double glazed windows or other sound attenuating architectural or construction techniques; or
- Sound barriers (masonry walls would be undesirable since they would conflict with the open space character and visual amenity provided by Fort DeRussy) or berms, although requiring considerable land area, would be appropriate; and
- Site planning strategies that maximize the structures' distance from the roads (for example, by locating the parking areas between the roads and the buildings).

### 9. UTILITY SYSTEMS

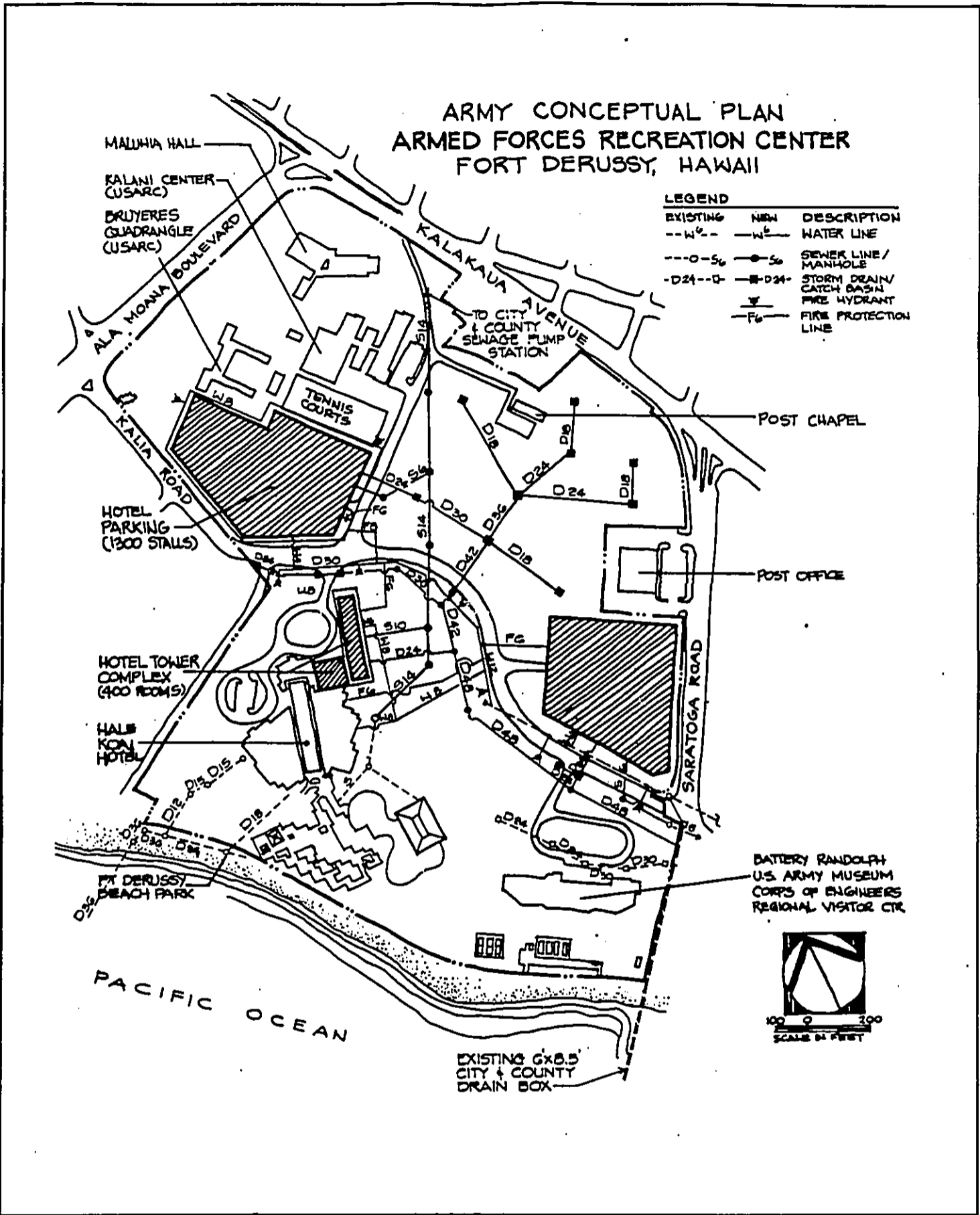
The utility systems at Fort DeRussy are Government-owned or supplier-owned extensions of commercial or municipal systems. Since a primary mission of Fort DeRussy is fulfilling recreational needs and it borders mid-town Honolulu and Waikiki Beach, use of civilian systems is economically and administratively beneficial. Existing water and wastewater lines are shown in Figure III-15.

#### 9.1 WATER SUPPLY

##### 9.1.1 Existing Conditions

Fort DeRussy derives its water from the City and County of Honolulu municipal system.

# ARMY CONCEPTUAL PLAN ARMED FORCES RECREATION CENTER FORT DERUSSY, HAWAII



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**Fort DeRussy**  
Existing and Proposed Utility Systems

**FIGURE**  
III-15



The supply line is an 8-inch cast iron, low pressure main located along the northeast side of Kalia Road. Two 6-inch water meters located northwest of the intersection of Kalia and Maluhia Roads can provide 2,000 gallons per minute (gpm) total flow for Fort DeRussy demands. Water is distributed from these meters through a 17,000 linear foot (LF) network of loops and laterals that serve all areas of the installation. Primary loops are 8-inch, 6-inch and 4-inch lines. Much of the system in the area between Kalia Road and the beach was revamped during construction of the Hale Koa Hotel. An irrigation network of 11,000 LF serves plantings throughout the installation and is composed of 2-inch and smaller lines.

The average water consumption is 0.427 million gallons per day (mgd) on Fort DeRussy (USASCH DFE, 1990). Data for the Hale Koa Hotel for FY 1989 shows consumption of 0.191 million gpd. In addition to water consumption within the hotel and US Army buildings, water is used externally for landscaping and the pool. Current water consumption at Fort DeRussy represents a 0.6 percent of water use in Honolulu between Maunaloa and Moanalua. The adequacy of the water supply and distribution system (including fire protection) is totally dependent on municipal facilities. Continued reliance on the City and County for source and supply installations and maintenance is cost effective and will be continued for the future.

#### 9.1.2 Significance Criteria

Potential impacts related to water supply include demand exceeding capacity of the water distribution system or exceeding capacity of the supplier. For purposes of this EIS, a significant adverse effect would occur if the City and County of Honolulu could not meet Fort DeRussy's projected water requirements. Adverse, insignificant effects are defined as major expansion of existing distribution lines and facilities. Negligible effects occur if the recommended project only requires a line extension and would tie into an existing water main.

#### 9.1.3 Probable Impacts

##### 9.1.3.1 Recommended Action

The existing City and County of Honolulu water system is adequate to accommodate the additional water demand resulting from the recommended development (Hayashida, 1989). The increased demand for water at Fort DeRussy would be primarily from the new hotel which would require 0.084 mgd, or about a 45 percent increase above existing water demand for the Hale Koa Hotel (0.185 mgd) (see Table III-21 for estimated future demand). The realignment of Kalia Road would require the rerouting of the existing 8-inch water main with a new 12-inch main. A new 6-inch line would connect the hotel to the water main. The designation of any specific alignments for water lines is speculative at this time; Figure III-15 shows the general alignments currently envisioned. The distribution line relocations and connections constitute a negligible effect on the water supply system.

Relative to water consumption in Honolulu, the total 0.542 mgd projected water usage for Fort DeRussy (existing 0.427 mgd + 0.115 mgd estimated increase) would amount to a small

**TABLE III-21**  
**EXISTING AND FUTURE WATER REQUIREMENTS**  
**AT FORT DERUSSY**

USE	WATER CONSUMPTION (GPD)	
	EXISTING	FUTURE
Hotel	191,000	270,000
Reserve Units	73,000	12,000
Irrigation and Other Facilities	<u>163,000</u>	<u>260,000</u>
TOTALS:	427,000	542,000

SOURCE: U.S. Army Corps of Engineers, Pacific Ocean Division

fraction (0.76 percent) of the 70.8 mgd consumed in Honolulu between Maunaloa and Moanalua (HDBED, 1988). The increase in water demand would not be expected to create capacity problems in the existing water supply system according to the Honolulu Board of Water Supply.

Given this assessment the recommended action would have an insignificant effect on the onsite water supply system because the demand for water could be readily mitigated by installation of the new line.

A secondary impact of trenching for water lines may be disturbance of subsurface archaeological remains. Section 5, Historical and Archaeological Resources of this chapter, contains more discussion of this possibility.

#### 9.1.3.2 No Action Alternative

The No Action Alternative would not impose any new demands on the existing water supply system. As a result, this alternative would have negligible impacts on the water supply.

#### 9.1.3.3 Kalia Road Alternatives

The various road configurations considered under Alternative B would have the same insignificant effects on the water supply system as the recommended action with only minor differences. Because it would be desirable to install the new water mains along the Kalia Road right-of-way, Option B2, because it is slightly less circuitous, would require less linear feet of pipes. Option B3, which eliminates Kalia Road, would need to assure that future development, if any, does not occur above the line.

#### 9.1.3.4 Low-Rise Hotel Development

This alternative would reduce the amount of water consumed because the irrigated, lawn areas would be less compared to the recommended action. At up to 6,000 gpd per acre, water consumption for the site's open space area is relatively significant. On the other hand, the dispersed layout of hotel space would substantially increase the linear feet of water distribution lines, resulting in greater maintenance costs and disruption during construction.

#### 9.1.3.5 Parking Structure Alternatives

Implementation of any of the parking structure alternatives by themselves would have no significant effect on water supply of the project area.

#### 9.1.4 Mitigation Measures

No significant impacts are anticipated, so that the only measures required to assure adequate water supply are to design such facilities in accordance with all applicable local and state standards and regulations for water supply. Figure III-15 shows future utilities requirements

as a guide for the routing and sizing of the new water lines.

#### 9.1.5 Irreversible and Irretrievable Commitments of Resources

Implementation of the recommended action would require the irreversible and irretrievable commitment of water resources. The commitment would be negligible compared to current consumption (0.5 percent).

### 9.2 WASTEWATER COLLECTION, TREATMENT AND DISPOSAL

#### 9.2.1 Existing Conditions

The sanitary sewer system within Fort DeRussy consists of four primary collection networks, totaling approximately 5,000 linear feet (LF) of 12-inch through 6-inch piping. The largest network collects sewage from the Hale Koa Hotel and USAR Maintenance Shop, discharging it into the Fort DeRussy pump station. Current data on wastewater generation were unavailable. Sewage is discharged to the City and County's collection system at various connection points. The sizes and points of entry into the system include:

- 12-inch at Maluhia Road and Kalakaua Avenue (Fort DeRussy pump station)
- 12-inch at Maluhia and Kalia Roads
- 8-inch at Kalia and Saratoga Roads
- 6-inch at Saratoga Road, 200 feet below Kalakaua Avenue

Many portions of the original collection system were replaced or deleted with the construction of new facilities, such as the Hale Koa Hotel. All undersized lines have been replaced and the system is adequate for existing flows (Hirota, 1984). Because the population and facilities have not changed significantly since 1984, it has been assumed wastewater flows are similar to when the previous assessment was done. A 16-inch municipal sewer line, within a 10 foot wide easement, is located between Maluhia Hall and the USAR facilities area, with a portion of Building 198 constructed over the line.

Once in the municipal system, wastewater is conveyed to the regional wastewater treatment plant at Sand Island and discharged via an 84-inch diameter ocean outfall. The Sand Island Treatment Plant with a capacity of 82 mgd, provides advanced primary treatment prior to ocean disposal. Although quantity and quality data are not available separately for the sewage generated at Fort DeRussy, it is basically of domestic origin. The capacity of the sewage system is closely controlled by the City and County. The adequacy of the system at Fort DeRussy is dependent on municipal facilities. Continued reliance on the City and County for further maintenance appears logical and is recommended.

9.2.2 Significance Criteria

For purposes of this EIS, a significant adverse effect would occur if the recommended action generates wastewater flows in excess of the capacity of the City and County of Honolulu's wastewater system. Adverse, insignificant effects, are defined as major expansions of existing collection lines. Negligible effects occur if the recommended project could tie into existing lines without requiring that those lines be improved.

9.2.3 Probable Impacts

9.2.3.1 Recommended Action

Currently, the wastewater generation from Fort DeRussy, including the Hale Koa Hotel, averages 335,000 gpd. The recommended action will decrease the average waste generation to 237,000 gpd. The decrease is attributed to relocating the US Army Reserve components (1800 personnel) to Fort Shafter Flats and eliminating infiltration and inflow (I/I). Elimination of I/I will be accomplished by replacing the existing sewer line system with a new 14-inch gravity sewer using butt-fused polyethylene pipes, and raised and watertight sewer manholes. A breakdown of wastewater generations is shown in Table III-22. Consequently, the recommended action will have an insignificant effect on the wastewater system.

A secondary impact of trenching for sewer lines may be disturbance of subsurface archaeological remains, depending on the depth of the trenches. Section 5, Historical and Archaeological Resources of this chapter, contains a discussion of this potential impact.

TABLE III-22

EXISTING AND FUTURE WASTEWATER REQUIREMENTS

FUNCTION	WASTEWATER DEMANDS (GPD)	
	EXISTING <sup>1</sup>	FUTURE (WITHOUT I/I) <sup>2</sup>
Hotels	160,000	225,000
Reserve Units	73,000	12,000
Infiltration/Inflow	<u>102,000</u>	<u>-0-</u>
<b>TOTALS</b>	<b>335,000</b>	<b>237,000</b>

<sup>1</sup> with existing Hale Koa

<sup>2</sup> includes new hotel tower

Source: J. Hatashima, 1990

#### 9.2.3.2 No Action Alternative

The No Action Alternative would not impose any new demands on the existing wastewater collection system. As a result, this alternative would have negligible impacts on wastewater services.

#### 9.2.3.3 Kalia Road Alternatives

The various road configurations proposed under this alternative would have the same insignificant effects on the wastewater system as the recommended action.

#### 9.2.3.4 Low Rise Hotel Development

This alternative would generate the same amount of wastewater as the recommended action but would require more linear feet of wastewater collection lines in order to serve the dispersed development. This requirement would increase the maintenance costs and disruption to Fort DeRussy and surrounding uses during construction, resulting in an adverse effect.

#### 9.2.3.5 Parking Structure Alternatives

The parking structure options proposed under this alternative would have the same or similar insignificant effects on the wastewater system as the recommended action.

#### 9.2.4 Mitigation Measures

No significant impacts are anticipated, so that the only measures required to assure adequate wastewater services for Fort DeRussy are:

- To use Figure III-15 and Table III-22, which show future wastewater requirements, as guides for the routing and sizing of the new wastewater lines which call for a new gravity sewer main to replace the existing sewer main that begins at the existing Hale Koa swimming pool and ends at the Fort DeRussy City and County sewer pump station.
- To design the wastewater facilities in accordance with all applicable local and state standards and regulations for wastewater service.

#### 9.2.5 Irreversible and Irretrievable Commitments of Resources

The recommended action would contribute to future wastewater flows, irreversibly and irretrievably committing portions of the unused capacity at the wastewater treatment plant.

### 9.3 SOLID WASTE COLLECTION AND DISPOSAL

#### 9.3.1 Existing Conditions

There is no onsite disposal of solid waste. Approximately 3,500 cubic yards per month of solid waste is hauled from Fort DeRussy by private contractors to the Keehi transfer station (Hirota, 1984). From the transfer station, the refuse goes to either the Waipahu Incineration Center, new H-power plant or to the Waimanalo Gulch Landfill, all of which are operated by the City and County of Honolulu.

The potential for current onsite contamination and public hazardous substance exposure at Fort DeRussy is directly related to the current and historical practices of onsite uses, storage, treatment and disposal of hazardous waste and materials. Current or past use or storage of hazardous substances onsite increases the likelihood that the areas in which these substances were used or stored may have become contaminated due to spills and leaks.

Chemical usage at Fort DeRussy has been primarily restricted to occasional minor vehicle maintenance and herbicide application related to grounds maintenance. The two motor pools at Fort DeRussy are located immediately southwest of Kalani Center and northwest of Turner Hall, respectively. The major purpose of the motor pools is to provide a location for storage of military vehicles. Minor repairs such as oil and spark plug changes are performed here but all major automobile repairs are conducted offsite. Chemical storage is limited to minor amounts of lubricating oil and other automobile maintenance supplies. Each motor pool collects its waste oil in a 55-gallon drum. The drums are stored in a paved, covered area at each motor pool. When the drum is filled, it is removed for offsite storage at Schofield Barracks. All vehicles are also fueled offsite. Thus, there are no underground fuel storage tanks and no sumps for collection of waste oil or other automobile wastes. All of these wastes are removed for offsite disposal or treatment.

Grounds maintenance at Fort DeRussy involves care and maintenance of the lawns and ornamental plants. Minor amounts of herbicides and fertilizers are used in these operations. Herbicide application at the Hale Koa Hotel is performed by an outside contractor, while personnel from Fort Shafter are responsible for all herbicide application for the remainder of Fort DeRussy. The primary herbicides utilized at Fort DeRussy are Round-Up, Glyphosate [isopropylamine salt of N-(phosphonomethyl) glycine] and Weedone Super D (Diethanolamine salt of 2, 4, dichlorophenoxyacetic acid, 18 percent, Diethanolamine salt of Dicamba 1.9 percent). Round-Up is used primarily for non-selective weed control along curbs (concrete pilings), fence lines and buildings to facilitate mechanical mowing and trimming. Round-Up is applied at the manufacturer's recommended rate of 1 to 2 percent concentrations through a hand-held power sprayer. Weedone Super D is applied at one tablespoon per gallon of water and spot treated with a backpack-type sprayer. Because of the volatile nature of these compounds, a minimum amount of pressure is utilized to prevent any spray drift and subsequent exposure of both the applicator and bystanders to the herbicide.

Similar types of herbicides are used in grounds maintenance at the hotel (J. Lee, 1989). They are applied by a contractor who brings the pesticides to the site in a pre-mixed condition; no pesticide mixing occurs onsite. Other chemicals used and stored onsite include granular chlorine and muriatic acid that are used for swimming pool maintenance. The chlorine and the other pool chemicals are stored in a locked room near the pool. These chemicals are added periodically to the pool by an outside contractor to restrict algae growth and scale build-up. Other chemicals used by the Hale Koa staff include general household cleaners, solvents and scale inhibitors for the air conditioning system. A small amount of diesel fuel is also stored in the hotel's emergency generator room.

The hotel also has two electrical transformers onsite. The dielectric fluid in these transformers contains PCBs but Westinghouse is currently under contract to replace the dielectric fluid with a non-PCB compound. The transformers have no history of dielectric fluid leaks (J. Lee, 1989). Additional pole-mounted and pad-mounted transformers are located at various locations around Fort DeRussy. The majority of the pole-mounted transformers are located along roads, while the pad-mounted transformers are located adjacent to the major buildings. None of the transformers at Fort DeRussy currently contain PCBs as they were all recently changed in the last few years (J. Lee, 1989).

The hotel is also reported to have building materials containing asbestos, e.g. insulation (J. Lee, 1989). The remainder of the buildings on Fort DeRussy are either wood or cinderblock (CU) (G. Coons, 1989). An investigation of asbestos containing building materials at Fort DeRussy was performed in March 1990. Asbestos was identified in the floor tile, roofing tar, and piping insulation in the following buildings: 107, 107A, 108, 109, T-110, 114, 190, and 191 (Industrial Analytical Laboratory, 1990).

Fort DeRussy has primarily been used as a recreational facility for active and retired military personnel since World War II. From the time of its construction in 1909 until World War II, Fort DeRussy apparently served as a coast artillery Post to protect the entrance to Pearl Harbor. A survey of past uses of Fort DeRussy was conducted but was limited to interviews with current Fort DeRussy officials and an analysis of the archaeological report. No records search of historical uses was performed. Conversations with personnel in the Post Commander's office revealed that the activities at Fort DeRussy have remained fairly consistent in the last several years due to the limited size of the facility. Personnel at the Post Commander's office also did not have recollection of any underground fuel tanks or any major chemical storage historically taking place at Fort DeRussy. Trench excavations performed as part of the archaeological survey revealed the presence of 19th and early 20th century military and domestic refuse in trenches northeast of Turner Hall. This refuse consisted of fragments of ceramic pieces, lavatory tile and glass bottles. Trenches excavated on the seaward side of Fort DeRussy revealed the presence of demolition materials in the former location of Battery Dudley and more 19th century trash. Except for the subsurface presence of possible hydrocarbon deposits west-northwest or the western end of Battery Randolph, there is no indication that any industrial refuse was located in these areas.



Per new Department of the Army "Environmental Survey Guidance for Potential Construction Sites" issued March 7, 1989, the installation, US Army Support Command, Hawaii (USASCH) must identify and survey all recommended construction sites for potential contamination or unexploded ordnance. Except for the motor pool, Fort DeRussy appears to be a Category I site which is one not suspected of any contamination based on past use of the area. A Category I site needs at least a thorough search of historic records, aerial photography and any Installation Restoration program studies, as well as a walk-through inspection by personnel spaced no greater than 20 feet apart. A Category II site, which is one suspected to be contaminated, needs, in addition to the Category I measures, a series of non-intrusive, subsurface field investigations, including the use of geophysical and soil vapor extraction techniques. The Army has contracted for hazardous materials/waste investigations onsite. The results of these investigations will be summarized in a supplementary information report unless it is discovered that construction or operation of the project will be significantly and adversely affected by the presence of currently unexpected contamination. In such a case, an Environmental Assessment or a Supplemental Environmental Impact Statement could be prepared.

### 9.3.2 Significance Criteria

For the purposes of this EIS, expansion of solid waste collection and disposal services would not be considered a significant impact if the contribution to the waste stream exceeded the capacity of the landfill; otherwise, the effects would be negligible.

The criterion used to determine the significance of hazardous materials impacts associated with the various project alternatives is the potential for public exposure to hazardous substances. If the alternative would result in public exposure to hazardous substances, then the impact would be potentially significant. If the alternative would not likely result in public exposure, then the impact would be identified as negligible. For the purposes of this EIS, impacts are defined as potentially significant since only the "potential" for the presence of hazardous substances at the site could be estimated.

### 9.3.3 Probable Impacts

#### 9.3.3.1 Recommended Action

The new hotel tower recommended for Fort DeRussy would increase the amount of solid waste generated onsite. Various studies of hotel solid waste generated consistently show about 4 to 5.5 pounds per day per room (M. Lee, 1989). Using this standard, the recommended action would require collection of 1,600 to 2,200 pounds per day (292 to 401.5 tons per year). This tonnage represents 0.04 to 0.06 percent of the 724,448 tons delivered to landfills by the City and County (HDBED). Moreover, with the opening of the new landfill, i.e., Waimanalo Gulch, there would not be any landfill capacity constraints. In addition to the new landfill, the City and County is currently testing the new H-Power plant which will burn refuse to generate electricity. It is possible that refuse collected at Fort DeRussy would be used in the H-Power plant. Honolulu Disposal Service, private collection contractor for the Hale Koa Hotel, has indicated

the waste generated by the new hotel tower would not present any operational difficulties (Kaneshiro, 1989). Accordingly, it is expected that development at Fort DeRussy would have negligible effects on solid waste collection and disposal.

The recommended action is not likely to result in significant impacts in terms of exposure to hazardous substances. This is primarily due to two reasons. First, currently available information reviewed as part of this analysis indicates that the potential for site contamination is low. Fort DeRussy's limited spatial area and primary use as a recreational center has resulted in limited current and historical usage and generation of hazardous substances and waste. Second, the fill material that covers the majority of the interior portions of the site appears to consist of domestic refuse and coral dredged material generated prior to 1920, which would not be anticipated to contribute or cause site contamination. The coral fill material and sand that underlie the majority of Fort DeRussy are also relatively permeable. Therefore, any contaminants that may have entered site soils are likely to have entered the groundwater, which in most places is only 3 to 5 feet below the surface. Site groundwater is not used for any domestic water sources and due to its proximity to the ocean, it is likely that any contaminants historically deposited would have migrated to the ocean and been diluted by now. Therefore, any construction workers or others who may come into contact with site soils and groundwater are unlikely to be exposed to significant amounts of hazardous materials as a result of site contamination.

The potential for human exposure to hazardous substances as a result of the recommended project is low since current chemical usage is low. The herbicides currently used onsite would probably continue to be used following construction of the new facilities. They are fairly non-persistent compounds which are not highly toxic. Furthermore, the herbicides are not mixed onsite and they are applied infrequently in limited areas which reduces the potential for future site contamination and public exposure due to herbicide application. Similarly, although the recommended action will result in increased landscaped areas and resultant increased usage of fertilizers, the use of these fertilizers will not cause any significant air quality impacts or impacts on public health and welfare. Studies (Cohen, 1990; Murdoch and Green, 1989 and Krasnick, 1987) have indicated that fertilizers and biocides are rapidly adsorbed by plants and/or soils and do not leach into groundwater or runoff water. Thus, the increased number of visitors to Fort DeRussy resulting from development of the US Armed Forces Recreation Center would not likely come into contact with hazardous substances from operations either at the hotel or the rest of Fort DeRussy. Because the motor pools are scheduled to be relocated offsite under the recommended action and waste oil and other automobile repair products would not be stored on Fort DeRussy, the potential for future site contamination or public exposure is anticipated to decrease with the motor pool relocation.

Demolition of buildings containing asbestos poses a potential health hazard to those contracted to perform the removal; however, conformance with applicable local and state safety regulations should minimize excessive, unhealthy exposure.

#### 9.3.3.2 No Action Alternative

The No Action Alternative would have no effects on the collection or disposal of solid waste from Fort DeRussy; solid waste services would remain as they are now.

Since no grading or earthmoving would occur under the No Action Alternative, the potential for exposure of construction workers to potentially contaminated soil and groundwater is removed. The potential for construction worker exposure to asbestos is also removed. However, under this alternative, the motor pools would remain in their current location. Thus, the minor potential for future site contamination and public exposure to hazardous substances from motor pool operations would still exist.

#### 9.3.3.3 Kalia Road Alternatives

Because the level of development under Alternative B would be exactly the same as the recommended action, the solid waste characteristics of Alternative B would be the same as for the recommended action. Consequently, impacts of this alternative on solid waste services would be negligible.

The impacts associated with these alternatives differ slightly from those of the recommended alternative. Option B1 would involve only a two-lane road, so that excavation and earthmoving would be less than under the recommended action. Option B2 would likewise require less soil disturbance than the recommended action and therefore reduce the potential exposure to contamination. Finally, the potential for construction worker exposure to contaminated soils would be more under Option B3 because an increased amount of excavation and earthmoving would be required to remove Kalia Road.

#### 9.3.3.4 Low-Rise Hotel Development Alternative

The solid waste effects of this alternative would be the same as for the recommended action, i.e., negligible.

This alternative would result in a slightly higher impact than the other alternatives because it would require the greatest amount of grading excavation and earthmoving activities. Thus, construction workers and others involved in grading and foundation construction would have a higher potential for exposure to contaminated soils and groundwater that may be present at Fort DeRussy.

#### 9.3.3.5 Parking Structure Alternatives

The parking structure alternatives would have negligible effects on the collection and disposal of solid wastes. Construction workers and others involved in grading and foundation construction under Option D2 would, however, have a higher potential for exposure to contaminated soils and groundwater that may be present at Fort DeRussy than under the

recommended action.

#### 9.3.4 Mitigation Measures

Recommended development at Fort DeRussy would not impose adverse effects on solid waste services, and mitigation measures are not warranted.

Because neither the recommended action nor the alternatives would likely result in any significant impacts associated with public exposure to hazardous substances, no mitigation measures are recommended. However, since the potential for onsite contamination cannot be verified at this time, the local Army Command shall require a Category I site assessment, involving a thorough records search, aerial photography review, any Installation Restoration program studies and a site walk-through. Buildings specified for demolition shall not be demolished until the asbestos removal and disposal work is completed. As part of its normal environmental protection policy, the Army has developed project construction specifications to include appropriate precautions and measures for asbestos removal in compliance with federal and state rules and regulations; measures to prevent spillage and containment; and safe transport and disposal in compliance with federal and local laws.

### 9.4 ELECTRICAL POWER, GAS AND COMMUNICATIONS

#### 9.4.1 Existing Conditions

##### 9.4.1.1 Gas System

The on-post gas system is entirely owned and maintained by the Honolulu Gas Company (GASCO). The company has indicated that the 4-inch gas main along Kalia Road can provide ample supply for present and any contemplated demands. GASCO has also indicated that it will provide relocation of gas lines as required to service existing or new facilities up to the building line (Hirota, 1984).

At the Hale Koa Hotel, average monthly gas usage has increased slightly each year between 1987 and 1989. In 1984, average monthly usage was 12,662 therms; in 1988, 13,552; and for the first six months of 1989, 14,614 (Hale Koa Hotel, 1989).

##### 9.4.1.2 Electrical Power and Distribution

Electric service is supplied to Fort DeRussy by Hawaiian Electric Company, Inc. (HECO) at 12.47 Kv, three phase, 60 Hertz. Electric power distribution is through a government-owned 500 kVA 12/47/4.16 kV substation and switching station located at Kalia Road near Ala Moana Boulevard. A HECO switching vault is also located near the Kalakaua Avenue boundary. This vault, duct lines, and access to the vault are presently covered by HECO easement document R/W 67-23, which expires in the year 2017. The vault is an integral component of the 12 kV distribution system in the area and must be maintained.

If the development requires the relocation of the vault, it would be at the Army's cost. If, on the other hand, the development does not require the relocation of the vault, the following HECO notes are to be included in the project drawings (Bonnet, 1990, personal communication):

- The contractor shall exercise extreme caution whenever construction crosses or is in close proximity of these lines;
- When trench excavation is adjacent to or beneath existing HECO structures or facilities, the contractor is responsible for sheeting and bracing the excavation to prevent slides, cave-ins, and settlements; and protecting existing structures or facilities with beams, struts, or under-pinning;
- Any work required to relocate HECO facilities shall be done by HECO. The contractor shall be responsible for all costs and coordination. In addition, should it become necessary for the contractor to temporarily relocate any HECO facilities, these temporary locations will be done by HECO or by the contractor under HECO supervision and all costs will be borne by the contractor;
- Any damage to HECO's facilities will be reported immediately to HECO. The contractor shall be liable for any damages to HECO's facilities; and
- The contractor shall obtain an excavation permit from HECO's Mapping and Records Division two weeks prior to starting construction.

The existing HECO switching vault will not be relocated.

The electric power distribution system consists of 19,500 linear feet (LF) of primary feeder plus 13,800 LF of exterior lighting cable, overhead and underground, including some temporary wiring in the Battery Randolph area. In general, the distribution is aerial with the major underground feeder serving Hale Koa Hotel facilities. The existing electrical distribution system will allow for future facility construction with minor modification to the primary system (Sam O. Hirota, Inc., 1984).

At the Hale Koa Hotel, average monthly electricity usage between 1987 and 1989 is seen to have remained fairly level, with a slight increase in usage in 1989 based on the first five months of the year. Average monthly usage in 1987 was 622,119 kilowatt hours, in 1988 614,330 kilowatt hours and in 1989 the running monthly average is 640,120 kilowatt hours.

#### 9.4.1.3 Telephone Systems

The telephone system on Fort DeRussy is owned and operated by the Hawaiian Telephone Company. Facilities on Fort DeRussy interconnect with other Army, Navy and Air Force

exchanges through the Joint Communications Trunking System. There are no known or anticipated problems with this system (Sam O. Hirota, Inc., 1984).

#### 9.4.2 Significance Criteria

Potential impacts related to development include exceeding the capacity of energy and communications systems and requiring significant capital improvements to expand the systems. For the purposes of this EIS, expansion of the energy and communication system would not be a significant impact, unless the utilities would not be able to accommodate the projected demand.

#### 9.4.3 Probable Impacts

##### 9.4.3.1 Recommended Action

Development of a hotel tower and expansion of recreational facilities at Fort DeRussy would increase the demand for electricity, gas and phones. Gas would be used for cooking, hot water heating, the laundry and perhaps outdoor illumination. Electricity would be used primarily for lighting, air-conditioning and hot water heating. The recommended development for Fort DeRussy would add approximately 1574 kVA to the existing electrical system.

Discussions with representatives of each of the utilities substantiate the adequacy of the utilities to satisfy projected demand. A recent study performed for Fort DeRussy (Ho & Associates, Inc.) indicates that the demand generated by the single parking structure can be met by the existing capacity in Feeder #1, and the demand generated by the new hotel would be serviced with two new 12 kV feeders from the existing switching station via an underground duct bank. The existing station has sufficient room to accommodate the two new feeders (Personal Communications with Carreira, Hughes, 1989). Consequently, no adverse effects are anticipated on the electrical, gas and phone services.

As indicated in Subsection 7.2.3.2, increased electrical power demands will increase offsite air emissions due to increased electrical power generation requirements.

##### 9.4.3.2 No Action Alternative

This alternative imposes no new demand for electricity, gas or phones. As the use of these services would remain the same as current levels, the No Action Alternative would have no effects on these utilities.

##### 9.4.3.3 Kalia Road Alternatives

Alternative alignments or widths of Kalia Road, as recommended by Alternative B, would only marginally change the demand for electricity, gas and phones generated by the recommended action. Under Option B2, the length of Kalia Road and hence the amount of street lighting would be slightly less than for the recommended action; under Option B3, the

elimination of Kalia Road would reduce the amount of street lighting relative to the recommended action. If the indirect energy consumption required to build roads (i.e. embodied energy) is recognized, the differences of these options from the recommended action would be greater. The effects of these options on the demand for electricity, gas and telephones would be negligible.

#### 9.4.3.4 Low-Rise Hotel Development Alternative

As with Alternative B, Alternative C would impose similar demands for electricity, gas and phone services as the recommended action. However, this option would require a more extensive distribution system to serve the dispersed development pattern. This network would be less efficient than service to a few single users (i.e., the recommended hotel tower and the parking structure) under the recommended action. Nevertheless, service can still be provided so that this alternative would have negligible effects on these utilities.

#### 9.4.3.5 Parking Structure Alternatives

None of the options (D1, D2 or D3) would impose a significant increase in electricity, gas, or phone demands. The demand would be slightly more than for the recommended action because of the lighting requirements for the parking facilities.

#### 9.4.4 Mitigation Measures

Because the utilities would be able to accommodate projected demand, no mitigation measures are required. The installation of new lines to serve the new structures shall conform to local and state standards and regulations, and be undertaken in consultation with the applicable utility. All new service lines shall be underground. Installation of new service shall not interrupt service to existing facilities to the extent feasible.

The US Army will require the recommended project design architects and engineers to include energy conservation measures in their designs, in order to reduce peak demand. The architect and engineers will be required to utilize solar water heating, heat pumps, high-efficiency air conditioning clock thermostats, water-flow limiting plumbing fixtures, and energy-efficient lighting to the maximum extent possible. (See Section 7.2.3.2 also regarding reduction of air quality impacts due to electrical power generation).

#### 9.4.5 Irreversible and Irretrievable Commitments of Resources

The recommended action would irreversibly and irretrievably commit a negligible amount of energy resources.

## **10. PUBLIC SERVICES**

### **10.1 POLICE SERVICES AND SAFETY**

#### **10.1. 1 Existing Conditions**

##### **10.1.1.1 Police Services**

Police protection in Waikiki is provided by the Honolulu Police Department (HPD) with headquarters at Beretania Street. The USASCH Provost Marshal provides military police (MP) law enforcement support to all US Army installations on Oahu including Fort DeRussy. Military police are provided by the Fort Shafter MP Company for duty at Fort DeRussy, and the Fort Shafter Area Provost Marshal maintains operational control over law enforcement operations. Performing numerous enforcement and security functions, the MP provide a variety of critical support functions that are essential to the welfare of the installation. The MP are also involved in supporting special events, conferences, and VIP visits; traffic and crowd control; and security. The current MP organization of 20 MPs and one officer is highly responsive and flexible to the requirements of the command. The Military Police Detachment is quartered at Fort DeRussy to provide more rapid response to incidents and to reduce transportation requirements to and from Fort Shafter. Military police cannot be effectively provided from Fort Shafter due to the excessive response time of at least 25 minutes largely due to heavy traffic between Fort Shafter and Fort DeRussy. Because Fort DeRussy is located in Waikiki and is close to downtown Honolulu, it experiences incidents of crime similar to those found in other urban areas (Table III-23). Most incidents involve military members as subjects or victims, and responding MPs are effective in resolving these situations. Since there is an MP desk located at Fort DeRussy to process offenders and victims, MPs can quickly return service members to military control and report incidents to the command. This law enforcement function has been identified by Congress as inherently governmental in nature and not subject to contracting. While an effective liaison has been established with Honolulu law enforcement organizations, a formal support agreement with HPD to provide law enforcement services does not exist.

With no perimeter fence and access open to all, civilian and military personnel alike enjoy unrestricted access to Fort DeRussy 24 hours a day. This open access makes the security effort even more significant for the MPs and again highlights the need for quick response. Additionally, natural disasters such as tsunamis (tidal waves) and hurricanes pose a particular threat to security of Fort DeRussy. MPs are critical to implementation of installation disaster plans, and they perform an essential role in evacuation of personnel and security of government property and facilities.

The military police on Fort DeRussy are used to control access to Fort DeRussy parking facilities. The parking facility is the only portion of Fort DeRussy with an outdoor lighting design. This access control is required to maximize utilization of the facilities and to prevent unauthorized access into the lot. DOD guards are unable to control incidents of driving under



FIGURE III-23

CRIMINAL OFFENSES AT FORT DERUSSY

TYPE OF OFFENSE	1986	1987 (as of Dec. 1, 1987)
<b>Traffic</b>		
DUI	5	10
Hit and Run Accidents	15	4
Accidents Resulting in Injury	36	11
Citations Issued for Minor Traffic Offenses	9	23
Parking	3,801	4,053
<b>Sex Offenses</b>		
Indecent Assault, Rape	8	2
<b>Crimes of Violence</b>		
Assault, Communicating a Threat, Drunkenness, Robbery	131	63
<b>Drug Offenses</b>	69	23
<b>Crimes Against Property</b>		
Illegal Entry of Vehicle	70	90
Theft, Damage of Gov't. Property	19	20
Theft, Damage of Private Property	134	86

Source: US Department of Defense, March 1988.

the influence, traffic violations, or crimes of violence; therefore, MPs are required to control these criminal activities.

The Fort DeRussy MP Officer in Charge (OIC) has the dual responsibility for law enforcement and the Hawaii Armed Services Police (HASP). Situated near police headquarters and judicial agencies, the Fort DeRussy MP OIC orchestrates a joint-service liaison team, composed of members from each of the armed services.

10.1.1.2. Fire Services

Currently, Waikiki receives primary fire protection from three Honolulu Fire Department stations: Waikiki, McCully and Pawaa (Table III-24). Each contains a ladder and an engine company, and the Pawaa station also houses a rescue squad. Two of the stations are approximately one mile from Fort DeRussy, and the third is 1.7 miles away. Normal procedure calls for the dispatch of three engine companies and two ladder companies to any high-rise building fire. Under normal conditions, a full contingent of fire-fighting companies could arrive at Fort DeRussy in 3 to 5 minutes after the sounding of the first alarm. Thus, while the response distance for the "first-due" engine company is slightly greater than the three-quarter mile standard set by the American Insurance Association, it is only marginally so, and the response distance for the "first-due" ladder company meets these standards.

10.1.2 Significance Criteria

Potential impacts from development include greater demand on law enforcement and fire protection services. Expansion of these services would be considered significant if the service providers could not respond to emergencies within their operational standards (typically, 5 minutes for life-threatening calls), or in the case of fire protection, if there were inadequate fire flow. Increase in demand for services would be insignificant if they could be met according to operational standards and service capacities. Negligible impacts would result when no increase in calls for service occurs.

10.1.3 Probable Impacts

10.1.3.1 Recommended Action

The recommended development at Fort DeRussy, as envisioned in the Draft EIS, called for removal of the MP on-post quarters. New quarters (probably by use of existing facilities) would be provided at Fort Shafter to billet the military police. The U.S. Army Support Command, Hawaii has proposed that a portion of Maluhia Hall at Fort DeRussy be modified to provide quarters. That project has not yet been approved. Daily MP detachments would still operate on Post and would be available for rapid response to incidents. If the MP quarters were relocated to Fort Shafter, any backup force would need to be transported from Fort Shafter, which is about a 25-minute trip under peak traffic conditions. Under situations that necessitated backup support, the serious time delays to obtain that support would be deemed a significantly adverse impact.

With the development of Fort DeRussy, new outdoor lighting, would be installed to support and enhance the new recreational facilities. This future outdoor lighting system is expected to have the beneficial effect of deterring opportunities for crime and improving the security of pedestrians.

TABLE III-24

FIRE PROTECTION IN THE FORT DERUSSY VICINITY

NAME OF STATION	ADDRESS & LOCATION	COMPLEMENT	MEN	DISTANCE FROM FORT DERUSSY
Waikiki	381 Kapahulu Ave. (Corner of Paki Ave & Kapahulu Ave.)	Engine Co. 7 Ladder Co. 7	18 21	1.7 Miles
McCully	2425 Date Street (Corner of University & Date)	Engine Co. 29	18 21	1.0 Mile
Pawaa	1610 Makaloa St. (Corner of Kaheka & Makaloa)	Engine Co. 2 Ladder Co. 2 Rescue 1	18 21 15	1.0 Mile

Source: Belt Collins & Associates, Tapa Tower Hilton Hawaiian Village Environmental Impact Statement, 1977.

Fire protection services and water supply for fire flow are adequate to accommodate the recommended action. There are three fire stations within a 5-minute response time that could respond to calls from Fort DeRussy. The water requirements for fire-flow depend on the size and construction materials of future structures and represent a minute fraction of water supply and use in Honolulu. Consequently, development of Fort DeRussy would not adversely affect fire protection services, provided measures in the mitigation section are implemented.

10.1.3.2 No Action Alternative

Under this option, there would be no increased demand on law enforcement and fire protection services, and the MP would remain on Fort DeRussy. Consequently, there would be no effects on police and fire services.

### 10.1.3.3 Kalia Road Alternatives

Alternative B, irrespective of the Kalia Road configuration, is similar to the recommended action in that the MP would no longer be quartered onsite, so that the effects ascribed to the recommended action also apply to this alternative. However, because the site is used for civil defense and mobilization during emergencies such as seismic or volcanic events, Option B3, which eliminates Kalia Road, would reduce Fort DeRussy's ability to carry out these missions. Without Kalia Road, emergency responses to Fort DeRussy would be reduced.

### 10.1.3.4 Low-Rise Hotel Development Alternative

With the dispersed development pattern of Alternative C, emergency response would be more difficult (in that it is easier to respond to an incident at a single visible high-rise structure than a smaller unit among many others). Similarly, security and patrol of the hotel facilities would be more difficult given that there would be more potential targets (i.e., hotel structures) under less continuous surveillance.

Fire fighting at the smaller units of this alternative would probably be easier than with the high-rise tower of the recommended action, since typical fire fighting equipment would not rise high enough to reach the upper floors.

Because Alternative C would require development of more of the site than under the recommended action, it would have mixed effects on Fort DeRussy's ability to carry out its civil defense and mobilization missions. On one hand, there would be fewer open space areas to which the population could be evacuated. On the other hand, the structures could be used as temporary housing during emergencies, as transit housing for replacement troops, as a rehabilitation station for soldiers being returned to a war zone, or as transit facilities for US citizens being evacuated and for families of military personnel admitted to Tripler Army medical Center. These same benefits would apply to the recommended action, without the loss of evacuation areas.

### 10.1.3.5 Parking Structure Alternatives

Impacts resulting from any of the options in Alternative D would be similar to the recommended action. There is a possibility that criminal offenses could increase in relation to increased parking-structure area and capacity. Any of the options would therefore result in increased police patrol requirements.

### 10.1.4 Mitigation Measures

To avoid the potentially significant adverse impacts of relocating the MP quarters to Fort Shafter, the U.S. Army Support Command, Hawaii is seeking approval of a separate future project that would modify part of Maluhia Hall to accommodate new MP quarters

facilities. Increase foot patrols into the new open spaces is another way in which security can be maintained. If feasible, current MP staffing levels for the detachments at Fort DeRussy would be maintained at least at current levels. An outdoor lighting system has been incorporated into the recommended alternative to enhance the safety of outdoor open spaces.

To further maintain security of the Army post, site planning and design techniques are being employed that minimize opportunities for crime. These techniques rely on concepts of "defensible space" involve good lighting, clear distinctions between public and private spaces, opportunities for informal and formal public surveillance, and limited access ways into buildings.

Construction of the new hotel will incorporate automatic fire sprinklers and at a minimum, comply with the standards of the National Fire Protection Agency and of the local and state governments.

All appropriate fire codes are being used in designing the proposed facilities to assure maximum fire protection and easy access for Fire Department vehicles and personnel.

## 10.2 HEALTH CARE FACILITIES

### 10.2.1 Existing Conditions

There are seven hospitals, all open 24 hours a day, in the Honolulu Metropolitan area that provide emergency health care services (see Table III-25). Both the City and County of Honolulu and several private companies operate fleets of modern, well-equipped ambulances. Because of a state-sponsored training program, most of these ambulances are staffed by paramedics who have received intensive instruction in emergency treatment. In addition, many of the ambulances can consult directly with emergency room physicians via two-way radios.

### 10.2.2 Significance Criteria

Recommended development can adversely affect health care facilities by increasing the need for these services beyond the ability of the facilities to expand. For purposes of this EIS, significant adverse impacts would occur if facilities were not available to accommodate the emergency health needs of the new guests to Fort DeRussy. Insignificant but perceptible effects would result from increased demand but within the capacity of the hospital. Effects would be nonexistent, if the recommended action resulted in no additional demand on health care facilities.

**TABLE III-25**  
**EMERGENCY HEALTH CARE FACILITIES**

HOSPITAL (OCCUPANCY RATE)	DISTANCE FROM HALE KOA AND/OR FORT DERUSSY (miles)
Queen's Hospital (78%)	2.75
Kapiolani Children's Hospital (82%)	4.25
Kuakini Hospital (67%)	4.25
St. Francis Hospital (60%)	4.75
Straub Hospital (90%)	3.0 & 5.0
Kaiser-Permanente Medical Center	2.0
Tripler Army Medical Center	6.0

Source: Personal Communication with Amy Ichiyama, Hospital and Medical Facilities Branch, Board of Health, October 1989

10.2.3 Probable Impacts

10.2.3.1 Recommended Action

The recommended development at Fort DeRussy would increase onsite population by about 1,400 to 1,500 including employees and hotel guests. It is expected that the 6 hospitals within 5 miles of Fort DeRussy would be able to satisfy the health care requirements of this additional Fort DeRussy population (Personal Communication with Boland, 1989).

10.2.3.2 No Action Alternative

This alternative would maintain existing conditions, so that there would be no increase in the demand for health care facilities.

10.2.3.3 Kalia Road Alternatives

The onsite population and visitor levels for this alternative would be equivalent to the recommended action. Consequently, the demand for health care would also be similar. Option B3 would adversely affect emergency responses since Kalia Road would be eliminated.

#### 10.2.3.4 Low-Rise Hotel Development Alternative

As described earlier under police and fire services, the dispersed development pattern of Alternative C would make emergency vehicle response more difficult. While not a significant effect, delayed responses would result from this alternative. The demand on nearby health care facilities would be similar to that of the recommended action.

#### 10.2.3.5 Parking Structure Alternatives

Impacts resulting from adoption of any parking structure alternative would be similar to those of the recommended action.

#### 10.2.4 Mitigation Measures

Since development according to the recommended action is not anticipated to have significant adverse effects on health care facilities, no mitigation measures are warranted. For Option B3, emergency vehicle access should be provided since Kalia Road would no longer bisect Fort DeRussy. For Alternative C, buildings should be clearly signed to facilitate emergency response.

#### 10.2.5 Irreversible and Irretrievable Commitments of Resources

The recommended action is not expected to commit resources relative to health care.

### 10.3 SCHOOLS

#### 10.3.1 Existing Conditions

Four schools exist within a one-mile radius of the project site. Jefferson Elementary School lies roughly one mile south of Fort DeRussy, Iolani School and Kaimuki High School lie east one-half and one mile, respectively, and Bingham Tract School lies approximately one mile north of Fort DeRussy.

#### 10.3.2 Significance Criteria

Recommended residential development generates enrollment at local schools. If the new students cause the school's enrollment to exceed classroom capacity, then the development would have a significant adverse effect. As long as the schools have space to accommodate students, then development would be defined as having negligible effects.

### 10.3.3 Probable Impacts

#### 10.3.3.1 All Alternatives

The development recommended under these alternatives is commercial (hotel) and recreational. Since no residential component is included in the project description, these alternatives would not generate students for the local schools or affect their enrollment.

### 10.3.4 Mitigation Measures

Since recommended development at Fort DeRussy would have no effect on schools, mitigation measures are not warranted.

### 10.3.5 Irreversible and Irrecoverable Commitments of Resources

The recommended action would not commit any resources related to schools.

## 10.4 RECREATION FACILITIES/BEHAVIOR

### 10.4.1 Existing Conditions

#### 10.4.1.1 Local Recreation Facilities

Close to Fort DeRussy are many recreation areas providing a wide variety of activities. Approximately 32 acres are currently devoted to open space and recreation at Fort DeRussy (see Table III-2 for Fort DeRussy land use in acres). The main ocean recreational attraction is Waikiki Beach, which extends from the Ala Wai Yacht Basin to San Souci Beach on the southwest end of Kapiolani Park. Along this stretch of beach are many minor beaches, Prince Kuhio Beach Park, the Waikiki Aquarium, and the Natatorium.

The three major parks near Waikiki are Kapiolani Park, Ala Moana Park, and Ala Wai Field and Park. Kapiolani Park offers tennis, open field recreation, archery and jogging. Ala Moana Park provides opportunities for tennis, open field recreation, swimming, jogging and has exhibition halls. The Ala Wai Field and Park has open field recreation and a boat house for kayaks, canoes and other small boats that use the Ala Wai Canal. The Ala Wai Golf Course, adjacent to Ala Wai Field, is the only major public golf course in Metropolitan Honolulu.

Next to Kapiolani Park are the Honolulu Zoo and the Waikiki Shell. The latter has frequent outdoor concerts. The Waikiki Kapahulu Library is located at the corner of Ala Wai Boulevard and Kapahulu Avenue.

State and local planning analysis of the existing recreation opportunities has resulted in the identification of the following short and long term actions (University of Southern Mississippi, 1988):



- Develop more public beaches and acquire more access ways;
- Provide more walking, jogging, bicycling facilities; and
- Continue implementation of the statewide Bikeways Plan which crosses Fort DeRussy.

#### 10.4.1.2 Fort DeRussy Recreation Facilities

There are a number of recreation opportunities and facilities which exist at Fort DeRussy. Fort DeRussy Beach is owned by the state, but is supervised by Fort DeRussy lifeguards. Racquet courts and picnic areas are near the beach. Fort DeRussy Beach Park is also available for use and although it is City and County of Honolulu land, it is supervised by Fort DeRussy personnel. Volleyball and canoe clubs offer activities at the beach and two concession stands are also available there. There are three tennis courts on the Diamond Head side of the beach as well. A new luau/pool facility is currently under construction and would be available for use prior to the construction of the recommended project. An estimated 550,000 people per month, or 10,000 people per day use the beach for recreational activities (Community Resources, Inc., 1989).

The Hale Koa Hotel has 420 rooms, a dining room, a coffee shop, a show room, meeting rooms, support facilities and a PX. Over 50,000 people stay in the hotel per year. Battery Randolph houses the Corps of Engineers Regional Visitor Center and the Army Museum. The Corps of Engineers Visitor Center contains a multimedia account of the Corps' civil engineering work in Hawaii and the Pacific, and an estimated 40,000 to 50,000 people a year visit the center. The Army Museum accommodates approximately 120,000 visitors per year (Community Resources, Inc., 1989).

Open space exists between Kalia Road and Fort DeRussy Beach. This open green area offers picnic tables, informal aerobics classes, Hawaiian Beach mass, and a viewing ground for aerial displays by the Thunderbirds and Blue Angels. Kuroda Field is designated as a Parade ground and is used for military parades and drills. Community parades have also used Fort DeRussy.

#### 10.4.1.3 Recreational Behavior

According to a survey conducted for the 1985 State Comprehensive Outdoor Recreation Plan (SCORP), on an islandwide basis, the demand for recreational activities such as beach swimming, sun bathing, tennis and golf exceeded the then existing supply. The SCORP study also cited a need for more outdoor events and additional areas for walking and jogging. Both residents and visitors ranked walking, swimming/beach visit, jogging, picnicking, and bicycling as the top five activities, and participate in recreational activities with the same relative frequencies.

Of note is the extensive use of Fort DeRussy by surrounding residents and beachgoers. Interviews and onsite observations for the Social Impact Assessment (Community Resources, Inc., 1989) show that a large proportion of Oahu residents who use the beach are Waikiki residents who walk from their homes. Furthermore, nearly half (46.2 percent) of the Waikiki residents sampled use the grassy areas mauka and makai of Kalia Road. Other reasons for the public to visit Fort DeRussy include picnics, community group meetings, aerial shows, and church services.

The University of Southern Mississippi Study (1988) concludes that the recreational needs of military personnel are generally the same as those of civilians. A survey completed in 1985 (Army Morale, Welfare and Recreation Survey) reveals that of those participating in outdoor events, over 55 percent engage in activities centered around multi-court-field complexes, and one-third of the personnel surveyed preferred civilian facilities over US Army facilities due to the lack of certain amenities associated with US Army facilities; e.g., availability of food, quality of service, and facility upkeep. Crowded US Army facilities were also found to be a deterrent to more frequent usage. Two key recommendations from that survey are relevant to recommended development at Fort DeRussy:

- Give priority to developing community parks that consolidate as many outdoor recreation facilities and activities as possible in a single location; and
- Conduct ongoing programs of instruction, introductory activities and special events to maintain and encourage new participants.

#### 10.4.2 Significance Criteria

Addition of significant resident populations without providing parkland at 2 acres/1,000 people would be considered a significant adverse effect. This ratio of park space to population is based on the City and County Park and Facilities Standards. Exceeding this standard would be beneficial and falling short (1 to 2 acres/1,000 people) would be adverse. No areas or facility standards exists for military recreation standards or anything similar such as resort hotels.

#### 10.4.3 Probable Impacts

##### 10.4.3.1 Recommended Action

The recommended action develops 20 to 25 acres in parkland and open space. The overall development plan results in about nine more acres of undeveloped or unpaved areas. If hotel guests are considered a "resident" population, park space requirements according to City and County standards total 3.8 acres (assuming 2.3 guests per room). The recommended alternative would help meet future residential demand for recreational areas and help make up existing deficiencies. It would have a beneficial effect on recreational land supply and demand, as well as support the recommendations resulting from the 1985 Morale, Welfare and Recreation Survey. It is also consistent with the recreational mission as defined by Fort DeRussy.

As described in Paragraph 6.3.1, the expected weekend shortfall in parking spaces in relation to present capacity and project relative demand for parking spaces may adversely affect the number of potential users of the various existing or planned recreational facilities at Fort DeRussy. This effect is likely to be felt to the extent that parking spaces are used by those who use Fort DeRussy parking lots as a free launching site for off-post activities. That use of the parking lots is termed "convenience parking." According to the project proponent, U.S. Army Community and Family Support Center, there would be adequate parking space in the future, even if the smaller hotel parking structure is selected (1240 spaces), if the convenience parking was eliminated. If the policy of allowing convenience parking is kept, even the larger number of proposed parking spaces (1,650) would be insufficient on some weekends. Since most convenience parking is for those seeking entertainment and recreation, its loss could be termed significant.

#### 10.4.3.2 No Action Alternative

The No Action Alternative would have an adverse effect on the welfare and leisure needs of the military servicemen. Without the acreage to construct necessary amenities such as trails, playing fields, courts, and support facilities such as parking garages, development of a complete military recreation center at Fort DeRussy is unobtainable. Failure to carry out this mission would be a significant adverse effect, as it would deny the US Army's objective to expand the recreation mission at Fort DeRussy.

#### 10.4.3.3 Kalia Road Alternatives

The Kalia Road Alternatives do not detract from the recreational mission of Fort DeRussy and thus would have beneficial effects similar to the recommended action. Option B3, in particular, offers the greatest amount of recreational area because of the closure of Kalia Road which would create an open space area running from Kalakaua to the beach.

#### 10.4.3.4 Low-Rise Hotel Development Alternative

This Alternative C would, relative to the recommended action and existing conditions, reduce the amount of land available for recreational activities. Consequently, this option would have an adverse effect on meeting recreational needs of servicemen, the public and visitors.

#### 10.4.3.5 Parking Structure Alternatives

Options D1 and D3 would result in beneficial recreational impacts similar to those described for the recommended action. Option D2 could have an adverse effect since it would reduce the amount of open space available for recreational activities; however, if recreational facilities are provided on the rooftops of the three single-level parking structures, then this alternative's effect on recreation would be similar to that of the recommended action.

#### 10.4.4 Mitigation Measures

The recommended action and the Kalia Road Alternatives would produce beneficial effects for community and military recreation. The placement of signs to inform the general public that the beach and other recreational facilities within Fort DeRussy are open to the public would be an appropriate mitigative measure.

The US Army Support Command, Hawaii (USASCH) or the US Army Community and Family Support Center (USACFSC) would develop a parking policy that assures that as much of the military-affiliated population as feasible will be able to use Fort DeRussy's recreational and entertainment facilities.

Alternative means of transportation (e.g., car pooling, military buses) to Fort DeRussy from the various military installation will be examined as needed to economize on the number of parking spaces, particularly on weekends and during special events.

#### 10.4.5 Irreversible and Irretrievable Commitments of Resources

The recommended action would not contribute to an irreversible or irretrievable commitment of resources related to recreation.

### 11. SOCIOECONOMIC FACTORS

#### 11.1 Economic Factors

Much of the economic data and nearly all of the social data is drawn from the Social Impact Assessment Study, which was prepared by Community Resources, Inc. (CRI) under contract to U.S. Army Corps of Engineers during 1989. This report is on file with the US Army Corps of Engineers at Fort Shafter, Hawaii. This section describes some direct social and economic impacts, but mostly summarizes the indirect effects of the various physical changes to the environment described in previous sections of Chapter III.

##### 11.1.1 Existing Conditions

###### 11.1.1.1 Overview of Tourist Industry

One of the key industries in Hawaii's economy is tourism. Visitors to all the Hawaiian islands spent a total of \$6.6 billion in 1987 (HDBED, 1988). The nearly 4 million visitors stayed in Hawaii a median of 10.2 days. While in Hawaii, these visitors primarily lodge in hotels, condominiums, time-share rental units and with friends or family. Those staying in hotels spent an average of \$88.52 per night, double occupancy in 1987 (HDBED, 1988).

More than 63 percent of the tourist population customarily live in the continental United States (HDBED, 1988). Honolulu, Oahu is the major port of entry for tourists. Slightly more

than half of the visitor population to Hawaii is estimated to be on Oahu at any time. As 85 percent of Oahu's hotel rooms are in Waikiki, nearly half of all Hawaii's visitors are concentrated in this area. As a result, the occupancy rate for Waikiki hotels in 1986 was relatively high (86 percent) compared to other destinations.

#### 11.1.1.2 Hale Koa Existing and Potential Guests

In contrast to Waikiki's hotels, which enjoy a relatively high occupancy rate, the military-operated Hale Koa has an occupancy rate of 98 to 99 percent. In fact, the Hale Koa has been virtually filled since its opening in 1975. Those eligible for accommodations in the hotel include:

- All Active Duty Military Personnel
- Retired Military Personnel
- Honorably Discharged Disabled Veterans
- Unremarried Widows
- Foreign Nations Armed Forces Personnel (TDY)
- Civilian Employees of the U.S. Government (TDY)
- Department of Defense Civilians (TDY)

Of these various groups, active enlisted, active duty officers and retired personnel each comprise about a third of the Hale Koa's guests. Both Hawaii tourism in general and the Hale Koa Hotel specifically are in high demand throughout the year. Regardless of the month, the Hale Koa Hotel operates at virtual capacity levels.

Some insight into the demand for the Hale Koa (and potentially a second tower) can be gained from an examination of unaccommodated room requests (Table III-26). Over 140,100 room nights are not being accommodated because of existing space limitations. Another estimate of potential demand can be made by examining potential visits by the two major eligible groups: active duty and retired military personnel. This demand estimate by the University of Southern Mississippi (1988) reveals a total potential for over 2.5 million room nights, revealing an overwhelming number of potential visitors to Fort DeRussy.

In a survey of guests conducted for the Social Impact Assessment (CRI, 1989), nearly 40 percent of the current guest population had difficulty in securing room reservations at the Hale Koa Hotel at least once. Over 50 percent of the respondents reported they changed travel plans to take accommodations at the Hale Koa when they were available. However, 26.5 percent of

Hale Koa's visitors reported they additionally stayed at island hotels other than the Hale Koa in the course of a single Waikiki visit. Overall, if the Hale Koa was not available, a majority of the surveyed eligible guests indicated that they did not travel to Hawaii and only a relatively small percentage considered staying at another Waikiki hotel.

**TABLE III-26**  
**UNACCOMMODATED ROOM REQUESTS**

RECORDED TURNDOWNS	ROOMS	AVERAGE STAY (DAYS)	ROOM NIGHTS
<b>Segment 1 - Active Duty</b>			
Wait Listed Reservations N-A	4,364		
Walk-ins N-A	<u>3,650</u>		
<b>SUBTOTAL</b>	<b>8,014</b>	<b>5.3</b>	<b>42,474</b>
<b>Segment 2 &amp; 3 - Retired-Other</b>			
Wait Listed Reservations N-A	2,946		
Walk-ins N-A	<u>1,925</u>		
<b>SUBTOTAL</b>	<b>4,771</b>	<b>7.0</b>	<b>33,397</b>
<b>Estimated Verbal Requests Turned Down</b>			
Active Duty - 20 Rooms Per Day	7,300	5.3	38,690
Retired-Other - 10 Rooms Per Day	<u>3,650</u>	7.0	<u>25,550</u>
<b>TOTALS</b>	<b>24,735</b>		<b>140,111</b>

Source: University of Southern Mississippi, 1988.

The spending habits of Hale Koa's visitors are only slightly lower than other Oahu tourists. In response to a questionnaire distributed to hotel guest by Community Resources, Inc. in 1989, guests of the Hale Koa estimated they spent a daily average of \$75 to \$100 outside the US Army base.

### 11.1.1.3 Employment

According to data from the Waikiki Improvement Association, there are about 38,000 employed in Waikiki, nearly all of whom work in the tourist industry (Dashiell, 1989). A combined group of military and civilian residents depends upon the Fort DeRussy facility for employment. The Hale Koa Hotel is the major employer at Fort DeRussy. According to Hale Koa personnel, the hotel staff includes of a total of about 550 persons, which at the end of Calendar Year 1988, consisted of 320 full-time employees, 143 part-time employees, and 91 intermittent (on-call) employees. All the hotel employees are civilians.

Another approximately 225 military and civilians are employed at the other Fort DeRussy activities, according to various US Army sources:

Post Headquarters	6
Lifeguards	7
US Army Museum (not including volunteers)	2
Reserve Units	164
Military Police	20
Hawaiian Armed Services Police	16
Detail of soldiers on rotation from Schofield (Barracks can vary in size)	<u>10</u>
Total	225

### 11.1.2 Significance Criteria

The following significance criteria are offered in the context of the Waikiki region which is almost exclusively visitor industry oriented, but also identifies itself as an urban residential community.

The recommended project is considered to have significant economic impacts, if (1) it takes business away from privately-owned hotels or parking structures; (2) it displaces any existing businesses; or (3) it blocks relatively direct pedestrian access between the hotels and businesses of southwestern Waikiki (Hilton Hawaiian Village, Ala Moana Gateway, and Hobron/Ena/Eaton Square Areas) and the hotels and businesses of the area makai (seaward) of Kalakaua Avenue and east of Fort DeRussy (along Kalia, Saratoga, Beachwalk, and Lewers streets).

Insignificant economic impacts would result if the recommended project competes equally with private-owned hotels, competes with privately owned parking ventures only on the basis of convenience of location, displaces no businesses, or maintains relatively direct access between eastern and western Waikiki. Negligible impacts would result if current competitive structures prevail.

### 11.1.3 Probable Impacts

#### 11.1.3.1 Recommended Action, Kalia Road Alternatives, Low-Rise Hotel Development Alternative, and Parking Structure Alternatives

##### 11.1.3.1.1 Room Nights

The new hotel tower would supply 400 lodging units or 146,000 room nights. The recommended action, as well as the action alternatives, would enable Fort DeRussy to meet the military's current unaccommodated room requests of 141,100 room nights. The local hotel industry is unlikely to suffer loss of business since the Hale Koa and the new hotel are only accessible to military-related individuals and US government employees. In fact, there is a small percentage of individuals who cannot be accommodated at Fort DeRussy and who choose to stay in local hotels and others who choose to extend their stay and check-in to local hotels. This "spillover" demand is a small beneficial impact to privately-owned hotels.

##### 11.1.3.1.2 Employment Effects

There will be a short-term benefit to the regional economy during construction because of the need for skilled and unskilled laborers. The number of such workers at any one time will probably not exceed 100 people. Given the current low unemployment rate in Hawaii, it is very possible that some of these construction laborers may temporarily move to Hawaii or the island of Oahu from other parts of the state for the duration of their construction employment. In addition to this direct employment benefit, there would be a "multiplier" effect; i.e., the wages earned by the direct employees would be spent on more goods and services and the increase demand for these goods and services would trigger a new round of employment. Additional jobs would result in such support areas as the production of construction materials, maintenance of construction equipment, and food service. According to Hawaii Department of Business and Economic Development (HDBED) calculations, for each construction worker employed at Fort DeRussy, about 1.41 new jobs would be created as a byproduct.

There would also be the long term benefit of an estimated 365 employees needed to operate the new lodging facility, also providing jobs for local residents. This would increase the most recent estimate of employees working in Waikiki (about 38,000) by 1.2 percent. Additional jobs would result in such support areas as tour companies, retail outlets, freight transportation and laundries. A HDBED multiplier of 2.40 for hotel-related employment indicates that for each additional long term job created by operations of the recommended project, about 2.4 or would be created in the region. Thus, the estimated direct employment increase of 365 persons for the new hotel would stimulate the creation of 876 new regional jobs.

The relocation of selected US Army Reserve units out of Fort DeRussy will not result in the loss of any military or civilian jobs. The work site will be changed from Waikiki to Fort Shafter, but numbers of jobs are not anticipated to change. Approximately 24 civilian and 98 military permanent party personnel will be affected, according to US Army Reserve sources.



Comparing the transfer of US Army Reserve jobs out of Waikiki to the number of newly created jobs at the new hotel tower and other facilities, the recommended action and other action alternatives would result in a net gain of about 243 long-term jobs in the Waikiki area. In comparison to the total number of 38,000 jobs in Waikiki at present, this amounts to an increase of 0.64 percent, a negligible change and impact.

#### 11.1.3.1.3 Regional Economy

The additional guests staying at the new hotel would increase tourist-related expenditures and benefit the regional economy. If the guests' spending patterns are consistent with those of a recent visitor survey conducted for the Social Impact Assessment (i.e., \$75 to \$100 daily per party for U.S. citizens), an additional \$30,000 to \$40,000 per day could be added to the regional economy (CRI, 1989). Although the Hale Koa is a Federal facility, much of these expenditures would still go for local goods and services.

The positive economic effects of the recommended action, such as attracting visitor expenditures and creating direct and indirect employment, may also indirectly stimulate additional immigration to the state to fill these jobs since the demand for many such jobs presently goes unfilled.

#### 11.1.3.1.4 Local Economy

The transfer of the approximately 80 military and civilian Federal employees relocated to Fort Shafter would have a negligible adverse effect on nearby Waikiki food establishments and other business which have benefitted by their presence at meal and break times. These minor economic benefits will be transferred to the Fort Shafter, Mapunapuna, Airport, and Kalihi neighborhoods near the new work site. In any case, these losses would be more than offset by the employees working at the new project during its construction and afterwards, during its operation.

The proposed project would provide about 1,900 parking stalls at the proposed new hotel parking garage, the Saratoga parking lot, and a few other facilities. Compared to the present 1,435 stalls, this would result in an absolute increase of about 475±20 stalls. As indicated in Paragraphs 6.3.1 and 10.4.3.1, the project proponent has calculated that without convenience parking, there would be adequate parking spaces (1,200) in 1995 when the project is fully operational. Use of Fort DeRussy's entertainment facilities does indirectly benefit local employment. However, it is that average 42 percent of vehicle operators who use Fort DeRussy's parking spaces for "convenience" to go to off-post destinations which most directly benefits the local economy. Based on the USACFSC PMT's 1991 "DeRussy Parking Analysis, over 3,000 vehicles use the parking lots on an average weekend day. By 1995, that level is expected to rise to over 3,200. Even taking into account turn-over rates, peak period usage at lunch time and in the evening now exceeds the available capacity, and sometimes taxes the over-flow capacity. Under the recommended development, one to two hundreds cars or more on a weekend day, each likely carrying two or more passengers, would likely be unable to find the free

parking spaces that are now available at Fort DeRussy.

The Army's first responsibility is to provide adequate parking space for those active-duty military personnel and their families, and reservists, who wish to patronize the Hale Koa Hotel as guests or customers. There is an equal responsibility to provide adequate parking space to active-duty personnel and reservists who wish to patronize the other recreational facilities at the Armed Forces Recreation Center-Fort DeRussy. To accommodate these priority users, it is expected that either USASCH or USACFSC will need to develop a parking preference policy. Members of the general public, those without DoD vehicle decals, are likely to be the first to be excluded from parking privileges in the future, when parking spaces would be at a premium. The second most likely vulnerable population would be DoD civilian employees. Retired military are not likely to be denied parking privileges.

It can be conjectured that without free parking, many would opt to patronize commercial parking services in order to enjoy the entertainment and recreational activities of Waikiki. The Community Resources, Inc.'s 1989 "Social Impact Assessment Study." prepared for this EIS, found that if Army-built parking structures charged fees similar to commercial rates, over 50 percent of present parking lot users would still prefer to park at Fort DeRussy, and another early 20 percent only a "little less often." This suggests indirectly that parking cost may be less of a factor than locational convenience, and that many military personnel would still prefer to patronize Waikiki's attractions rather than other on Oahu. On the other hand, the Social Impact Study also conjectured that if parking fees were charged (or to put it another way, current users of the Fort DeRussy parking lots had to pay commercial parking fees, anywhere), about one-quarter would likely not come to Fort DeRussy (and by extension to Waikiki). The study suggested that those with less disposable income, the enlisted personnel and children of active military personnel, would be much less likely to come to Fort DeRussy (and by extension to Waikiki) as often. Such an economic loss to Waikiki merchants would likely be offset by gains to other Oahu merchants located closer to the various military installations, most location which provide free parking.

In other economic impacts, the route now recommended for Kalia Road that retains its existing intersection with Saratoga Road, should be preferred by Waikiki merchants because it allows established food-traffic links to be maintained. On the other hand, the new route would be more circuitous. To some visitors, an increased sense of solitude in the western Waikiki vicinity could be an advantage. Neither the recommended alternative, or nor any of the other alternatives would directly displace any existing or planned private business.

#### 11.1.3.2

#### No Action Alternative

None of the positive, beneficial effects identified for the recommended action would occur to the regional or local economy under this option. The No Action Alternative would also fail to satisfy existing demand for additional hotel rooms at the Hale Koa. Since most surveyed Hale Koa visitors would rather not travel to Hawaii if space at Fort DeRussy is unavailable, the No

Action Alternative imposes a heavy opportunity cost in the local visitor expenditures that would be foregone.

#### 11.1.3.3 Kalia Road Alternatives

The realignment of Kalia Road to intersect Saratoga makai of the US Post Office (Option B1) has been perceived by business interests in western Waikiki, such as those in the Hilton Hawaiian complex, as potentially adversely affecting their business because they fear that pedestrian visitors may no longer view the recommended artery through Fort DeRussy as a direct route to western Waikiki (CRI, 1989). Some of these same interests have expressed concern that construction activities would also contribute to a loss of business.

Option B2, which only differs from the recommended action in that Kalia Road would only be 4 lanes instead of 2, would have the same economic impacts as the recommended action.

By providing no east-west roadway across Fort DeRussy under Option B3, this alternative could discourage pedestrian movement across Fort DeRussy from western and eastern Waikiki. The possible decrease of direct pedestrian and vehicular traffic to the western Waikiki could adversely impact businesses there.

#### 11.1.3.4 Parking Structure Alternatives

The high capacity of Option D1 parking facilities could draw non-DOD affiliated customers from nearby commercial parking lots or garages. However, the recommended US Army policy to require the general public to pay for parking would likely offset some of the attractiveness of Army parking facilities. Options D2 and D3 would be expected to result in impact that are similar to the proposed action because their capacities would be nearly the same as at present, and the proposed policy would be that those facilities would eliminate public parking privileges during the daytime weekdays.

#### 11.1.4 Mitigation Measures

Lighted walkways have been incorporated into the recommended alternative which will help guide visitors quickly across Fort DeRussy between the eastern and western parts of Waikiki.

### 11.2 Social Factors

#### 11.2.1 Existing Conditions

Fort DeRussy is situated in the midst of highly urbanized Waikiki. As a result, any growth or changes predicted for Fort DeRussy carries with it implications, especially for Waikiki where about 27,000 residents live, 38,000 work, and some 71,600 visitors daily stay (Dashiell, 1989).

Waikiki residents and the visitor industry share many goals. However, there is always potential conflict between those who see Waikiki as the state's largest residential community and those who see it as the state's economic hub. Fort DeRussy was the focus of such conflict in the 1984-1988 debate between visitor industry forces who wanted a convention center there and residents rallying to "Save DeRussy."

With little open space available, Waikiki residents tend to oppose new development, while business interests seek to upgrade existing facilities and infrastructure in order to assure continuing prosperity. All agree that Waikiki suffers from traffic congestion. Parking is limited and expensive outside of Fort DeRussy. Land use plans and regulations for Waikiki are currently under review by local government and stakeholder representatives.

#### 11.2.1.1 Social Importance of Fort DeRussy

Community outreach is important at Fort DeRussy. In support of the civilian community, Fort DeRussy is available for:

- Meetings and functions of various branches of the Federal administration (including the State Department's Foreign Service examinations and meetings of Internal Revenue Service personnel);
- Meetings of non-profit groups and civic organizations, including the Waikiki Neighborhood Board, American Association of Retired Persons Waikiki Chapter, and Alcoholics Anonymous (N.H. Grow, 1989);
- The formation or end of parades involving up to an estimated 3,000 persons; and
- Visits and recreation by the general public -- the post is open to all -- and beachgoers are allowed to park for free during the daytime in the lots near Saratoga Road.

Table III-27 lists some of the community activities held at Fort DeRussy in 1987 (University of Southern Mississippi, 1988). The activities were selected in order to demonstrate the range of events for which Fort DeRussy is utilized.

TABLE III-27

SELECTED COMMUNITY ACTIVITIES AT  
FORT DERUSSY AND FORT DERUSSY BEACH

EVENT	FREQUENCY	NUMBER OF PARTICIPANTS	TYPE OF PARTICIPANTS
Martin Luther King, Jr. Day Parade	Annual	3,000	Civilian
Girl Scouts Parade	Annual	3,500	Civilian
Carole Kai Bed Race Parade	Annual	3,000	Civilian
Molokai to Oahu Canoe Race	Annual	750	Civilian
Hawaiian Beach Mass	Over 10 times Annually	1,500	Both Military and Civilian
Canoe Club Practice	Over 10 Times Annually	50	Civilian
Waikiki Rough Water Swim	Annual	200	Civilian and Military
Sweet Adelines Mass Sing		2,000	Civilian
Mid-Pacific Institute Picnic		300	Civilian
Private Picnics	A Few Yearly	30-70	Civilian and Military
Waikiki Neighborhood Board Meetings	Monthly	40 Civilian and Military	
USAF Thunderbird Air Show		5,000	Both Military and Civilian
IX Corps Organization Day	Annual	2,000	Military
Yama Sakura Conference	Annual	350	Military
SOS Cookoff and Ho'olaulea	Annual	500	Military
USASCH Corporate Wellness Picnic		1,000	Military

Source: Community Resources, Inc., 1989.

Note: Meetings and banquets at the Hale Koa Hotel are not included in this list (see Section 6.2.1.1.).

Fort DeRussy's official missions, along with its unofficial mission of community relations, involve several distinct groups with the post. Table III-28 offers a summary of those publics. Nearby residents use Fort DeRussy in more ways than members of any other off-post group. Many are retired from the armed forces and have both the time to enjoy the open space onsite and the right to use the facilities of the Hale Koa. Other members of the civilian community may use the beach and nearby grassy area at will, but enter the mauka part of the post only for special events such as parades. Many civilians believe that they are not generally permitted to enter the mauka portion. Members of the military and military dependents mention the parking lots as an important resource onsite. Many also use Fort DeRussy Beach and the Hale Koa Hotel.

#### 11.2.1.2 Opinion Survey and Methodology

One important objective of the Community Resources, Inc. "Social Impact Assessment Study" (CRI, 1989) was to examine public opinion. To determine the public's current impression of and interactions with Fort DeRussy, several surveys and interviews were conducted.

For this project, a set of initial interviews in February 1989 provided an early view of issues and publics and a list of other interviewees. The US Army Corps of Engineers held public issue-identification workshops that dovetailed with the early interviews. By late May 1989, over 150 persons had been interviewed as key informants who were selected for their knowledge of the community and/or because of their membership in organizations or other "publics" likely to be stakeholders. "Stakeholders," are those having a personal or professional "stake" in maintaining current uses in planning the construction and the project's final outcome. Key informants are listed in Appendix D of the SIA (CRI, 1989). It should be noted that key informant interviews reflect the concerns of selected stakeholders, not a random sample of the public at large. Interviews can suggest research hypotheses about the concerns of the general public. Even when general opinion is far less intense than informants' perspectives, the latter can signal possible public sentiment, when and if the general public recognizes that a development is imminent.

Subsequent to the initial interviews, original quantitative research was conducted in which three major surveys were devised to deal with questions that emerged through the research process. The surveys sampled the following populations:

- **Waikiki Residents:** A telephone survey of 400 residents determined in a systematic way the involvement with Fort DeRussy and the concerns of the broad community most directly affected by the recommended project.
- **Hale Koa Guests:** An intercept survey of 117 guests yielded information about visitor characteristics, spending and recreation patterns, and reactions to potential features of development at Fort DeRussy.

TABLE III-28

GROUPS USING FORT DERUSSY

GROUP	SITE(S) OF MAJOR USE	TIME(S) OF MAJOR USE	LEVEL OF USE <sup>1</sup>
Nearby Residents	Beach, Open Space, Chapel Paths to Beach and Post Office	All Days of Week; Daytime and Some Evening Use	+++
Reservists	Various unit headquarters, Parade Ground, Parking Lots	Weekends (Daytimes), Tue., Wed., Thurs. Evenings	+++
Active Military, Oahu Residents	Parking Areas, Hale Koa, Beach	Weekends (Evenings)	++
Hale Koa Guests	Hale Koa Hotel and Facilities	All Times, Beach, Open Space, Parking Areas	++
Tourists at Waikiki Hotels <sup>2</sup>	Kalia Road, Beach, Museum	Daytime	+
General Public	Beach, Open Space (Beach Mass, Air Shows)	Special Events	+

Sources: Interviews by Community Resources, Inc., 1989 and University of Southern Mississippi, 1988.

Notes:

<sup>1</sup> No precise count is available of the numbers of persons using Fort DeRussy over a period of time. This column is intended to provide a rough index of the amount of time and space at the post used by different groups.

<sup>2</sup> Many visitors staying at nearby small hotels have stayed at the Hale Koa or have been referred by the Hale Koa. Some of these visitors are likely to use Hale Koa facilities even when staying elsewhere.

- **Drivers Parking at Fort DeRussy:** This survey was not part of the research proposal. It was developed when research showed that Fort DeRussy was unique as a Waikiki parking area and the project would affect parking more than major recreational activities at Fort DeRussy. A total of 534 drivers participated in a survey of their use of Fort DeRussy parking lots, their destinations once they had parked on-base, and their reactions to possible parking fees.

To supplement the opinions of survey respondents, CRI conducted an analysis of existing published materials, such as socioeconomic reference sources examining Hawaii's society and economy; independent consultant analysis to synthesize issues and the rate of impacts; and two small workshops with key stakeholders to validate the researchers' conclusions.

#### 11.2.1.3 General Public Opinion

The SIA study examined attitudes of Fort DeRussy's civilian neighbors. It was found that respondents expressed positive attitudes toward the military in general. Servicemen were not particularly visible to many in the sample. Also, the military was less visible to older respondents. This suggests that the military tends not to be seen as intrusive in Waikiki residential areas. (Respondents living adjacent to Fort DeRussy were actually less likely than others to find servicemen highly visible.)

Certain pro-military attitudes were widespread in the Waikiki sample. They did not find servicemen at the root of Waikiki's social problems. People of all ages, both sexes, and the different areas surveyed found servicemen to be considerate. Even when the military-affiliated persons in the sample were separated, two-thirds of the other respondents reached this judgement. Again, about 30 percent of people of all ages and both sexes thought that servicemen were victimized in Waikiki. Responses to broad questions about the military in Hawaii were positive. Respondents living near Fort DeRussy found the military to be, in general, a good neighbor.

Other public opinion surveys conducted over the recent years do identify general concerns that may be affected by development at Fort DeRussy.

- 900 Oahu residents surveyed in late February and early March 1989 for the SMS Research and Marketing Services, Inc. Quarterly Consumer Study identified housing, education and transportation as major issues (Personal Communication with J. Dannemiller, 1989).
- Earlier surveys in the 1980's identified jobs, crime, traffic, education, and housing as priorities for Oahu residents (Aloha United Way and the Health and Community Services Council, 1987). Concern over traffic increased markedly over recent years to emerge as the major issue by 1987.
- Respondents to a February 1988 poll mentioned traffic most often as a problem that government should do something about. The cost of housing, the quality of



public education and crime were mentioned less often, but by at least a fifth of a sample.

Over the years, various resident polls have revealed fears of increasing tourist encroachment into residential areas. More recent surveys show, however, that concerns related to tourism have lessened somewhat. While land use issues have been important to increasing numbers of respondents in recent years, these apparently are still not major issues of islandwide concern.

#### 11.2.1.4 Key Informant Response

To describe how the responses of key informants compare and sometimes overlap, the following summary is provided.

- Off-site military sought assurance that Fort DeRussy would remain US Army property. They welcomed additional Hale Koa facilities. Interviewees viewed shared use of parking facilities with suspicion, as implying the loss of a benefit valued by the military-related population.
- Onsite military recognized that the recommended relocation of Reserve units would improve logistics. They expressed hope that adequate, permanent facilities will be built at the relocation site, in order to avoid problems of training and morale.
- Nearby Waikiki residents valued Fort DeRussy as a neighborhood park and saw the project as improving "their" park. Concern was expressed over blockage of view planes from their homes, and the quality of maintenance and police patrols in the future.
- Waikiki residents' representatives sought parking for the general public at Fort DeRussy. They were concerned with pedestrian and vehicle circulation. Support for land use regulation in Waikiki was strong, so some wanted the US Army to be subject to existing controls.
- Nearby businesses were most concerned with the implications of the hotel addition and Kalia Road realignment for their operations. Increased business was expected by some interviewees and less business (due to traffic congestions, view impacts, and competition) was foreseen by others. Business executives from western Waikiki were deeply concerned that the project could isolate their area, especially the Hilton Hawaiian Village, from the "heart" of Waikiki by blocking view planes and removing the direct walkway along Kalia Road.
- Waikiki business representatives wanted Fort DeRussy to become an attractive open area in the future, suggesting a resort atmosphere to visitors. They sought

assurance that no more buildings would be erected after the project is finished, and that continuing maintenance would be devoted to the open area. Concerned about Waikiki's traffic and overall atmosphere, they sought US Army cooperation in planning for the district.

- Beach users sought continuing use of the beach and nearby project on that area.

#### 11.2.2 Significance Criteria

The measurement of significance of social impacts is particularly difficult when so many different public interest groups are involved, many with contrasting values and concerns. An impact might be very significant to one group and inconsequential to others. The following list of significance criteria is largely derived from the Social Impact Assessment Study and includes some criteria related to other environmental resources.

Significant social and other secondary impacts would occur if:

- The de facto population of Waikiki changes more than five (5) percent;
- Any people or residences are displaced by construction activities;
- Fort DeRussy's open space acreage changes by more than twenty (20) percent;
- Fort DeRussy could no longer be used to stage parades in Waikiki, including access to Kalakaua Avenue;
- Any permanent loss of a benefit or amenity long enjoyed by the general population in contrast to one or a few stakeholders, publics or special interest groups.

Insignificant social and other secondary impacts would occur if:

- De facto population changes one to five (1-5) percent;
- Open space acreage changes by ten to twenty (10-20) percent;
- Fort DeRussy could still provide some open space of the staging of parades and limited road access to Kalakaua Avenue; and/or
- Any permanent loss of a benefit or amenity long enjoyed by one or a few stakeholders, publics or special interest groups.

Negligible social and other secondary impacts would occur if:

- De facto population changes less than one percent;
- Open space acreage changes by less than ten (10) percent;
- Fort DeRussy could be used as before for the staging of parades through Waikiki;
- Existing, long enjoyed benefits or amenities are maintained for general public use without change.

### 11.2.3 Probable Impacts

#### 11.2.3.1 Recommended Action

Daily de facto population (residents and visitors) increases will be insignificant. At an occupancy average of 2.3 persons per room, the additional 400 lodging units would increase Fort DeRussy's visitor population by 920 people per day. As of 1985, the de facto population (including residents and visitors) in Waikiki was 78,800 or 3.4 times greater than the Waikiki resident population. The visitors attracted to the new hotel would increase that 1985 daily visitor population by 1.6 percent and the de facto population by 1.2 percent. The 1985 de facto figures are drawn from studies by the Hawaii State Department of Business and Economic Development. The indirect impacts of this increase are addressed here and under Section 6, Transportation, of this chapter.

The project is not expected to generate any changes to current Waikiki population indicators such as residential population levels, sex or age ratios, ethnicity, education level, or income levels.

The recommended project would remove several billets near the eastern-most corner of Fort DeRussy, which will result in the displacement of 20 resident enlisted military police (MP) personnel and one officer. Unlike private residents, the impact of relocation is not considered significant of itself because there is no loss of private property, and the move and new housing would all be government furnished. If the MPs are relocated to Fort Shafter, the loss of on-post quarters would mean that backup response to a normal shift of on-duty MPs could be delayed by an average of 25 minutes during peak traffic conditions, according to MP sources (CRI, 1989). The loss of these on-post quarters is also perceived by members of the public, as indicated in key informant surveys (CRI, 1989) and in the EIS scoping workshops (see Chapter V, Public Involvement), as a significantly adverse impact to the capability of the US Army to maintain safe, crime-free conditions on Fort DeRussy, particularly at night.

The recommended project has the potential to significantly and adversely affect the ability of the general public and selected special interest groups to enjoy the use of Fort DeRussy as a staging area for small-scale parades (see top of Table III-27). The recommended project would

not disrupt specially permitted access between Kalakaua Avenue and interior grassed areas in mauka portion of Fort DeRussy, but the newly landscaped grass areas would probably be unavailable for parade staging purposes, as in the past. The size or frequency of parades in Waikiki may not be substantially affected by the loss of Fort DeRussy staging space because there are alternative staging areas at Ala Moana Park, Ala Moana Shopping Center, and Kapiolani Park.

Most social and other indirect impacts are expected to have negligible or insignificant impacts on the general population. However, it is apparent from the Social Impact Assessment and EIS scoping workshop that specific publics or stakeholders may view particular project features as significantly affecting their interests.

The following is a list of long-term beneficial impacts that are expected to occur:

- Implementation of the recommended project would resolve any lingering doubt whether the US Army would retain control over all of Fort DeRussy, thus satisfying different publics' objectives for use and control of Fort DeRussy. The project would provide for the military population's desire to have a niche in Waikiki.
- The project promises to meet residents' desires to retain Fort DeRussy's park-like open space and visitor industry desires for a "Waikiki entry" that looks more like a resort than a military post.
- Visitors and Waikiki residents would use Fort DeRussy more often and more intensively as a park.
- The project would have mildly positive impacts for interactions between civilians and military operations at Fort DeRussy.
- Reserve units would be displaced with positive impacts for training, so long as new facilities are available and appropriate.
- New parking facilities and regulations would bring increases in civilian parking, although according to survey results, fewer persons would park many times monthly at Fort DeRussy in order to go off-post.

The following is a list of long-term, insignificant adverse impacts that are expected to occur:

- After the removal of parking lots, the realignment of Kalia Road, and the addition of a new hotel tower and a parking structure, there will be net gain of about 2 acres of open space.

- Fears of future development at Fort DeRussy held by surrounding residential organizations would remain, since the US Army is not subject to local regulations.
- Residents in buildings adjacent to the mauka section of Fort DeRussy may have mixed feelings about the new oceanward views. Some views will be improved with the additional of open, green space in the mauka portion of the post; other views toward the present alignment of Kalia Road will be blocked by the new hotel tower. The economic value of these condominium residences is not expected to be affected by the change in view.
- The project has stimulated hostile, but nonspecific responses to new development by the US Army from several Waikiki businesses and residents.

Despite several concerns, survey results reveal positive feelings towards the project and extensive support for the Armed Forces overall:

- Over two-thirds of 400 Waikiki residents surveyed approve of the project. About half use Fort DeRussy regularly. Those who knew of the project were more likely to support it than those who were previously unaware of the plan. Most Waikiki respondents thought that servicemen were not a cause of social problems in Waikiki. They found the military to be a good neighbor in Hawaii.
- Over 80 percent of Hale Koa guest respondents strongly favored the project. High occupancy rates at the Hale Koa had less of an impact on the private Waikiki hotel market than had been thought -- people who had previously been unable to get reservations tended to postpone their trips, rather than go to other hotels.
- Most of the drivers surveyed at Fort DeRussy parking lots responded mildly to the idea of possible parking fees. Presently, over half of those who park on-base walk to destinations outside Fort DeRussy. As well as the military, many civilians now use Fort DeRussy parking lots.

These impacts and affected groups are summarized in Table III-29.

TABLE III-29

ASSESSMENT OF SOCIAL IMPACTS OF FORT DERUSSY PROJECT

<u>Potential Impact</u>	<u>Extent<sup>1</sup></u>	<u>Duration<sup>2</sup></u>	<u>Intensity Adverse Impacts</u>	<u>Positive Impacts</u>
<b><u>A. MAJOR IMPACTS:</u></b>				
Satisfying publics' aims for post	General	Long Term		Medium
Increased park use	Waikiki res.	Long Term		Mild
	Visitors	Long Term		Mild
	US Army Museum	Long Term		Mild
Additional Hale Koa visitors	Military	Long Term		Medium
	Nearby bus. Waikiki hotels	Long Term		Mild
		Long Term	Mild <sup>3</sup>	[mixed]
Isolation of Western Waikiki	Nearby business	Long Term	Mild <sup>3</sup>	[mixed]
Changed views, traffic, Saratoga Road	Nearby business	Long Term	Medium	
Changed views, nearby residents	Adjacent Few (mauka, with little scenic view)	Long Term	Mild	
		Long Term	Mild	
Impact on parades	General	Long Term	Medium	
Reserves displaced	Reserves General (users of Classrooms)	Long Term	Mild <sup>4</sup>	Mild
		Long Term		Mild

TABLE III-29

ASSESSMENT OF SOCIAL IMPACTS OF FORT DERUSSY PROJECT  
(Continued)

<u>Potential Impact</u>	<u>Extent<sup>1</sup></u>	<u>Duration<sup>2</sup></u>	Intensity <u>Adverse Impacts</u>	<u>Positive Impacts</u>
<b>Major Impacts (Cont'd)</b>				
Parking changes	Military	Long Term	Uncertain, depending on fee structure	
	Civilians now parking onsite	Long Term	Mild	
	Older chapel-goers	Long Term	Mild	
	Other civilians	Long Term		Mild
	Nearby bus.	Long Term		Mild
Reduced response to emergency	General	Long Term	Possibly strong in emergency	
Hostile responses to new development	Nearby res.,	Mostly	Mild	
	Waikiki bus. Military	Planning Planning	Mild	
<b><u>B. ADDITIONAL IMPACTS:</u></b>				
Loss of parking on-site	General	Construction	Mild	
	Onsite military	Long Term	Mild	
Inconvenience from construction	Nearby res.	Construction	Mild	
	Grassy area users	Construction	Mild	

TABLE III-29

ASSESSMENT OF SOCIAL IMPACTS OF FORT DERUSSY PROJECT  
(Continued)

<u>Potential Impact</u>	<u>Extent<sup>1</sup></u>	<u>Duration<sup>2</sup></u>	<u>Intensity</u>	
			<u>Adverse Impacts</u>	<u>Positive Impacts</u>
<b>Additional Impacts (cont'd)</b>				
Easier pedestrian movement, Paoa Pl. to Kalakaua Ave.	Nearby business	Long Term		Mild
Impacts of storm drain	Beach users Beach users	Construction Long Term	Mild	
Isolation of Museum from roads, paths	Visitors Museum	Long Term Long Term	Mild Medium	
Loss of specialized sports facilities	Few (tennis, racquetball players)	Long Term	Medium	
Gain of volleyball courts	Few (volleyball players)	Long Term		Mild
Crime	Hale Koa guests, Waikiki res.	Long Term	Mild	

Source: Community Resources, Inc., 1989.

NOTES: The impacts summarized here are described in the text. Consultant's judgements of duration, extent and intensity derive from interviews and surveys, but are still subjective judgments.

- (1) The terms in this column refer to (a) the general public ("General"); (b) special publics and institutions; or (c) small populations identified as "Few" in number.
- (2) Items in this column refer to project phases (planning, construction), or lasting changes after construction. Duration may vary for some members of affected publics.
- (3) Where eventual positive impacts are expected to develop, but may not balance adverse impacts, "[mixed]" is used.
- (4) Few adverse impacts are expected due to the project itself. Additional adverse impacts of some consequences could also arise due to off site actions.



### 11.2.3.2

#### No Action Alternative

Social uses of Fort DeRussy by civilian and military groups would remain much as they are presently. In some cases, this would preserve some significantly beneficial aspects of Fort DeRussy. However, military retirees and active duty personnel comprise an important segment of Waikiki's tourists, and this population segment would be adversely affected by the No Action Alternative, as the existing Hale Koa Hotel is already unable to serve those who wish accommodations. The failure to improve recreation and leisure services for military personnel is contrary to Fort DeRussy's prime mission as a Recreation Center and would not support the Secretary of the Army's Master Plan for enhancing open space and recreational amenities for the public. Under the No Action Alternative, most US Army Reserve units currently assigned to Fort DeRussy would continue to train there, although some units would be using less than adequate facilities.

### 11.2.3.3

#### Kalia Road Alternatives

#### 11.2.3.3.1

##### Option B1

Although the Traffic Study conducted for the EIS (WSA, 1989) concludes that a new Kalia Road intersection with Saratoga Road, as proposed by this alternative, would be more efficient than the intersection's current location, many members of the public remain unconvinced.

#### 11.2.3.3.2

##### Option B2

This alternative would construct a four lane Kalia Road at its existing intersection with Saratoga Road. This would be more consistent with the public's use and impression of Fort DeRussy than the other alternatives. Results from the key informant interviews found Fort DeRussy's parkland areas are used more frequently by walk-in visitors than those visitors driving onto the base. Not unexpectedly, the ease of pedestrian movement was discussed most frequently by survey respondents. From the pedestrian's viewpoint, a two-lane road would be easier to cross than a four-lane road. Moreover, a four-lane road bisecting Fort DeRussy would more adversely disrupt the public's impressions of Fort DeRussy as open space than would the existing two-lane facility in the same location.

#### 11.2.3.3.3

##### Option B3

With Kalia Road removed under this option, the grassy open area at Fort DeRussy would stretch from the beach to Kalakaua Avenue. No internal roadways would exist on-post. As a result, the development at Fort DeRussy would affect both vehicular and pedestrian circulation. Although traffic impacts are addressed in another section (see Section 6 of this chapter), the relation of some of the more likely traffic impacts to issues and concerns of the various publics can be specified:

- Under this alternative, western Waikiki would be linked to central Waikiki by only one roadway, and hence would be effectively isolated;
- Without roadways on-post, it is unlikely that Fort DeRussy could fulfill its civil defense or mobilization missions if needed;
- Vehicles would be parked off-post or at the Saratoga parking structure, and access to the chapel would be restricted to foot traffic. This option would limit the use of the chapel and make it difficult for some worshippers to attend;
- The plan for this alternative would remove the roadway behind the US Army Museum, thus restricting emergency access to the beach.
- Removing Kalia Road would make unloading vehicles impossible near the beach, except at the entry areas for either the hotels or the museum.

On the beneficial side, this alternative would, like the recommended project, offer park area to neighbors, preserve open space and keep Fort DeRussy a US Army property. It does not avoid any adverse impact which might be caused by the project, nor does it respond in a better way to any concern raised by the public except for those persons who see elimination of the road as a drastic way to reduce traffic and create an uninterrupted expansive park land area in central Waikiki.

#### 11.2.3.4

#### Low-Rise Hotel Development Alternative

The potential adverse social impacts discussed earlier for the recommended action would nearly all prevail under this alternative, and some would be more intense. In order to provide new hotel rooms in response to the existing demand, low-rise buildings would spread across Fort DeRussy under this alternative. Access routes to the low-rise buildings would be needed, so that new roadways would be built within Fort DeRussy.

The amount of open space created under this alternative would be less than in the recommended project. Furthermore, much of that open space would be surrounded by hotel buildings on all sides, and hence would not appear to be an open public area. Access to the beach would also become circuitous. Beachgoers would have to walk around hotel buildings, then around one end or another of the US Army Museum, to reach the beach.

This alternative meets one concern of many Waikiki interests, that the US Army should conform to City land use controls. It does so, however, at a steep cost in terms of other issues:

- The open space desired by Waikiki residents and businesses would be lost;
- Views from adjacent properties would be no better, and in some cases worse than

with the recommended project;

- The parking structure that could block views of Fort DeRussy's open spaces from lower floors of buildings on Saratoga Road and Paoa Place would remain;
- Residents of apartment buildings in the vicinity might retain a part of their views that would be blocked by the single high-rise hotel of the recommended action, but they would also look out over a spread-out low-rise hotel facility;
- For pedestrians and those driving by, the sense of Fort DeRussy as an open, inviting area would be lost; and
- With hotel rooms mauka of Kalia Road, the number of visitors crossing the road to and from the beach would increase greatly. Hotel guests would tend to see the road as part of the hotel grounds and not a busy thoroughfare; with this alternative, the potential for congestion and pedestrian safety must be considered.

The low-rise hotel facility alternative would likely have impacts on the use and role of Fort DeRussy for all the special publics discussed in this section. Active duty military could be adversely affected, as a beach they had considered their own would become part of an expanded resort complex. Existing amenities of Fort DeRussy would be reduced for nearby residents and businesses. Shared civilian/military use of Fort DeRussy would be minimal, as available land would be minimal.

### 11.2.3.5 Parking Structure Alternatives

#### 11.2.3.5.1 Option D1

This alternative meets two concerns of Waikiki residents, that of parking availability for the general public, and retaining open space. However, due to the multi-level nature of the parking structures in Option D1, views from adjacent properties would be worse than with the recommended project. Moreover, the concerns raised by western Waikiki businesses about a direct connection to central Waikiki would not be addressed. Under this alternative, the Kalia Road alignment would be as described for Option B2.

#### 11.2.3.5.2 Option D2

This alternative also meets the public demand for increased parking, although the amount of open space created under this alternative would be less than in the recommended project, if the three single-level structures were not landscaped and bermed. Furthermore, much of the remaining open space would be surrounded by parking structures on all sides, and hence would not appear to be an open public area. Access to the beach would also become circuitous, as described for Alternative C. Beachgoers would have to walk around parking structures, then around one end or another of the US Army Museum, to reach the beach. Additional costs of adopting this alternative are similar to those listed under the low-rise hotel development alternative discussed above.

#### 11.2.3.5.3 Option D3

This option would meet the projected average daily demand for parking, if turn-over rates are accounted for, and if convenience parking was not allowed in the future. It would partially block street-level views into Fort DeRussy from Saratoga Road, but would substitute usable open green space for the concrete block proposed under Option D1.

### 11.2.4 Mitigation Measures

#### 11.2.4.1 Recommended Action

A variety of significant, insignificant, and negligible impacts have been identified in the above analysis of social and other indirect environmental impacts. Many of these impacts are considered insignificant in terms of the overall project or in relation to the significance criteria.

Nevertheless, to specific public interest groups, many of these impacts are perceived as significant. Planned implementation of the following measures by the US Army Community and Family Support Center or U.S. Army Support Command, Hawaii would alleviate some of these concerns (some of the following measures are repeated under specific resource headings):

- Schedule the construction of the new replacement Reserve facilities at Fort Shafter

to coincide with the construction of the Hale Koa expansion to minimize adverse impacts to US Army Reserve training, morale and recruiting activities

Install lighting, pathways, and signage to improve access to on-post facilities such as the US Army Museum and the Post Chapel;

Incorporate current Uniform Federal Accessibility Standards guidelines in the construction of the project to allow full participation for persons with disabilities in utilizing the proposed facilities;

Retain a small parking area for the handicapped, for funeral vehicles, or wedding limousines (5-10 spaces) near the chapel;

Retain the Maluhia Road access to Kalakaua Avenue, so parades may continue to use the post as a starting point by temporarily reallocating use of parking spaces within Saratoga parking lot for staging of parades

Preserve the existing trees at Fort DeRussy, including replanting those displaced by construction;

Use native Hawaiian plants in landscaping to beautify the grounds and educate visitors;

Use planter boxes and/or terracing to make the garages attractive (as done elsewhere in Honolulu);

Remove the fences and signs that discourage public entrance onto Fort DeRussy to make it appear more accessible to the public. Alternatively, fences could be replaced with low hedges to create a sense of openness yet retain the safety advantages of physical barrier to children playing on the grassy areas of the US Army post;

Include recreational facilities such as a jogging/fitness course with exercise sites and bike paths;

Provide restrooms, benches, and picnic tables for public use;

Commitment by the US Army to an open space concept for Fort DeRussy, and to high standards of maintenance of that space;

Develop the project and maintain Fort DeRussy as currently planned, hopefully ruling out any future increase in density beyond the recommended 400-room

increase; and

- Participation by US Army representatives in master planning for Waikiki, coupled with a demonstrated willingness to allow community and visitor industry participation in planning for Fort DeRussy, even after the Environmental Impact Statement process ends;
- Encourage alternative means of transportation (e.g., car pooling or use of military buses) to transport active military personnel and families to Fort DeRussy to economize on the use of limited parking spaces;
- Develop a policy to prioritize use of parking space.

#### 11.2.4.2 Kalia Road Alternatives

The measures identified above for the recommended action are appropriate for Alternative B (Kalia Road Alternatives). For Alternative B3 (Elimination of Kalia Road) in particular, it will be essential to provide pathways and signage so that the public will be able to walk back and forth between central and western Waikiki and to access on-post facilities.

#### 11.2.4.3 Low-Rise Hotel Development Alternatives

This alternative would, compared to the recommended action, cover more of the site with structures, parking and roads, sacrificing much valued open space. The following measures would successfully mitigate potentially adverse social impacts:

- To preserve open space as much as possible, the 2-story hotel facilities should be designed in clusters, enabling shared use of common parking areas and reducing the amount of developed space;
- Green belts, or heavily landscaped corridors, should separate these clusters to preserve open space views and to create view of a mix of greenery and buildings;
- Access routes should be kept to a minimum width, sufficient to permit emergency vehicle access;
- Parking areas should be landscaped with existing trees and native plants;
- Directional signage should be attractively designed and properly sited on-post to provide pedestrians and motorists with a sense of orientation;
- Pathways to the beach should be incorporated into the green belts through the site to enable beachgoers to take a more direct route to the beach; and

- High visibility areas such as the entrance zone, landscaped and signed to ensure Fort DeRussy remains an open space for the public.

11.2.4.4 Parking Structure Alternatives

Mitigation measures proposed for the recommended Alternative D. In addition, the following measures are also proposed:

- Directional signage should be attractively designed to provide pedestrians and motorists with a sense of orientation;
- Use planter boxes and/or terracing to make the multiple parking structures attractive;
- Green belts, or heavily landscaped corridors, should separate the parking structures under Option D2; and
- Pathways to the beach should be incorporated into the green belts through the parking structures to enable beachgoers to take a more direct route to the beach under Option D2.

12. LAND USE PLANS, POLICIES AND CONTROLS

12.1 FEDERAL REQUIREMENTS

12.1.1 Coastal Zone Management Program

A Coastal Zone Management (CZM) Program Consistency Certification for the recommended project was filed with the Office of State Planning in compliance with Federal and State laws (Coastal Zone Management Act of 1972 and Hawaii Coastal Zone Management Program, Section 205A-2, Hawaii Revised Statutes). A copy of the completed CZM Assessment is provided in Appendix E. The recommended action is consistent with the objectives and policies of the State's Coastal Zone Management Program in that: (1) it assists in providing adequate, accessible and diverse recreational opportunities in the coastal zone management area by protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas, assists in managing public access to and along shorelines with recreational value, assists in providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation and expands public recreational use of County, State and Federally owned shoreline lands and waters having recreational value; (2) assists in supporting the state goals for protection, restoration, interpretation and display of historic resources; (3) assists in promoting water quality and quantity planning and management practices that reflect the tolerance of marine ecosystems; (4) is consistent with the concentration of tourism industry facilities in an area (Waikiki) on Oahu that is appropriate for coastal dependent development necessary to the state's economy; and (5) is consistent with the present hotel land use designation, will have little if any adverse environmental impact and is important to the state's economy.

The Office of State Planning certified that the recommended action as described in the Draft EIS was consistent with the Coastal Zone Management Program (see Appendix E, Office of State Planning Letter of April 11, 1990). A new Consistency Determination addressing the project as currently described in the Final EIS will be filed with the Office of State Planning. Because the current project is considered to be even more consistent with the Hawaii CZM Program than the project described in the Draft EIS, it is fully anticipated that the currently recommended alternative will also be certified. That status of that certification will be acknowledged in the Record of Decision.

## 12.2 OTHER FEDERAL REQUIREMENTS

As indicated in the Summary, Section 5, the recommended project requires an Environmental Impact Statement per the requirements of the National Environmental Policy Act of 1969. This EIS serves that purpose. Further, the project requires a review of the project's impacts on historic resources per Section 106 of the National Historic Preservation Act. The project's consistency with Section 106 requirements are discussed in Chapter III, Section 5 of this EIS.

## 12.3 STATE LAND USE PLANS

Fort DeRussy is in the State Land Use Urban District and in the City and County of Honolulu Development Plan Land Use Map. The following paragraphs describe the recommended project's relationship to the Hawaii State Plan and State Functional Plans.

### 12.3.1 Hawaii State Plan

The Hawaii State Plan establishes a set of goals, objectives and policies which are to serve as long-range guidelines for the growth and development of the state. The Plan is divided into three parts: (I) Overall Theme, Goals, Objectives and Policies; (II) Planning Coordination and Implementation; and (III) Priority Directions. Part II establishes a state-wide planning system to coordinate and guide all major state and county activities and to implement Parts I and III. Because this section (Part II) pertains to the administrative structure and implementation process of the Plan, comments regarding the compliance of the recommended project to this section are not deemed appropriate.

The Plan lists three "Overall Themes" relating to: (1) Individual and family self-sufficiency; (2) Social and economic mobility; and (3) Community and social well-being.

These three themes are viewed as "basic functions of society" and goals toward which government must strive. To guarantee the elements of choice and mobility embodied in the three themes, three state goals were formulated: (1) A strong, viable economy, characterized by stability, diversity and growth, that enables the fulfillment of the needs and expectations of Hawaii's present and future generations; (2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems and uniqueness, that enhances the mental and



physical well being of the people; and (3) Physical, social and economic well-being, for individuals and families in Hawaii, that nourishes a sense of community responsibility, of caring and of participation in community life.

The recommended project is consistent with the Hawaii State Plan in that it encourages an increase of economic activities and employment opportunities consistent with community needs and desires; promotes increased opportunities for Hawaii's people to pursue their socioeconomic aspirations throughout the islands; increases and diversifies employment opportunities to achieve full employment, increased income and job choice and improved living standards for Hawaii's people to achieve a steadily growing and diversified economic base that is not overly dependent on a few industries; strives to achieve a level of construction activity responsive to, and consistent with, state growth objectives; stimulates the development and expansion of economic activities which will benefit areas with substantial or expected employment problems; provides equal employment opportunities for all segments of Hawaii's population through affirmative action and non-discrimination measures; encourages businesses that have favorable financial multiplier effects within Hawaii's economy; promotes and protects intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy; directs planning toward the achievement of a visitor industry that constitutes a major component of steady growth for Hawaii's economy; supports and assist in the promotion of Hawaii's visitor attractions and facilities; ensure that visitor industry activities are in keeping with the social, economic and physical needs and aspirations of Hawaii's people; develops the industry in a manner that will continue to provide new job opportunities and steady employment for Hawaii's people; fosters an understanding by visitors of the aloha spirit and the unique and sensitive character of Hawaii's cultures and values; is planned to be directed toward the achievement of enhancement of Hawaii's scenic assets, natural beauty and multi-cultural/historical resources; promotes the preservation and restoration of significant natural and historic resources; provides incentives to maintain and enhance historical, cultural and scenic amenities; and protects those special areas, structures and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

The purpose of the Priority Guidelines part of the State Plan is to establish overall priority guidelines to address areas of statewide concern. The overall direction of the priority guidelines is that the state shall strive to improve the quality of life for Hawaii's present and future population through the pursuit of desirable courses of action in five major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice and quality education. The recommended project is in concert with the Priority Guidelines in that it will encourage the continuation of visitor related businesses; will assist in the promotion of one of the state's unique visitor attractions and will encourage the maintenance and enhancement of the Aloha Spirit. In addition, the recommended project will allow more military related visitors to visit Hawaii and the truly scenic and culturally significant sites and it will be a wise use of the limited land available for improved Fort DeRussy facilities.

### 12.3.2 State Functional Plans

The Hawaii State Plan directs the appropriate state agencies to prepare functional plans for their respective program areas. There are twelve State Functional Plans that serve as the primary implementing vehicle for the goals, objectives and policies of the Hawaii State Plan. The recommended project is consistent with the State's Transportation Functional Plan, Historic Preservation Functional Plan, Recreation Functional Plan, Conservation Lands Functional Plan and Tourism Functional Plan.

## 12.4 CITY AND COUNTY OF HONOLULU LAND USE PLANS

### 12.4.1 Development Plan

Fort DeRussy is designated as Resort, Park, and Military in the City and County of Honolulu's Primary Urban Center Development Plan (PUC DP) Land Use Map. The present and recommended on-post land uses are and will continue to be compatible with these designations. The PUC DP Special Provisions state, "The open space character of Fort DeRussy shall be preserved." (Section 32-2.2(b)(2)(H)). The proposed development is consistent with this policy.

### 12.4.2 Waikiki Special Design District

The Hale Koa Hotel is within the Waikiki Special Design District, established by the City and County to control the development of Waikiki relative to apartment and hotel density, public shoreline access and other criteria. Fort DeRussy is in the "Public Precinct" designation, which is defined in the ordinance as "public uses and structures, including accessory activities operated by private lessees under the supervision of a public agency." The existing and recommended uses at the Hale Koa Hotel and the other recommended facilities, are and will continue to be compatible with these designations.

Although the recommended project is not subject to the City and County's permitting requirements, the following discussion indicates how the recommended improvements relate to the guidelines established by the Waikiki Special Design District urban design controls.

- Fort DeRussy is recommended as open space under the guidelines. The maintenance and enhancement of open space was one of the major criteria in the master planning of the recommended new facilities. The new facilities will increase the amount of landscaped open space within the post over that presently available.
- The urban design control guidelines specify a 100-foot shoreline setback with a building height envelope of one to one (45 degrees) measured from the shoreline. The recommended new hotel tower will be set back more than 400 feet from the shoreline. However, the hotel tower may encroach on the height limits established by the guidelines (see Chapter II and Chapter III, Section 4 for discussion on

alternative low-rise hotel facilities and visual impact assessment of recommended facilities).

- One guideline states that the long axis of all new structures should be located on a mauka-makai direction whenever possible, and that bulk structures should minimize mauka-makai view obstruction. The location of the new hotel tower will be such that it is parallel with the existing hotel tower and will minimally obstruct the mauka-makai view planes (see Chapter III, Section 4). The building has been sited to make as much of Fort DeRussy as possible available for open space and to increase the landscaped park-like character of the post.
- The recommended new hotel tower will be above the 25-foot high limitation for Fort DeRussy. However, as noted above, the tower will be parallel with the existing tower and has been sited to increase the landscaped park-like area within the post to enhance the visual character of the site.
- The new parking structures will not exceed the 25-foot Waikiki Design District height limit. If possible, portions of the structures will be constructed below grade.

#### 12.4.3 Special Management Area (SMA)

Chapter 205A, Hawaii Revised Statutes, and the City and County of Honolulu Special Management Area regulations set forth guidelines to be used in the review of developments recommended in the SMA. The following identifies how the recommended project is consistent with the SMA guidelines.

- The project does not adversely affect access to publicly owned/used beaches and recreation areas.
- Provisions are made for solid and liquid waste treatment.
- Existing land forms will be altered to a limited extent. The recommended improvements will have a negligible impacts on water resources, will improve scenic and recreational amenities, and they will not cause any hazards due to floods, landslides, erosion, siltation or failure in the event of an earthquake.
- The improvements will have no substantial adverse environmental or ecological effects.
- The hotel and other facilities are generally consistent with the SMA guidelines. City and County General Plan, zoning and other governmental objectives and policies.

- The project does not involve any work within a bay, estuary, salt marsh, river mouth, slough or lagoon.

- The size of the beach will not be reduced as a result of the project.

The project will not substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast.

- The improvements will not adversely affect water quality, existing areas of open water, fisheries, wildlife habitats, or agricultural uses of land.
- The project will increase the amount of lawn area available to the general public and will increase other recreational amenities and opportunities available to the general public and guests of the hotel.

#### 12.4.4 Shoreline Setback

No structures are planned within the 40-foot shoreline setback area. Improvements and modifications will be limited to landscaping and upgrading of existing recreational facilities, e.g., volleyball courts, paths, etc. The visual character of the site is expected to be improved from the beach as well as toward the beach by increasing the amount of open, landscaped, park-like space available to the public.

### 12.5 PRIVATE PLANS

#### 12.5.1 Honolulu Convention Center

Both the State of Hawaii and the City and County of Honolulu have announced plans for convention centers to be located in the Waikiki area. The State is planning a convention center at the site of the International Market Place, about 2,000 feet southeast of Fort DeRussy. The City and County convention center would be located at the corner of Kalakaua and Kapiolani Boulevard, about 4,000 feet northwest of Fort DeRussy. At present, the proposals for the two competing centers are in a preliminary stage of development and too speculative to define with any degree of certainty. However, the traffic analysis performed for this EIS and the Master Plan did take into account the potential for increased traffic in and around Fort DeRussy. It is unlikely that either center would have any effect on Fort DeRussy and the Hale Koa Hotel, other than increased traffic. The Hale Koa Hotel does not cater to convention groups and would not be impacted by the recommended facilities.

#### 12.5.2 Waikiki Landmark Project

The Waikiki Landmark project is a recommended condominium/commercial center that would be located in the vicinity of Fort DeRussy. However, this project is only in the early

stages of planning and the facilities to be included in the project have not been defined. As with the convention center projects, the traffic analysis for this EIS has considered the possibility of this project moving forward.

12.5.3 Other Private Plans

It is likely that there are other private plans for either new hotel/condominium/commercial properties or improving and rehabilitating existing properties in the vicinity of Fort DeRussy. However, other plans have not been made public at this time.

**CHAPTER IV**  
**PUBLIC INVOLVEMENT**

**1. INTRODUCTION**

This chapter describes the EIS public involvement program, reiterates the Army's compliance with various Federal and local environmental laws, lists all agencies, organizations, and individuals to whom the Draft EIS was sent and reproduces copies of all public notices, letters and newspaper articles recording the Army's efforts to inform the public about the project and the public's involvement in the process of identifying significant issues, concerns and possible impacts.

The public involvement effort for this project was aided by the preparation of a Social Impact Assessment (SIA) by Community Resources, Inc. (CRI) under contract to the U.S. Army Corps of Engineers, Pacific Ocean Division. The SIA included highly focused efforts to involve both key opinion leaders in the community and randomly selected citizens in a systematic effort to identify issues and concerns and predict various impacts. The SIA Report is summarized in Chapter III of the EIS and is available for review by the public at State Libraries on Oahu and at the U.S. Army Corps of Engineers' office at Building 230, Fort Shafter, Hawaii 96858-5440 [Telephone David Sox at (808) 438-5030/1776].

**2. NOTICE OF INTENT**

A Notice of Intent (NOI) to prepare an Environmental Impact Statement was published the January 18, 1989 issue of the Federal Register. The NOI or EIS Preparation Notice was published in the January 23, 1989 issue of the State of Hawaii Office of Environmental Quality Control Bulletin. One Federal agency made a formal reply to the NOI; the U.S. Fish and Wildlife Service provided comments by letter of 23 February 1989. One organization made a formal reply to the EIS Preparation Notice; The American Institute of Architects, Hawaii Society provided comments by letter of 15 March 1989. The concerns of each interested party are addressed in this Final EIS.

**3. SCOPING**

Formal EIS scoping was preceded by informal coordination with the State Historic Preservation Officer (SHPO) who was given the opportunity to review the draft contract Scope of Work for an archaeological reconnaissance survey. The SHPO's comments were incorporated into the Scope of Work. There was also project-related coordination with the City and County Department of Public Works and Board of Water Supply regarding wastewater and water systems. Coordination with the Department of Public Works is continuing.

Two formal scoping meetings were held. The first was held for public agencies on 16 February 1989 at Fort Shafter, Hawaii. Two Memorandums are reproduced here

which summarize the agency concerns and summarize the Army verbal responses to those concerns and questions. One week later on 22 February 1989, a public workshop was held at Fort DeRussy. Notices of the public workshop were mailed out three and two weeks prior to the meeting and various notices of the meeting were published as news articles or editorials in the Honolulu Advertiser and the Honolulu Star-Bulletin. The public notice sent to the public and the newspaper articles are reproduced in this Chapter.

#### 4. DOCUMENTATION OF ENVIRONMENTAL COMPLIANCE

There has been full compliance with the two Federal environmental statutes that required coordination in the early phases of project planning.

##### Endangered Species Act

In response to the EIS Notice of Intent, the U.S. Department of Interior, Fish and Wildlife Service (USFWS) indicated on 23 February 1988 that "to the best of our knowledge, the recommended project will not adversely affect trustee resources under the jurisdiction of the U.S. Fish and Wildlife Service." Subsequently, the Army sent a letter (25 September 1989) to the USFWS with copies of the botanical report by Char & Associates, the avifauna and feral animal report by Mr. Phillip L. Bruner, and a drawing of the recommended project. The Army determined that the recommended project would not affect any listed, recommended, or candidate endangered or threatened species, and that no Section 7 consultation under the Endangered Species Act was required. By letter of 6 October 1989, the USFWS concurred with the Army's determination.

A similar letter with enclosures was also sent to the State of Hawaii Department of Land and Natural Resources (DLNR) for their comment on the biological effects of the project in relation to Hawaiian endangered or threaten species. (The DLNR reply of 10 October 1989 provided useful information on the fairy tern which is listed by the State of Hawaii as threatened on the island of Oahu).

The USFWS and the DLNR were given a further opportunity to comment on the Draft EIS. The U.S. Fish and Wildlife Service agreed that no listed, proposed, or candidate species protected by the Endangered Species Act would be impacted by the project. Their comments are reproduced at the end of this chapter.

##### National Historic Preservation Act of 1966, as amended

In compliance with Section 106 of the Act and its Advisory Council on Historic Preservation implementing regulations (36 CFR Part 800), an archaeological reconnaissance survey of all of Fort DeRussy was performed (Davis, 1989), under contract to International Archaeological Research Institute, Inc. The reconnaissance survey consisted of subsurface archaeological testing and sampling. The draft reconnaissance report was reviewed by the Hawaii State Historic Preservation Officer (SHPO), in compliance the applicable regulations. The SHPO's review comments of September 12, 1989, which formally initiated Section 106 coordination, were

incorporated into the revisions for the final survey report for the EIS (see reproduced correspondence in Section on Correspondence on EIS Preparation Notice).

A copy of the final Archaeological Report, along with the Army's indication of significance, a determination of effect, and recommended mitigation plans, was submitted in a letter dated December 14, 1989 to the SHPO and Advisory Council on Historic Preservation (ACHP) for review and approval. The Army's letter included a preliminary indication that all buried cultural or natural deposits that were discovered during the reconnaissance survey or may be discovered during construction, appeared significant for data they have yielded and are likely to yield additional information important to Hawaiian prehistory. The Army also indicated that there was a strong potential for adverse effect to significant prehistoric cultural resources from the planned development.

No reply was received from the ACHP. The Hawaii State Historic Preservation Officer concurred, in a letter of December 21, 1989, that the subsurface archaeological deposits are significant under National Historic Register criterion "d" [(36 CFR Part 60.1 (d)] for information content. By consensus, it was agreed that we consider the deposits, constituting a site, to be eligible for the National Register of Historic Places. The SHPO also concurred with the Army's determination that any land-altering activities on the property are potentially adverse in effect. They look forward to coordinating with the Army to develop a Data Recovery Plan.

The Draft EIS was also sent to the SHPO [in care of the Hawaii Department of Land and Natural Resources (DLNR)] and ACHP for comment. The ACHP did not comment. The Hawaii DLNR reiterated the above comments. Signing as SHPO, the DLNR Chairperson provided like comments within the context of the Areawide Clearinghouse process noted below. Copies of the Army and SHPO correspondence are included later in this chapter.

Chapter III of the Final EIS contains a summary of the final archaeological reconnaissance survey report by Davis (1989). In the mitigation section, measures to mitigate for or avoid adverse effects include a pre-construction Data Recovery Program and an Archaeological Monitoring and Sampling Program during construction. In compliance with 36 CFR 800, both of these measures will be fully coordinated with the SHPO, who will be given the opportunity to review the data recovery and monitoring contract scopes of work, the recovery plans, and the draft and final reports.

#### Intergovernmental Review of Federal Programs

Executive Order 12372 (July 14, 1982) entitled "Intergovernmental Review of Federal Programs" directs Federal agencies to "accommodate State and local elected officials' concerns with recommended Federal financial assistance and direct Federal development" and when concerns cannot be accommodated, "to explain the bases for their decision in a timely manner." This latter review is guided by the Hawaii Office of State Planning "Clearinghouse Procedures Manual: State Process for the



Intergovernmental Review of Federal Programs" (August 1987). The Draft EIS served as the primary vehicle to comply with the State Clearinghouse Procedures Manual. The required Standard Form 424 and supplementary State of Hawaii Clearinghouse Form was transmitted to the Areawide Clearinghouse at the City & County Department of General Planning (with copy furnished to State Clearinghouse).

By letter of March 12, 1990, the Director of the Office of State Planning, acting as Single Point of Contact, transmitted the State Process Recommendation and related comments which had been received from the Areawide Clearinghouse, City & County of Honolulu, for the subject proposal. The Army's required response was transmitted in a letter dated August 9, 1990. Copies of the correspondence received during the Areawide and State Clearinghouse reviews are included in this chapter, under Draft Environmental Impact Statement Comment Letters and Responses Section.

#### Clean Water Act

There are no recommended project features or construction activities which will affect either wetlands or any other navigable waters of the United States. No further Clean Water Act compliance procedures appear necessary at this time. The Hawaii Department of Health was given an opportunity to comment on the Draft EIS and its local responsibilities under the Clean Water Act.

#### Coastal Zone Management Act

The Fort DeRussy project has been evaluated in Appendix E of the Final EIS. It is the opinion of the Department of the Army that the recommended activity is consistent with and will be conducted in a manner which is consistent to the maximum extent practicable with the Hawaii Coastal Zone Management Program. Coordination with the State CZM office at the Office of Planning was undertaken simultaneous to the public release of the Draft EIS. The State of Hawaii Office of State Planning, determined on April 11, 1990, that the project is, "to the maximum extent practicable," consistent with Hawaii's Coastal Zone Management Program. Copies of applicable correspondence are included in Appendix E.

### **5. PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**

The DEIS was distributed to the following list of Federal, State, and local agencies, organizations, and individuals. Most State and City & County agencies received their copies as part of the Areawide Clearinghouse procedures. Additional copies were available for review at all public libraries on the Island of Oahu and at the Regional Libraries of the neighbor islands. The DEIS was also available for distribution upon request from the US Army Corps of Engineers, Pacific Ocean Division at Fort Shafter, Hawaii.

A Notice of Availability of the Draft EIS was published by the U.S. Environmental Protection Agency in the Federal Register on January 19, 1990 and in the Bulletin of the State of Hawaii Office of Environmental Quality Control on January 23, 1990.

## 5.1 FEDERAL AGENCIES

US Advisory Council on Historic Preservation, Western Division  
of Project Review

US Department of Commerce, Secretary of  
Environmental Affairs

US Department of Defense  
Office of the Secretary of Defense  
Headquarters, Department of the Army  
Commander in Chief, Pacific  
Commander, US Naval Base, Pearl Harbor  
Commander, Fleet Marine Force, Pacific  
Commander, US Pacific Air Force  
Commander, IX Corps (Reinforcement), U.S. Army Reserve  
Commander, Army & Air Force Exchange Service  
Post Commander, Fort DeRussy  
Fire Chief, Federal Fire Department  
General Manager, Hale Koa Hotel

US Department of Energy

US Department of Health and Human Services

US Department of Housing and Urban Development  
Regional Environmental Officer

US Department of the Interior, Office of  
Environmental Project Review

US Department of Transportation  
Federal Highways Administration, Honolulu

US Environmental Protection Agency  
Office of Federal Activities  
Regional Administrator, Region IX

US Federal Emergency Management Administration

US Postal Service  
Postmaster, Honolulu Division  
Postmaster, Waikiki Post Office

Hawaii Congressional Delegation  
Senator Daniel K. Inouye  
Senator Spark M. Matsunaga  
Congressman Daniel K. Akaka  
Congresswoman Patricia Saiki

5.2 STATE OF HAWAII

Office of the Governor  
Office of State Planning  
    Hawaii State Clearinghouse  
    Coastal Zone Management Office  
Department of Agriculture  
Department of Accounting and General Services  
    State Archives  
Department of Business and Economic Development  
Department of Defense  
Department of Education  
Department of Hawaiian Home Lands  
Department of Health  
    Director  
    Office of Environmental Quality Control  
Department of Land and Natural Resources  
    Chairman  
    Hawaii Historic Preservation Officer  
Department of Transportation  
Housing Finance & Development Corporation  
Legislature  
    Legislative Reference Bureau  
    Senator James Wong, Chairman, Armed Forces Committee  
    Senator Mary Jane McMurdo (District 15)  
    Senator Steven Cobb (District 12)  
    Representative Fred Hemmings (District 24)  
    Representative Joan Hayes (District 30)  
Libraries  
    Hawaii State Main Library  
    Kaimuki Regional Library  
    Kaneohe Regional Library  
    Pearl City Regional Library  
    Mililani Public Library  
    Wahiawa Public Library  
    Waialua Public Library  
    Lihue Regional Library  
    Hilo Regional Library  
    Wailuku Regional Library  
Office of Hawaiian Affairs  
University of Hawaii, Manoa  
    Environmental Center  
    Water Resources Research Center

State of Hawaii (Continued)

Hamilton Library, Main Collection  
Hamilton Library, Hawaiiana Collection

5.3 CITY AND COUNTY OF HONOLULU

Mayors Office

Board of Water Supply

City Council

Councilman Leigh-Wai Doo (District 4)

Councilman Neil Abercrombie (District 5)

Councilman Gary Gill (District 6)

Department of Housing & Community Development

Department of General Planning

Director

Areawide Clearinghouse

Department of Land Utilization

Department of Parks and Recreation

Department of Public Works

Department of Transportation Services

Office of Human Resources

Police Department

Fire Department

5.4 OTHER AGENCIES, ORGANIZATIONS AND INDIVIDUALS

Ala Moana-Kakaako Neighborhood Board No. 11

Aloha Punawai Hotel

American Institute of Architects, Hawaii Chapter

American Lung Association

APCOA

Association of the U.S. Army, Hawaii Chapter

The Breakers Hotel

Canterbury Place Owners Association

Chamber of Commerce of Hawaii

Citizens to Save Fort DeRussy

Club 100

Community Resources, Inc.

Conservation Council for Hawaii

442nd Veterans Club

Hawaii Audubon Society

Hawaii Hotel Association

Hawaii State AFL-CIO

Other Agencies, Organizations, and Individuals (Continued)

Hawaii Visitors Bureau  
Hawaii's Thousand Friends  
Hawaiian Electric Co., Inc.  
Hawaiian Telephone Co., Inc  
Hilton Hawaii Village Joint Venture  
Honolulu Advertiser, City Editor  
Honolulu Star-Bulletin, City Editor  
Hotel Employees & Restaurant Employees Union Local 5  
Inn On The Park Owners Association  
International Archaeological Research Institute, Inc.  
Kai Aloha Hotel  
Kaulana Mauka Corporation  
Keoniana Association Board of Directors  
Life of the Land  
Malahini Hotel  
M&E Pacific, Inc.  
McCully-Moilili Neighborhood Board No. 8  
National Military Family Association, Hawaii Chapter  
The Outdoor Circle  
Outrigger Royal Islander  
Reef Lanai Hotel  
Sierra Club, Hawaii Chapter  
Unity House (Hotel Worker's Union)  
Urasenke Foundation  
Waikiki Improvement Association  
Waikiki Marina Hotel  
Waikiki Neighborhood Board No. 9  
Waikiki Plaza Hotel  
Waikiki Resident Association  
Waikiki Shore Apartments  
Wailana Condominium  
Wilbur Smith Associates  
Ms. Ruth Dillon  
Ms. Jasmina Dobinchick  
Mr. Hiram E. Grant  
Mr. Wright Hiatt (Col. Ret.)  
Mr. H. Barry Holt (Evans, Kitchel & Jenckes, P.C.)  
Mr. James E. Kieth  
Ms. Mary E. Pickel  
Mrs. Doris Ricks

## **6. PUBLIC HEARING**

A formal public hearing on the Draft EIS was held at 7:00 pm (1900 Hours) on Monday, February 5, 1990 at Jefferson Elementary School Cafetorium in Waikiki, Hawaii. The oral presentation by Army staff members and oral comments by members of the public are reproduced in transcript, prepared under contract by Reginald Knipes & Associates. There were about 80 individuals in attendance at the hearing. The Roster of Attendance lists 57 sign-ins, and is inserted at the end of the Public Hearing Transcript. This transcript is reproduced in the following section of Chapter IV. All issues raised by members of the public have been addressed in the body of the Final EIS or in Army response letters to commentators on the Draft EIS.

## **7. DRAFT EIS REVIEW CORRESPONDENCE**

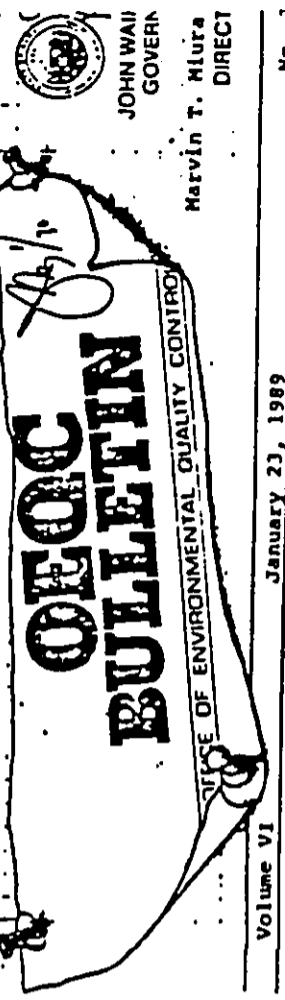
Letters commenting on the Draft Environmental Impact Statement were received by the agencies, organizations and individuals listed below. Response letters have been provided to each of these commentators. The letters and the Army response are reproduced in this Chapter following the Public Hearing Transcript.

## **8. DISTRIBUTION OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT**

A copy of the Final EIS will be sent to all addressees listed above, as well as the following:

Hawaii Convention Park Council  
Michael Brandman Associates  
Dr. Francis Delany, dba Citizens to Save Fort DeRussy  
Mr. Keith Epstein  
Mr. Terry McConnell  
Mr. Paul Olson  
Mr. Joseph R. Ruth  
Mr. Stephen Starzetski  
Mr. Cecil Sult

**ENVIRONMENTAL IMPACT STATEMENT  
PREPARATION NOTICE, SCOPING MEETINGS MEMORANDA,  
CORRESPONDENCE AND NEWSPAPER ARTICLES ON  
EIS PREPARATION NOTICE**



JOHN WAI GOVERNOR  
Marvin T. Hlura DIRECTOR

Volume VI January 23, 1989 No. \_\_\_\_\_

REGISTER OF CHAPTER 343, HRS DOCUMENTS

All Chapter 343, HRS documents submitted for publication in the OEQC Bulletin must be addressed to the Office of Environmental Quality Control, 465 South King Street, Room 104, Honolulu, Hawaii 96813. Documents addressed otherwise will not be considered for publication.

NEGATIVE DECLARATIONS

The following are Negative Declarations or determinations made by proposing or approving agencies that certain proposed actions will not have significant effects on the environment and therefore do not require EIS (EIS Rules 31-200-11). Publication in the Bulletin of a Negative Declaration initiates a 60-day period during which litigation measures may be instituted. Copies are available at 25 cents per page upon request to the Office. Parties wishing to comment may submit written comments to the agency responsible for the determination (indicated in project title). The Office would appreciate a copy of your comments.

ONUO

ACQUISITION AND DEVELOPMENT OF KOHALA BAY BEACH PARK EXPANSION, Dept. of Parks & Recreation, City & County of Honolulu (HR: 8-5-01; par. 8 (Lot G); 8-5-08; 31-36, 40, 41, 43, 44) 8-5-11-27)

The City & County of Honolulu

Federal Register / Vol. 54, No. 11 / Wednesday, January 18, 1989 / Notices

Notice on a first come, first serve basis...  
Persons desiring to attend the meeting should contact Mrs. Joyce Reniger on (702) 464-4131.  
L.M. Brown  
Alfonso (SD) Rodriguez, Register Liaison  
Officer, Department of Defense  
January 11, 1989  
[FR Doc. 89-1174 Filed 1-17-89; 8:43 am]

Department of the Army

Intent To Prepare a Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Fort DeRussy, Oahu, HI  
Agency: U.S. Army Corps of Engineers, DOD, Honolulu Engineer District  
For: U.S. Army Western Command/ U.S. Army Support Command, Hawaii and the U.S. Army Community and Family Support Center.  
Action: Notice of Intent to prepare a Draft Environmental Impact Statement.

Summary:

1. The U.S. Army Western Command (WESTCOM)/U.S. Army Support Command, Hawaii (USASCH) and U.S. Army Community and Family Support Center (CFSC) are in the conceptual stage of planning the development of the Armed Forces Recreation Center at Fort DeRussy, Waikali, Hawaii. The development as funded, would occur in several phases over about seven years. Nearly all structures are used by the U.S. Army Reserve and are used as an incremental basis, except for the Meleia field in the northern corner of Fort DeRussy. In place of these facilities, wide area parking would be provided and structures consisting of one parking structure in the vicinity of the existing Post Office and Savings Road and one DDJ parking facility with dedicated hotel parking would be constructed. A new 400 room hotel tower similar in appearance and in the vicinity of the existing Hale Koa Hotel would be built. New arrival/entrance areas for the Hale Koa Hotel complex and Hawaii Army Museum (Battery Randolph) would be constructed, and amenities such as landscaping, outdoor recreational and entertainment facilities (tennis courts, patios, open fields, jogging paths, multipurpose pavilions, etc.) would be provided. The relocation of the U.S. Army Reserve activities to designated sites elsewhere and the construction of new facilities for them will be addressed in this Environmental

service, intends to grant to Selbury Systems, Inc. having a place of business in Fairfax City, VA 22031, an experimental license in the United States for the invention embodied in U.S. Patent Application Serial Number 7,300,000, titled "Avian Reproductive Amplification Expression Vector".  
The license granted by NTIS, the patent in this invention will be granted in the United States if the invention is represented by the Office of Commerce.

4. Intended exclusive license will be granted to Selbury Systems, Inc. and will comply with 37 CFR 401. The intended license will be granted unless, within sixty days from the date of publication of this notice, written evidence is received which establishes that the invention is not new or that the public interest would not be promoted by the grant of an exclusive license. All other inquiries, comments, and other information should be submitted to Charles A. DeLoach, Director, Office of Federal Acquisition Regulation, 1215 Jefferson Davis Highway, Arlington, VA 22202.

copy of the instant patent application may be purchased from the U.S. Patent and Trademark Office, P.O. Box 5033, Alexandria, VA 22304, by writing to the Office of Federal Acquisition Regulation, 1215 Jefferson Davis Highway, Arlington, VA 22202.

DEPARTMENT OF DEFENSE

By: M. The Secretary  
Systems Management  
Legislative Board of Visitors Meeting  
DEFENSE SYSTEMS MANAGEMENT  
Board of Visitors Meeting  
A meeting of the Defense Systems Management College (DSMC) will be held in Building 101, Fort Belvoir, Springfield, Illinois, on Tuesday, January 31, 1989, from 0800 until 1300. The agenda will include a review of the system's development, system's research, and information and dissemination activities. The agenda also includes a review of the DSMC's resources and operations. The meeting is open to the public, however, there are limitations on the space available. Allocation of seating will be



Commerce, intends to grant to Salsbury Laboratories, Inc. having a place of business in Charles City, IA 50618, an exclusive license in the United States to practice the invention embodied in U.S. Patent Application Serial Number 7-128,388, "Avian Herpesvirus Amphicon as a Eucaryotic Expression Vector". Prior to any license granted by NTIS, the patent rights in this invention will be assigned to the United States of America, as represented by the Secretary of Commerce.

The intended exclusive license will be royalty-bearing and will comply with the terms and conditions of 35 U.S.C. 209 and 37 CFR 404.7. The intended license may be granted unless, within sixty days from the date of this published notice, NTIS receives written evidence and argument which establishes that the grant of the intended license would not serve the public interest.

Inquiries, comments, and other materials relating to the proposed license must be submitted to Charles A. Bevelacqua, Director, Office of Federal Patent Licensing, NTIS, Box 1423, Springfield, VA 22151.

A copy of the instant patent application may be purchased from the NTIS Sales Desk by telephoning (703) 487-4650 or by writing to the Order Department, NTIS, 5285 Port Royal Road, Springfield, VA 22161.

Douglas J. Campion,

Associate Director, Office of Federal Patent Licensing, National Technical Information Service, U.S. Department of Commerce.

[FR Doc. 89-1114 Filed 1-17-89; 8:45 am]

BILLING CODE 3510-04-M

## DEPARTMENT OF DEFENSE

### Office of the Secretary

#### Defense Systems Management College Board of Visitors Meeting

AGENCY: Defense Systems Management College, DOD

ACTION: Board of visitors meeting.

SUMMARY: A meeting of the Defense Systems Management College (DSMC) Board of Visitors will be held in Building 228, Fort Belvoir, Virginia, on Tuesday, January 31, 1989, from 0830 until 1530. The agenda will include a review of accomplishments related to the system acquisition education, system acquisition research, and information collection and dissemination missions. It will also include a review of the DSMC plans, resources and operations. The meeting is open to the public; however, because of limitations on the space available, allocation of seating will be

made on a first-come, first-serve basis. Persons desiring to attend the meeting should call Mrs. Joyce Renier on (703) 864-4235.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

January 12, 1989.

[FR Doc. 89-1174 Filed 1-17-89; 8:45 am]  
BILLING CODE 3510-01-M

## Department of the Army

### Intent To Prepare a Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Fort DeRussy, Oahu, HI

AGENCY: U.S. Army Corps of Engineers, DOD, Honolulu Engineer District.

For: U.S. Army Western Command/ U.S. Army Support Command, Hawaii and the U.S. Army Community and Family Support Center.

ACTION: Notice of intent to prepare a Draft Environmental Impact Statement.

SUMMARY:

1. The U.S. Army Western Command (WESTCOM)/U.S. Army Support Command, Hawaii (USASCH) and U.S. Army Community and Family Support Center (CFSC) are in the conceptual stage of planning the development of the Armed Forces Recreation Center at Fort DeRussy, Waikiki, Hawaii. The development as funded, would occur in several phases over about seven years. Nearly all structures now used by the U.S. Army Reserve would be razed on an incremental basis, except for Maluhia Hall in the northern corner of Fort DeRussy. In place of these facilities, Kalia Road would be rerouted and widened; two multi-level parking structures consisting of one parking structure in the vicinity of the existing Post Office and Saratoga Road and one DOD parking facility with dedicated hotel parking would be constructed; a new 400-room hotel tower similar in appearance and in the vicinity of the existing Hale Koa Hotel would be built; new arrival/entrance areas for the Hale Koa Hotel complex and Hawaii Army Museum (Battery Randolph) would be constructed; and amenities such as landscaping, outdoor recreational and entertainment facilities (tennis courts, putting courses, open fields, jogging paths, multipurpose pavilions, etc.) would be provided. The relocation of the U.S. Army Reserve activities to designated sites elsewhere and the construction of new facilities for them will be addressed in this Environmental

Assessment. In a future increment, Maluhia Hall will be renovated for post support activities. Open space will be expanded with a generally landscaped central land to sea corridor.

2. Alternatives to be considered include no action, various alignments of Kalia Road, alternate sitings of recreation/entertainment facilities, various designs and configurations of the proposed hotel, and phased relocation of the U.S. Army Reserve activities (only if existing buildings are used or affect any new construction sites).

3. Potentially significant environmental concerns include possible impact on archaeological/historic resources; alteration of existing vehicular traffic patterns associated with the realignment of Kalia Road; potential increase in vehicular air emissions associated with traffic flow, and parking structures; a shift from a predominantly military character (U.S. Army Reserve) to a recreation/hotel character; effect on new view planes; increase in defacto visitor population; economic stimulation from construction and visitor expenditures; and perceived public concerns on the alternative uses of Fort DeRussy.

4. Public involvement and project scoping will consist of processing a notice of the project through the Areawide Clearinghouse; advertising the Notice of Intent in the State of Hawaii Office of Environmental Quality Control Bulletin, and through contacting local Neighborhood Boards and other community groups, affected government agencies, private organizations, and individuals. Public workshops to scope the EIS will be held but are not yet scheduled. Public meeting will be held after distribution of the DEIS. All interested government agencies, planning advisory committees, and private organizations and individuals are encouraged to provide input into the study process, identifying potential environmental and social concerns and effects, and developing measures to avoid, ameliorate, or mitigate adverse environmental social impacts.

5. Coordination will be undertaken with adjoining land owners; the U.S. Environmental Protection Agency; other Federal agencies, State of Hawaii agencies such as the Department of Health, Department of Land and Natural Resources, Department of Business and Economic Development, Department of Transportation, Office of State Planning, and Office of Environmental Quality Control; City and County of Honolulu agencies such as Board of Water Supply, Police Department, Fire Department,

ADOLE AIRPORT EXPANSION, NORTH IONA  
HALL, Dept. of Transportation, Airports  
Division, and Federal Aviation  
Administration

Previously published November 8, 1988

Status: Accepted by the Governor on  
December 19, 1988.

MAUI

MAUI MAILLE 610, CCR/VMS Maui 670 & VMS  
Tealy Partners/Planning Dept., County of  
Maui (TRK: 2-1-08156 and 71)

Previously published January 8, 1989

Status: Currently being processed by OEOC

FEDERAL FORCES  
FINDING OF NO SIGNIFICANT IMPACT

BOLT LASER EXPERIMENT AT AIR FORCE MAUI  
OPTICAL STATION (AMOS), Dept. of the Air  
Force

The Air Force released a Finding of  
No Significant Impact for the BOLT  
Laser Experiment at AMOS in March  
1988. That document addressed the  
environmental consequences of the  
construction of a utility building at  
AMOS, the installation of BOLT  
specific laser equipment in the  
existing building at AMOS, and the  
conducting of a short term laser  
experiment (approximately five weeks).  
The BOLT Laser Experiment was  
successfully conducted in May 1988.  
Based upon the success of the  
experiment, the U.S. Air Force  
proposes to make the BOLT Program a  
permanent operation at AMOS.

As with the May 1988 experiment, the  
permanent BOLT Program provides a  
laser to test and evaluate the  
performance of on-board components of  
Department of Defense satellites  
located in geosynchronous orbit. The

test involves the directing of a  
near-infrared laser beam to the  
satellite. The response of the  
satellite components to the laser  
would be relayed back to the ground  
via a radio link. As proposed, the  
BOLT Program would involve a series  
of short-term (approx. 35 days)  
testing periods, two or fewer times  
per year beginning in 1989.

This Finding of No Significant Impact  
addresses the environmental  
consequences of BOLT becoming a  
permanent program at AMOS.

The thirty day public and agency  
notification period begins on January  
13, 1989 and continues until February  
11, 1989. Copies of the Finding of  
No Significant Impact may be obtained  
by writing to:

Headquarters Space Division/DEV  
Attn: Mr. Robert Mason  
P.O. Box 92960  
Los Angeles, CA 90009-2960

FEDERAL EIS PREPARATION NOTICE

ARMED FORCES RECREATION CENTER-KOHI  
DEBussy, OAHU, HAWAII, U.S. Army Corps of  
Engineers, U.S. Army Western Command

The U.S. Army Western Command  
(WESTCOM)/U.S. Army Support Command,  
Hawaii (USASCH) and U.S. Army  
Community and Family Support Center  
(CFSC) are in the conceptual stage of  
planning the development of the Armed  
Forces Recreation Center at Fort  
DeBussy, Waikiki, Hawaii. The  
development as funded, would occur in  
several phases over about seven years.

Nearly all structures now used by the  
U.S. Army Reserve would be razed on  
an incremental basis, except for  
Maluhia Hall in the northern corner  
of Fort DeBussy. In place of these  
facilities, Kalie Road would be  
relocated and widened; two multi-level  
parking structures consisting of one

parking structure in the vicinity of  
the existing Post Office and Saratoga  
Road and one DOD parking facility  
with dedicated hotel parking would be  
constructed; a new 400-room hotel  
tower similar in appearance and in  
the vicinity of the existing Hale Koa  
Hotel would be built.

The draft EIS is currently scheduled  
to be available for public review in  
January, 1990.

Contact: Mr. David G. Sox  
U.S. Army Engineer District  
Installation Support Section  
Building 230  
Fort Shafter, Hawaii 96858

NOTICE

TO EXPEDITE THE PUBLICATION OF THE OEOC  
BULLETIN, THIS OFFICE REQUESTS THAT ALL  
AGENCIES AND APPLICANTS COMPLETE THE  
ATTACHED 2-PAGE OEOC FORM #89-01 WHENEVER  
AN EIS, NEGATIVE DECLARATION, OR NEPA  
DOCUMENT IS SUBMITTED. IF THERE ARE ANY  
QUESTIONS IN COMPLETING THIS FORM, PLEASE  
CALL OEOC AT 548-6915.

CEPOD-ED-MI (200)

17 February 1989

MEMORANDUM THRU

ACTING CHIEF, INSTALLATION SUPPORT SECTION  
CHIEF, MILITARY BRANCH  
DEPUTY CHIEF, ENGINEERING DIVISION  
CHIEF, ENGINEERING DIVISION

FOR DEPUTY COMMANDER, HED  
COMMANDER, HED

SUBJECT: Results of the Agency Workshop for the Armed Forces  
Recreation Center-Fort DeRussy (AFRC-FD), 16 February 1989

1. References.

- a. Agency Workshop Agenda for 16 Feb 89 (Workshop Handout).
- b. Public Workshop Agenda for 22 Feb 89.
- c. Detailed Public Workshop Agenda for 22 Feb 89.
- d. Opening Remarks for both Workshops.
- e. HED Slide Presentation Listing for both Workshops.
- f. Notes for Conduct of the Public Workshop.
- g. Public Workshop Announcement/AFRC-FD Sketch Plan (Workshop Handout).
- h. Notice of Intent to Prepare AFRC-FD EIS (Workshop Handout).
- i. Roster of Workshop Attendees.

2. Agency Workshop. The conduct of the Agency Workshop on Thursday, 16 February 1989 at HED was a prelude to the Public Workshop and Scoping Meeting to be held on Wednesday, 22 February 1989. All applicable data and handouts are provided in the references above.

3. Attendees. The Roster of Agency Workshop participants lists approximately 35 representatives from various Federal, State, and County agencies, and legislative and Congressional offices.

4. Summary of Agency Concerns. HED and WESTCOM staff responded to approximately 26 questions during the workshop. The following are those issues brought to our attention, some of which the HED staff have already identified through in-house evaluation and discussions with the special studies contractors for the Social Impact Assessment Study, Air Quality Study, Archaeological Study, and Traffic Study. We expect these issues will be addressed in the EIS.

- a. Senator Dan Inouye's Office.

Question: What is included in the \$75-\$100 million project cost?

Question: What about the cost for relocation of reserve units?

Question: Will Federal prerogative take precedence over existing land use ordinances?

- b. Councilmember Neil Abercrombie's Office.

Question: What will be plans for existing traffic once Kalua Road is under construction?

Question: Between 1990 to 1994, what roads will remain open during the construction of the project?

Question: Is there a plan to widen Kalua Road to improve traffic in the area?

Question: What is the impact of construction at Fort DeRussy going on simultaneously with the anticipated construction at the International Marketplace or Aloha Motors site for the proposed Convention Center?

Question: Will any parking be available in the new parking structures for public use?

Question: Will the new recreation facilities be open to the public or will they be for strictly military use?

Question: What about the drainage system for the new development and will the project be developed on fill?

- c. State Dept of Health, Office of Environmental Quality Control.

Question: Is there anticipated use of brackish water since there will be an expanded demand for water based on the new project?

Question: Will there be a heliport at the Fort DeRussy site?

Question: What will be the expected noise levels once the project is completed?

Question: Similarly, what will be the expected air quality?

Question: Will the AFRC-FD EIS be a processed as a State EIS or as a Federal NEPA document?

Question: Will there be consideration for State archaeological sites?

- d. State Dept of Business and Economic Development.

Question: What are plans for the sewer system since the system will be overcharged by the new project together with the planned Convention Center?

- e. Fort DeRussy Post Commander.

Question: Why is the Army intent on keeping Maluhia Hall?

Encl 6

# ROSTER OF CONFERENCE ATTENDEES

CONFERENCE AGENCY WORKSHOP FOR: ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE	PLACE	TIME	TELEPHONE
16 FEBRUARY 1969	Bldg 290, COMBAT AREA 3/ZA/B	1:30 P.M.	
NAME (PLEASE PRINT)	ORGANIZATION		
Harold Gothwell	Asst Cdr, Fort DeRussy		239-9961
RAY TAMALIA	HAA X-EH		597-8600
ROBERT CHYN	HPD - Research & Dev		943-3124
BERNE SATHRE	"		943-3126
Lawrence Hirai	EN My Gr, DFE, USARMC		656-1401
ISAC BALDWIN	PROIC, FORT DERUSSY		438-107
CHRIST GO	CAC, 2007 OF TRANSPORT SVG		827-6387
Mike Oshiro	"		527-509
Teis Walker	City Council Natl Aburumbic		523-778
HINGEHA KAWA	"		"
Lynn Nien	Manuwa Jan Inuys, etc		541 2512
Gregory Hee	City & County: DLU		627-5369
LEE AFUVAL	State of Hawaii (DBED)		549-602
ALEX HO	DPW, State of Honolulu		513-4152
David Sox (EIS Program)	Army Corps of Engineers		438-5030/1118
Steve Seals	Dept of Public Relations, CMH		527-6306
Pat Imai	Congresswoman Pat Saito		541-257
COL. WANNSE	HED		
RALEIGH SAKADO	"		
JIM HATASHIMA	"		
KATIE TAMASHIRO	"		
STAN SOKOLOSKI	WESTCOM - APEN		

POD FORM 62  
17 JULY 1970

Question: How will traffic be improved with bottlenecks at the bus stops in the immediate areas?

Question: Will there be a vehicle beach access in the area behind the Army Museum?

Question: How will parades be affected in the routing pattern and through the gates on Kalakaua Avenue?

**f. IX Corps.**

Question: Why is the new hotel wing sited where it is shown on the plan?

**g. WESTCOM/USASCH Provost Marshal.**

Question: When is the military police detachment at Fort DeRussy moving out?

Question: What is the rationale for having 4 new swimming pools in close proximity to the beach at Fort DeRussy?

**h. City & County Dept of Parks & Recreation.**

Question: How will the two new parking structures be operated?

Question: Have you considered using the existing Post Office site for parking?

**5. Overview of Agency Workshop.**

a. The Agency Workshop had meaningful and positive results, when considering the number of participants and the substantial responses to our request for agency discussion on any identified or evolved issues. The workshop facilitator (R. Sakado) and project briefers (J. Hatashima) motivated respondents in this regard.

b. Questions posed by the legislative, Congressional, and government representatives give us an indication of some of the various types of issues that would probably be addressed again at our upcoming Public Workshop and Scoping Meeting on 22 February by the constituents they represent. HED, WESTCOM/USASCH, and CFSC should be able to answer some of these questions or clarify the status of some of the concerns, if we have not already done so in this Agency Workshop.

*Katie Tamashiro*  
KATIE TAMASHIRO  
Workshops' Coordinator  
CEPOD-ED-MI Staff  
438-6929/1489

Encls

**PLEASE SIGN IN...**

ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE AGENCY WORKSHOP FOR: ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE 16 FEBRUARY 1989 PLACE BLDG. 290 CONRMA317A/B TIME 1:30 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	
George Prosky	Environmental Quality Center - DOD	578-6915	
LARRY WANG	BOARD OF WATER SUPPLY	527-6108	
Daniel Bow	DFE	656 1035	
Kenneth Tong	WESTCOM	438-8997	
GARY OKINO	C+C DEPT OF GENERAL RECREATION	527-6067	
Clifton Takahaka	DFE	656-1034	
Pat Billington	POD	438-9977	

**PLEASE SIGN IN...**

ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE AGENCY WORKSHOP FOR: ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE 16 FEBRUARY 1989 PLACE BLDG. 290 CONRMA317A/B TIME 1:30 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	
MICHAEL SUGIMURA	HQ, IX CORPS (REINFR)	438-1504	
William Lyman	PMO	438-6479	
Russell Parke	USASCI9	438-1086	
John Knox	Community Resources Inc	528-2211	
Anderson, Paul C	A.D. OP Detachment	438-2881	
Jane Magham	Congresswoman P Sailer's Office	541-2510	

CEPOD-ED-MI (200)  
17 February 1989

MEMORANDUM THRU  
ACTING CHIEF, INSTALLATION SUPPORT SECTION  
CHIEF, MILITARY BRANCH  
DEPUTY CHIEF, ENGINEERING DIVISION  
CHIEF, ENGINEERING DIVISION  
FOR DEPUTY COMMANDER, HED  
COMMANDER, HED  
SUBJECT: Responses to Agency Concerns as a Result of the Agency Workshop for the Armed Forces Recreation Center-Fort DeRussy (AFRC-FD), 16 February 1989

- Reference. Memorandum, CEPOD-ED-MI, 17 Feb 89, subject: Results of the Agency Workshop for the Armed Forces Recreation Center-Fort DeRussy (AFRC-FD), 16 February 1989 (Encl).
- Questions/Answers. HED and WESTCOM staff responded as follows to the 27 questions posed at the workshop (ref) by the designated proponents (legislative, Congressional, and government representatives present):

- Proponent: Senator Dan Inouye's Office.  
Question: What is included in the \$75-\$100 million project cost?  
Response: The cost covers the design and construction by "turnkey" contract of the AFRC-FD project.  
Question: What about the cost for relocation of reserve units?  
Response: The AFRC-FD project is funded by non-appropriated funds (NAF), whereas the relocation of reserve units is by other type of funds.  
Question: Will Federal prerogative take precedence over existing land use ordinances?  
Response: The Army's policy is to work cooperatively with all Federal, State and County agencies and to address existing policies for this development project in the Waikiki area.
- Proponent: Councilmember Neil Abercrombie's Office.  
Question: What plans will be developed for existing traffic once Kalia Road is under construction?  
Response: See response below.  
Question: Between 1990 to 1994, what roads will remain open during the construction of the project?  
Response: Traffic rerouting plans will have to be made as the development of Fort DeRussy takes place in phases.

Encl?

**Question:** Is there a plan to widen Kalua Road to improve traffic in the area?  
**Response:** The City had considered at one time an improvement of Kalua Road to a 4-lane road, but this would still not alleviate the congestion in the general area, with heavy traffic to and from the existing Hilton Hawaiian Village, Hale Koa Hotel, and surrounding area.

**Question:** What is the impact of construction at Fort DeRussy going on simultaneously with the anticipated construction at the International Marketplace or Aloha Motors site for the proposed Convention Center?  
**Response:** The site hasn't been determined for the Convention Center yet. The impact should be addressed in our EIS.

**Question:** Will any parking be available in the new parking structures for public use?  
**Response:** This needs to be clarified by CFSC.

**Question:** Will the new recreation facilities be open to the public or will they be for strictly military use?  
**Response:** The facilities are being built for the recreation of military servicemembers and their families. They will have first preference in their use.

**Question:** What about the drainage system for the new development and will the project be developed on fill?  
**Response:** The design of the project must take into consideration facilities/utilities required for adequate drainage.

**c. Proponent: State Dept of Health, Office of Environmental Quality Control.**

**Question:** Is there anticipated use of brackish water since there will be an expanded demand for water based on the new project?  
**Response:** The City may have restrictions on such use.

**Question:** Will there be a heliport at the Fort DeRussy site?  
**Response:** We don't know of any plans for one.

**Question:** What will be the expected noise levels once the project is completed?  
**Response:** Noise levels have to be considered in the EIS, however, a separate study for noise impact has not been included as a special study for the development of the EIS (such as special studies for archeology, traffic, air quality, and social impact assessment).

**Question:** Similarly, what will be the expected air quality?  
**Response:** A special study on Air Quality is currently underway for input into the EIS.

**Question:** Will the AFRC-FD EIS be processed as a State EIS or as a Federal NEPA document?

**Response:** The EIS will be processed as a Federal NEPA document, however, we also intend to process the EIS through the State Area-wide Clearinghouse.

**Question:** Will there be consideration for State archaeological sites?

**Response:** There is also a special study contract underway for archaeology in the area, and this should be coordinated with the State Historic Preservation Officer for artifacts/areas of archaeological significance.

**d. Proponent: State Dept of Business and Economic Development.**

**Question:** What are plans for the sewer system since the system will be overcharged by the new project together with the planned Convention Center?  
**Response:** The design of the project must take into consideration facilities/utilities an adequate sewerage

**e. Proponent: Fort DeRussy Post Commander.**

**Question:** Why is the Army intent on keeping Maluhia Hall?  
**Response:** Maluhia Hall may be retained for historic purposes. The Hall is at the far end of the development area, and its future is not entirely decided.

**Question:** How will traffic be improved with bottlenecks at the bus stops in the immediate areas?  
**Response:**

**Question:** Will there be a vehicle beach access in the area behind the Army Museum?  
**Response:** We haven't addressed that yet.

**Question:** How will parades be affected in the routing pattern and through the gates on Kalakaua Avenue?  
**Response:** Traffic routing for parades needs to be considered, as well as traffic in and around the parade staging area at Fort DeRussy.

**f. Proponent: IX Corps.**

**Question:** Why is the new hotel wing sited where it is shown on the plan?  
**Response:** All things considered, the least obstruction of view between the beach and the mountains was one of the primary factors for the present site location.

**g. Proponent: WESTCOM/USASCH Provost Marshall.**

**Question:** When is the military police detachment at Fort DeRussy moving out?  
**Response:** It may be 5-8 years down the line, but you will know far in advance before that occurs.

**Question:** What is the rationale for having 4 new swimming pools in close proximity to the beach at Fort DeRussy?  
**Response:** Studies show that many of the military servicemembers and their families will use the pool/poolside facilities, even in a beach resort area.


**h. Proponent: City & County Dept of Parks & Recreation.**

**Question:** How will the two new parking structures be operated?  
**Response:** CFSC will be managing the parking operations.

**Question:** Have you considered using the existing Post Office site for parking?  
**Response:** This would involve Post Office allocation/relocation considerations.

3. **Coordinated Responses.** Responses should be verified/coordinated with CFSC/WESTCOM/USASCH prior to the 22 Feb Public Workshop and Scoping Meeting.

Encl

  
KATIE TAMASHIRO  
Workshops' Coordinator  
CEPOD-ED-MI Staff  
438-6929/1489



CEPOD-ED-MI (200)

24 February 1989

MEMORANDUM THRU

ACTING CHIEF, INSTALLATION SUPPORT SECTION  
CHIEF, PROJECT MANAGEMENT SECTION/AFRC-FD PROJ MGR  
CHIEF, MILITARY BRANCH  
DEPUTY CHIEF, ENGINEERING DIVISION  
CHIEF, ENGINEERING DIVISION

FOR DEPUTY COMMANDER, HED  
COMMANDER, HED

SUBJECT: Summary/Evaluation of the Public Workshop for the Armed Forces Recreation Center-Fort DeRussy (AFRC-FD), 22 February 1989.

1. References.

- 1). a. Public Workshop Agenda for 22 Feb 89 (Workshop Handout A), (Encl 1).
- b. Roster of Public Workshop Attendees (Encl 2).
- c. List of Public Workshop Issues and Concerns (Encl 3).
- d. DA Notice of Intent for Preparation of the EIS for the Development of the AFRC-FD at Fort DeRussy, Oahu, Hawaii (Workshop Handout B), (Encl 4).
- e. Development Sketch Plan of the AFRC-FD (Workshop Handout C), (Encl 5).
- f. Memorandum, CEPOD-ED-MI, 17 Feb 89, subject: Results of the Agency Workshop for the AFRC-FD, 16 Feb 89 (Encl 6).
- g. Memorandum, CEPOD-ED-MI, 17 Feb 89, subject: Responses to Agency Concerns as a Result of the Agency Workshop for the AFRC-FD, 16 Feb 89 (Encl 7).
2. General. The Public Workshop and Scoping Meeting was held on Wednesday, 22 February 1989 at Fort DeRussy's Kaimi Center. The conduct of the workshop was IAW the Public Workshop Agenda (Encl 1), with the first 30 minutes devoted to the opening remarks and setting the general tone of the overall workshop by COL Wanner. Three Workshop Handouts were distributed (Encls 1, 4 & 5).
3. Purpose. The dual purpose of the workshop was to: (a) informally initiate public input by identifying social/environmental impacts, issues and concerns for possible inclusion into the preparation of the Environmental Impact Statement (EIS); and (2) to present the conceptual development plan for the AFRC-FD project. All applicable data and workshop handouts are provided in the references above.

Approved by  
Vahie

4. Attendees. There were approximately 175 participants, including media and news coverage (TV Channels 2, 4, 9/Newspapers (Star Bulletin, Advertiser). The Roster of Public Workshop participants lists approximately 155 attendees from various Federal, State, and County agencies, legislative and Congressional offices, private organizations, condominium/hotel representatives, and private citizens/residents in the area (Encl 2).

5. Initial Public Concerns. COL Wanner (HED), COL Turner (CFSC), and COL Scharf (WESTCOM) responded to approximately 20 questions, prior to and following the 10-minute presentation of the description of the AFRC-FD project by Jim Hatashima, Project Manager. The following are those immediate issues and concerns that surfaced:

- a. Considerable traffic problems along Saratoga Road for residents in the area expressed by residents and hotel/apartment owners.
- b. Considerable traffic problems along Kalua Road and concern for Kalua Road as a single or a double lane roadway.
- c. Consideration for alternative routings for Kalua Road.
- d. Parking for Post Chapel.
- e. Availability of public parking in both new parking structures.
- f. Height of the new hotel expansion and parking structures.
- g. Concern for the loss of aesthetic view planes.
- h. Substantiate need for a new hotel in the area.
- i. Provision for landscaping/greenery on the top of parking structures.
- j. Degree of MP/military presence (and fencing) after project completion.
- k. Degree of public accessibility to Fort DeRussy facilities.
- l. Adequate trash areas and restroom facilities.
- m. Firmness of the exact location of the new hotel wing.
- n. Location of beach cleaning facilities.
- o. Requirement for a helipad.
- p. Location of the swimming pool along the beach.

6. Issues Addressed In Workshop Groups. Workshop participants were divided into 4 groups, each with HED staff personnel to facilitate discussion and record any identified social and environmental issues and concerns. Some of the initial concerns that resurfaced and others that were elaborated on are included in the List of Public Workshop Issues and Concerns by Groups (Encl 3). The HED staff has already identified and discussed many of these concerns with WESTCOM.



*Workshop Agenda*

**ARMED FORCES RECREATION CENTER  
FORT DERUSSY**

**PUBLIC WORKSHOP**

Wednesday, February 22, 1989  
7:00 P.M.  
Kalani Center, Classrooms 3 & 4  
Fort DeRussy, Waikiki, Hawaii

**AGENDA**

- Opening Remarks
- Presentation of Proposed Project
- Conduct of the Workshop
- Discussion of Primary Concerns
- Workshop Summary
- Closing Remarks

USASCH, and CFSC, and through in-house evaluation and discussions with the special studies contractors for the Social Impact Assessment Study, Air Quality Study, Archaeological Study, and Traffic Study, all of which will be included as part of the EIS.

7. Summary of Discussions. Final recap by the facilitator of each of 4 working groups provided a good summary of the focus of discussions at this evening Public Workshop. Addressed many times over were problems related to: existing traffic congestion in the Fort DeRussy area especially along Saratoga and Kalina Roads, poor existing interior drainage system, adequate sewage, rerouting of Kalina Road, aesthetics and view planes, public access to facilities and parking, height limitations, and others. All of these issues must be addressed in the EIS.

8. Overview of the Public Workshop. As a result of this Public Workshop, together with input from the Agency Workshop (Encls 6 & 7), HED has a better understanding of the public's concerns related to the AFRC-FD project. Representatives of adjacent hotels in the area participated in at least one workshop group, with a major hotel participating in all 4 workshop groups to ensure, primarily, that the issue of traffic (ingress/egress) is reiterated as a major concern. Retired military/civilian residents in the area appear to support the AFRC-FD project, but have also voiced concerns on problems they perceive will be compounded or will develop as a result of the project. Initial emphasis by the District Commander at the outset of discussions focused on "shared use functions" (military and civilian) and the concept of open/green space. This appeared to guide discussions in a positive vein with cooperation being the key to an enhancement project that will benefit both the military servicemembers and the community in the Fort DeRussy area.

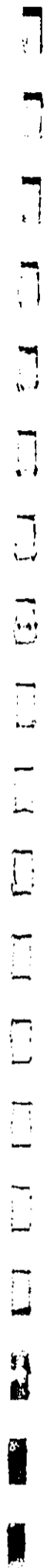
Encls

*Katie Tamashiro*  
KATIE TAMASHIRO  
Workshops' Coordinator

Installation Support Section  
Military Branch  
Engineering Division  
CEPOD-ED-MI Staff  
438-6929/1481

CF:  
WESTCOM/JAPEN  
USASCH/AFZV-FEV  
CFSC

*Encl 1*



# PLEASE SIGN IN...

ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE PUBLIC WORKSHOP FOR ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE WEDNES, 22 FEB 1989 PLACE KAHANI CENTER (END FT. CLASSROOMS 314) TIME 7:00 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	TELEPHONE
J.L.M. K...	Community Recreation Center	533-2311	
J.L. T. Kelly			
Jessie DOBINSCHICK	Private Indio. (but work for the Corps. Pod)	438-2883	
ELISE SMITH	POB, Corps of Engineers	438-8317	
Ralph H. Woodley	Waikiki Honolulu	924-2932	
Richard W. Ruffin	USMC	477-0040	
ELIZABETH DELEE	AF Ret	263-4324	
Melvin F. Lybarger	USAF Ret	955-0555	
W. Ray Ross	USA Retired		
Bonnie A. Kukulsky	Waikiki Shore Apts	927-6401	
George Kimmura	COE	952-276	
Edmar N. Reinhardt	AF/RET.	944-1066	
Judge The Smith	Ret. Sgt		
Sgt. Gene [unclear]	Ret. Sgt		
Larry [unclear]	Retiree of [unclear]	597-6129	
Chris Kelly	Murricane Hotel	933-2811	
Demo Cokoroban	Forthofer	541-8387	
KEE AKAVAI	DBEN	544-6027	
FRANK J. SANTO	USAF Ret	955-0555	
RICHARD L. GIBBON	R. GEORGE ASSOC.	946-4868	
ISSAC Baldwin, MSG	Post HQ Ft Derussy	438-1817	
Arnold M. Post	1860 Ala Moana	955-5270	
Byron [unclear]	"	945-6792	
[Signature]	52 Ka Anakee		262-4166

POD FORM 62  
17 JULY 1970

Encl 2

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DATE WEDNES, 22 FEB 1989 PLACE KAHANI CENTER (END FT. CLASSROOMS 314) TIME 7:00 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	TELEPHONE
F. RANDES DELANY	Maui News. Bd.		942-8457
LIZ NEROUTOS	WIFE G.M. NEROUTOS NID BA.		924-8920
Russell Pank	USASCH PAO		438-1084
Robin E. Smith	Waikiki, Hightstown Rd		922-1427
HELEN ROMANEK	Ret'd USA CE		924-8615
DURAND K. E.	WEEKEND-DEBATER		438-1084
[unclear]	Maui News Bd		906-797-1084
FETER T. GEASE	POB INST. SUPPORT		438-0725
GEORGE TAKAWA, JR.	RE CORPS (RETIRED)		433-6894
HARRIET L. THOMAS	USAF RET. Dg. PROPERTY AWARD		947-4448
CHARLES M. HONAS	USAF RET. PROPERTY AWARD		947-4448
Carl G. Ammin	USAF RETIRED		953-2555
[unclear]	2489 Kapa Rd		941-1076
[unclear]	Hale Koa Hotel		955-0555
[unclear]	Community Center		628-2311
[unclear]	Physical Counseling Service		714-9119
[unclear]	25th ID S.A.O.		655-0163
[unclear]	11th [unclear]		...
[unclear]	Hale Koa Hotel		955-0555
Juliane Mansur	Parsons Hawaii		523-5464
Maggie Pickle	411 Kaula St #705		923-5495
Frank Long	Huron-Honolulu, Waikiki		949-4321
[unclear]	Honolulu Hotel		923-3811
[unclear]	Honolulu Hotel		923-3811

POD FORM 62  
17 JULY 1970

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CONFERENCE PUBLIC WORKSHOP FOR: ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE: <u>WEDNES, 22 FEB 1989</u> PLACE: <u>KAYAKI CENTER</u> TIME: <u>7:00 P.M.</u> (END PL. CLASSROOMS 3F8)			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	TELEPHONE
KITAMARIE STONE	WAKIKI RECREATION ASSOCN	923-2479	
ROBERT J STONE	" " "	" "	
JEAN TARAN	242 Blvd. Plaisir Hqs.	949-4931	
GEO. TARAN	" " "	" "	
Daniel Bow	USAF DFE	656-1035	
Charles A. Lambert	Korea Hotel		
Mrs Charles Lambert	" " "		
MAJ Clay Cochran	US Army Readiness Group	138-1220	
Christy Cochran	USAF - AET	949-5197	
Louise Cochran & wife	Swan on the Park	955-1361	
Bill F. Horvath	" " "		
William J. Horvath	435 S.W. 20th St. #301-C	946-2167	
James Lee	2522 Rte 5-1	942-0109	
John Lee	HALE KOA HOTEL	955-0555	
Michael W. Schaefer	" " "		
Harold K. Kaul	City Council Neil Abernethy	523-4787	
THOMAS M. FAIRFILL	Dir. US Army Museum Ft. Belvoir	438-2821	
Robert J. Fairfill	Controlling Plaza	949-1949	
Richard G. Fairfill	1438-A Newale St		
Eric Suther	Best Collins & Assoc.	521-5361	
Kenneth Tong	WESTCOM DESIGN	428-8997	
SK McMURDO	1860 Al. Mendenhall	955-5703	
Richard S. Strubing	DFE, USMC 64	656-1901	
CECIL B. SANTOS	STATE LAND DEPARTMENT	508-3262	

POD FORM 62  
17 JULY 1970

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CONFERENCE PUBLIC WORKSHOP FOR: ARMED FORCES RECREATION CENTER - FORT DERUSSY			
DATE: <u>WEDNES, 22 FEB 1989</u> PLACE: <u>KAYAKI CENTER</u> TIME: <u>7:00 P.M.</u> (END PL. CLASSROOMS 3F8)			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	TELEPHONE
CPT Sharon Gifford	PC, Fort De Russy	923-438	
Mrs Richard Lee	Alaska Business	923-5	
Sam W. Lee	Individual Rec.	845-5	
David H.K. Chong	" "	845-0	
THOMAS F. MATHIAS	INDIVIDUAL	942 -	
Mr E.E. Beard	" "	946-0	
COL John T. Eichner - Ret	" "	941-43	
Eric W. Salsman - Ret	" "	911-0	
Wayne R. & Mrs. Wilson	" "	942 74	
Estelle K. Kang	" "	949-81	
GARY OKINO	CAC DEPT OF GEN. PLANNING	527-6	
Wright Hunt	Corps of Engrs (Cet)	949-36	
John C. Cheer	USN (RAF)	946-36	
Kenia A. K. K. K.	Honolulu Hotel	923-38	
John E. Reddy	Honolulu Hotel		
COL WANNER			
COL TURNER			
COL SCHARF			
STAN SOKOLOSKI			
RALEIGH SAKADO			
JIM HATASHIMA			

POD FORM 62  
17 JULY 1970

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ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE PUBLIC WORKSHOP FOR ARMED FORCES RECREATION CENTER - FORT DE RUSSY			
DATE WEDNES, 22 FEB 1989 (END PL. CLASSROOMS 3F8) TIME 7:00 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	
Rudolph Ming	M.I.F. Pacific	521-3051	
LOUISINE TROBEL	W.R.A.	737-7835	
FRANK D. STORUM	Waikiki Shore Apts	696-3374	
JOHANE VIEIRA	Halekua Hotel	955-0553	
CHARLES MORTON	Kaneohe	247-2212	
GAILENE WONG	Hawaii Convention Sub-Council	536-1142	
DAVID SOX	POD	438-5030	
PETER H. SCHALL	Hudson Hawaiian Village	840-4501	
JENNIFER D. SCHULTZ	CDE, Military Center	261-6651	
WILLIAM			
ROBERT GRENE	HAWAII SOCIETY/AIA	449-1663	
DAVID LINDLEY	CEPOD ED-141	150-4736	
TERRAN WITTO	CEICD-ED H	420-1962	
STAN SERFINO	VILLA-ON-ED-817-N 54	941-0443	
BOBAILA PAPA	WAIKIKI SHORE APTS	924-1127	
JANE KUCZYNSKY	" " "	923-0901	
MARLENE GORLAND	VILLAGE EATON Sq	944-8665	
JEANNE MAXON	Pacific Ocean Division	438-2667	
J. J. AHOA	Halekua Hotel		
JOE DANH	PRIVATE	735-2277	

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17 JULY 1970

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ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE PUBLIC WORKSHOP FOR ARMED FORCES RECREATION CENTER - FORT DE RUSSY			
DATE WEDNES, 22 FEB 1989 (END PL. CLASSROOMS 3F8) TIME 7:00 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	
GUSIE CHAIN	Councilmember Gary Gill	527-5816	
LOUIS I. LEONARD	HAWAIIAN	747-1254	
K.V. LUNDSTROM + wife	ICentec	942-8707	
ERNEST D. STUBBS	RET US Army	941-9046	
MURRAY GILYEG	STAR - BULLSTIN	821-8677	
MARIE JEAN Mc MURDO	Senator	543-7676	
KAROLKE HIRSI	EMPLOY, DFE, WOODH	656-1401	
RAY TAMALIA	HAAK-EN	523-8600	
WYNNE HARRIS	CEPOD-ED-75	428-7048	
WAGNE WILF LEE	ALOMA TUNNARD APT HOTEL	923-5211/922-1626	
ROSEY WHITE	Real Collins + Assoc.	521-574	
TIMOTHY DAVIS	Aloha Puna'oli	926-0305	
Dr. Philip E. Green	Wisconsin Konoconcor	946-1372	
BARBARA KUKALSKY	Self	923-6401	
ROBERT S. MORRISON, M.D.	Waipuna	747-0422	
FELICE H. CURTIN		955-6958	
MAX D. SEEKER	Retired		
244 FAIRBANK	H2 WESTCOM - PAD	438-2662	
FELTON HAYES	State House of Rep.	545-4766	
WILLY SCHUEN	Waikiki Improvement Mulu		
Kelene TAYLOR	CEPOD-ED-111	438-6731	
CHUCK STRECKE	" " "	438-6734	
SPATE GARRASHER	CEPOD-ED-111	438-6929	

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17 JULY 1970

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ROSTER OF CONFERENCE ATTENDEES			
CONFERENCE PUBLIC WORKSHOP FOR ARMED FORCES RECREATION CENTER - FORT DE RUSSY			
DATE: WEDNESDAY, 22 FEB 1989 PLACE: KAHANA CENTER TIME: 7:00 P.M.			
NAME (PLEASE PRINT)	ORGANIZATION	TELEPHONE	
DANIEL G. CHUN	KAUAIHIKAWA & CHUN	526-2283	
DAN F. GERRI O'LEARY	FT DE RUSSY CHAPEL	947-1061	
LEO DONOHUE	FT DE RUSSY CHAPEL	947-6649	
ED N. E. KEL	WALLACE HOME OWNERS	925-4341	
Donald Rowen	Waikeiki Dendrobium Assoc	946-5250	
GEORGE J. STEVART	US ARMY RET	85-967-5440	
Natalie Mahoney	Martina-Torres-Whitman	949-4682	
GLADYS S. CONWAY	RESIDENT WAIKIKI	955-5899	
Spencer C. Hefflane	2161 Kalia Road	923-4257	
DAVID N. JAMES HUTCHINSON	Hale Koa (Dennis Cole)	203-220-2844	
Reuben + Randa Simmon	47-201A Hui Akiki Pl.	254-4039	
ELIZABETH SIMMONS	43-717 Park Lane	247-0370	
Sophie Ann Aoki	2222 Kalahele Ave #141065K	923-1094	
Gina M. Valenti	2222 Kalahele Ave #141065K	923-1094	
Alfred Koster	Hilton	943-4341	
Walter Pugh	WAIKIKI STRIKE APTS	924-1127	
FRANK DOWNING	" " "	949-2148	

POD FORM 62  
17 JULY 1970

Sheet 3

## LISTS OF PUBLIC ISSUES AND CONCERNS BY GROUPS (PUBLIC WORKSHOP, 22 FEB 89)

### GROUP II - SOX/YAMASHIRO

- Traffic congestion, noise, air quality at Saratoga Road.
- Left-hand turn from Saratoga to Kalia
- Save hau trees near volleyball courts
- 4 lanes on Kalia Road
- Air quality prior/during/after construction
- Loss of view for residents - possible relocation
- Blockage of view planes by parking structures from ground level
- Mixed landscaping on roof
- Acreage of additional open space by Kalia Road location
- Alternate routings of roads to alleviate traffic congestion (Kalakaua/Saratoga)
- Adequate restroom & comfort facilities at beach
- Public security relative to lighting
- Height of hotel
- Concern to minimize footprint/blacktop
- Entrances to parking structures/hotel
- Maximize green space around perimeter
- Increase temporary parking during construction of parking structures
- Good operational siting of hotel
- Funding source of museum entrance
- One way mauka on Saratoga to Kalia Roads
- Choke point - air quality/traffic congestion on Kalia Road
- Pedestrian overpass a good idea
- Drainage on Kalia Road

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- Remove fences
- Footpath to parallel old Kalia Road
- Identify for public use the project's facilities
- Public restroom facilities - more
- Source planning & programming documents for EIS - available?
- Location of recreational facilities; pool, volleyball courts - (where?)
- Definition of public access

GROUP I - ASHURST/SMITH

- Intersection created by Kalia Rd. ext. Impact on Seratoga Rd. shopowners & homeowners from traffic
- Height of new hotel - design height a concern
  - Use of facilities at new hotel
- Change of fees to use new parking facility
  - Parking for chapel
- Chapel use:
  - Parking access
  - Community functions
- Relocation of Army Reserves - losses vs gains
- Will project conform to City & Waikiki area limitations - e.g. structure height
- Relocation of USO

City - Will project conform to City & Waikiki area limitations - e.g. structure height

- Authorized users of new parking structure
  - Capable of parking for buses?
- Bus stop facilities - seating, shelter
  - Passenger loading/unloading
  - Parking (waiting)
- Emergency Vehicle access; Beach & Handicapped access to beach
- Final decision on second hotel? (Is it a fete accompli?)
- Impact of parking spaces - available, increase
- Availability of EIS to the public
- Utilities - public use - more

\*\*\*WHO CAN USE WHAT??\*\*\*

- Landscaping & programmed upkeep
- Hiding ugly things (dumpsters)
- Security lighting - (Beach/grounds)
- (Chapel funerals??)

GROUP III - TAKEMOTO/STRECK

- Need for hotel expansion
- Kalia Rd. relocation
  - More alternatives including no road
- Parking structure height/view plane
- Parking structure alternative locations
- Drainage problems all (?) Ft. DeRussey
- How wide Kalia Rd (width)?
- Traffic noise and pollution
- Pedestrian bridges height
- Whether public use (non-military) of hotel and other facilities
- Possible restricted use (type of vehicles) on Kalia Road

- Save mature vegetation on site esp. the large trees (and date trees)

- Special drainage problems on Kalia Rd.

- Relationship to subsurface tidal action, substrate

- Sewer/sewage capability for new hotel & impact to neighboring areas

- Switch locations of Kalia parking & post office

- Remove island on Saratoga & Kalia Rd and have 2-way traffic throughout

- Put Saratoga parking closer to hotel (eva)

- Explore feasibility for holding lagoons & gates for drainage

- Alternative alignments for Kalia Rd. so that there's no impact to smaller hotels on Saratoga

- Pedestrian safety along Saratoga/Kalia Rds (crosswalks, etc)

- Some hotel rooms with limited cooking/kitchen facilities

- Sufficient parking for chapel and possible pedestrian bridge from hotel to chapel

- Handicapped parking at chapel

- Positive having greenery on parking roof

- Adequate parking specifically for Maluhia Club activities

- Easy access, signage for use of Army Museum

- Comparable parking rates for military & civilian if charged

- Attempts to improve or explain military-civilian relationships

- Emphasize funding (MAP) sources for improvements at Ft. DeRussy, need important to maintain green space and character

- Where money would come from if this project is not funded

- Need McMurdo Hall -

#### GROUP IV - CABACUNGAN/SARADO

- Prop hotel - Units (400)

- Impact on community

- Project should improve traffic

- 4-lane - too wide? Pollution

- Expense - City - Concern, military pay

- expand roadway near Hilton

- heavy traffic road

- Hotel height - how high?

- Kalia - heavy bus traffic

- Why Kalia Road thru Ft. DeRussy

Border Kalia//Kalakaua

Eliminate Kalia - cul de sac

- Kalia Rd. @ Saratoga

- Changes affect across street

- Hotel Height

- Low rises

- Obstruct views - gone, not lose any

- If City denies variance for height, what



FEB 11 1989  
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**University of Hawaii at Manoa**

Water Resources Research Center  
 Holmes Hall 203 - 2540 Dole Street  
 Honolulu, Hawaii 96822

23 February 1989

Col. F. W. Wanner  
 District Commander  
 U.S. Army Engineer District, Honolulu  
 Ft. Shafter, Hawaii 96858-5440

Dear Col. Wanner:

**SUBJECT: Ft. DeRussy Armed Forces Recreation Center Project**

Thank you for your note of February 10, 1989. I am availing myself of your invitation to comment on the Ft. DeRussy project. Our concern is that storm drainage outflow should not be disposed directly onto Waikiki Beach thereby possibly compromising its water quality and the state's primary industry, tourism. While tourist destination areas on the other islands have recently expanded tremendously, Waikiki remains as the primary attraction by far. Therefore, it would be ill-advised to risk compromising the attraction of Waikiki inasmuch as bathers will be on the beach as soon as the rains have stopped, but before the poor quality storm outflow has dissipated.

An alternative is to dispose of the runoff to the Ala Wai Canal via the City and County storm drainage system. Virtually all of the storm runoff from Waikiki goes into the Ala Wai Canal, which serves as a settling basin while the water moves toward the ocean. The outfalls off of Ft. DeRussy are two of the very few that still drain directly onto the beach. It would be truly unfortunate to continue the practice, not to mention increasing the outflow, which this project will do as presently conceived.

Another possibility is to dry well the runoff onsite inasmuch as the underlying sand and coral are very porous. In any event, this project presents a golden opportunity to rectify this ongoing problem.

Thank you for this opportunity to express our concern.

Sincerely,

*Stephan Lau*  
 L. Stephen Lau, Ph.D.  
 Director, WRRRC

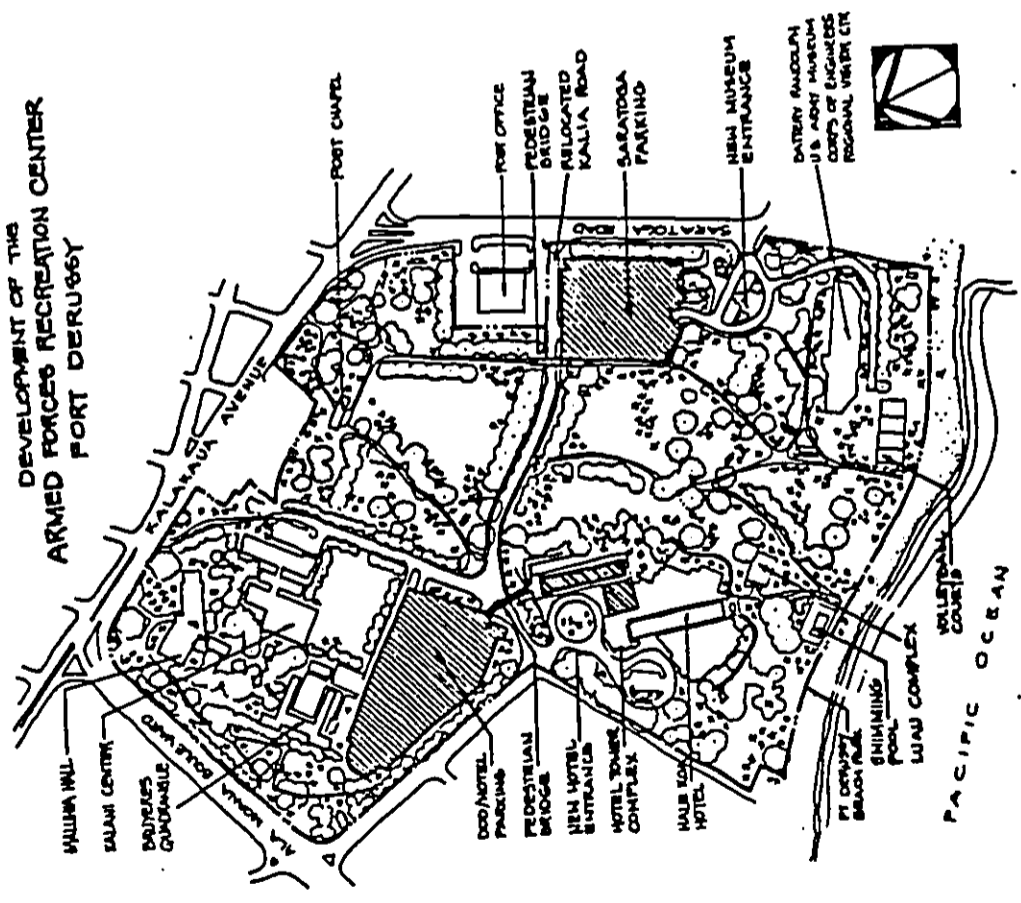
LSL:jm

AN EQUAL OPPORTUNITY EMPLOYER

End 2

*Workshop Appendix C*

**DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER FORT DERUSSY**



End 5





United States Department of the Interior  
**FISH AND WILDLIFE SERVICE**  
**PACIFIC ISLANDS OFFICE**

P.O. BOX 6307  
 HONOLULU, HAWAII 96860

RS  
 Room 6307  
 FEB 23 1989

756887

Mr. David G. Sox  
 U.S. Army Engineer District, Honolulu  
 Military Branch, Installation Support Section  
 Building 230  
 Fort Shafter, Hawaii 96858-5440

Re: Notice of Intent to Prepare a Draft Environmental Impact  
 Statement for Development of the Armed Forces Recreation  
 Center-Fort DeRussy, Fort DeRussy, Oahu

Dear Mr. Sox:

We have reviewed the January 18, 1989 Notice of Intent and offer  
 the following comments for your consideration.

To the best of our knowledge, the proposed project will not  
 adversely affect trustee resources under the jurisdiction of the  
 U.S. Fish and Wildlife Service. For further coordination, please  
 contact staff biologist Andy Yuen (541-2749).

We appreciate this opportunity to comment.

Sincerely yours,

*Ernest Kosaka*  
 Ernest Kosaka  
 Field Office Supervisor  
 Environmental Services

cc: BFA (SNT), Washington, D.C.

**KAULANA MAUKA CORPORATION**

LIGHT INDUSTRIAL CONDOMINIUMS

February 25, 1989

U.S. Army Engineer District, Honolulu  
 Military Branch  
 Installation Support Section  
 Building 230  
 Fort Shafter, Hawaii 96858-5440

Attn: Mr. David G. Sox

Subject: EIS, Fort DeRussy Hotel

Dear Mr. Sox:

Regarding the proposed 400 room hotel for Fort DeRussy,  
 why can't you develop the hotel OUTSIDE OF WAIKIKI? Please consider  
 that civilian use of Waikiki has "overloaded" this once-desirable  
 location beyond the 30,000 visitor unit limit contained in the  
 Waikiki Special Design District portion of the County's Land Use  
 Ordinance. To have the military construct another hotel in this  
 already overcrowded environment is displaying a gross lack of  
 common sense. We neither need nor want more hotel rooms there  
 with the traffic and infrastructure problems they will bring.

How about developing your hotel on military property  
 elsewhere in the State? How about the military property in  
 Kilauea on the Big Island? How about Eva Beach (NAS)? How  
 about Kaneohe MCAS with its excellent beach? Or even Bellows  
 AFB? Note - no high rises; four stories max. for all of the  
 above.

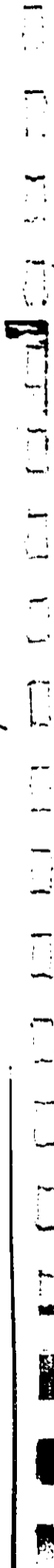
With much aloha,

*David R. McFaull*

David R. McFaull

cc: Sen. Mary-Jane McMurdo  
 Councilmember Neil Abercrombie  
 Councilmember Gary Gill

MAIL ROOM  
 100 FOOBAR PLACE  
 HONOLULU, HAWAII 96813  
 808 548-3343



DEPARTMENT OF THE ARMY  
DRAFT NOTICE OF INTENT

To prepare a Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center-Port DeRussy, Fort DeRussy, Oahu, Hawaii

AGENCY: U.S. Army Corps of Engineers, DOD  
Honolulu Engineer District

FOR: U.S. Army Western Command/U.S. Army Support Command, Hawaii and the U.S. Army Community and Family Support Center

ACTION: Notice of Intent to Prepare a Draft Environmental Impact Statement

SUMMARY:

1. The U.S. Army Western Command (WZSTCOM)/U.S. Army Support Command, Hawaii (USASC) and U.S. Army Community and Family Support Center (CFSC) are in the conceptual stage of planning the development of the Armed Forces Recreation Center at Fort DeRussy, Waikele, Hawaii. The development as funded, would occur in several phases over about seven years. Nearly all structures now used by the U.S. Army Reserve would be razed on an incremental basis, except for Maluhia Hall in the northern corner of Fort DeRussy. In place of these facilities, Kalia Road would be rerouted and widened; two multi-level parking structures consisting of one parking structure in the vicinity of the existing Post Office and Saratoga Road and one DOD permit parking facility with dedicated hotel parking would be constructed; a new 400-room hotel tower similar in appearance and in the vicinity of the existing Hale Koa Hotel would be built; new arrival/entrance areas for the Hale Koa Hotel complex and Hawaii Army Museum (Battery Randolph) would be constructed; and amenities such as a new beach promenade, landscaping, outdoor recreational and entertainment facilities (tennis courts, putting courses, playing fields, jogging paths, multipurpose pavilions, etc.) would be provided. The relocation of the U.S. Army Reserve activities to designated sites elsewhere and the construction of new facilities for them will be addressed by a separate Environmental Assessment. In a future increment, Maluhia Hall will be renovated for post support activities. Open space will be expanded with a generally landscaped central land to sea corridor.

2. Alternatives to be considered include no action, various alignments of Kalia Road, alternate sitings of recreation/entertainment facilities, various designs and configurations of the proposed hotel, and phased relocation

happens?

- Drainage system needs to be addressed

- Raise water table for submerged part of bldgs

- Shared use

- Parking

- Access to facilities/beach

- Public access to restrooms (more) Parades

- Military facility/consideration

- For new hotel patios (USO?) - Maluhia Hall used as semi-USO Fac

- What happens to Maluhia?

- Shared Use

- Spectator Facility

- Parades, schedules

- Chapel

- Driveway (disabled, elderly)

- Low-Rise vs High-Rise - (view)

- Mauka-makai view good

\*\* - Fee structure for parking

Encl 4

26 February 1989  
Honolulu, Hawaii

David G. Sox  
U.S. Army Engineer District, Honolulu  
Military Branch  
Installation Support Section  
Building 230  
Fort Shafter, Hawaii, 96858-5440

Dear Mr. Sox:

The public hearing on the improvement plans for Fort DeRussy held 22 February 1989 was an excellent idea. Public education is the first step in good public relations. In spite of what the newspapers and radio reporters may have said about negative public reaction, I judged it to be a success, the first step in what will be a fine program.

My residence is on Beachwalk. My apartment looks down on Fort DeRussy. This location makes me acutely aware of problems and areas of possible improvement in the neighborhood.

Since DeRussy is the primary recreation area for the military in the Pacific, the recreation requirement of the military has to be the first consideration in the program. I think expanding the Hale Koa is a great idea.

Rerouting Kalua road by creating a new point of ingress and egress beside the post office is extremely sound action. Creating more park area on the ocean side of Kalua is a strong, positive move. After restudying the problem, I was unable to see the advantages of having Kalua Road run through DeRussy. Why not limit vehicle access? Eliminate Kalua Road as a through road in DeRussy. Have two points of ingress and egress, one at the intersection of Kalua and Saratoga Roads, the other at the intersection of Kalua and Maluhia Roads.

The security posts could be positioned at these entrances. Visitors going to the beach could enter from the Kalua/Saratoga entrance. Visitors going to the Hale Koa or military offices on the Ewa end of the fort could enter from the Kalua/Maluhia entrance.

Instead of making DeRussy a traffic bottle neck and parking lot, make it a park featuring walkways, recreation facilities and landscaping.

A wonderful example of a parking structure which is beautiful is the structure at the Yacht Harbor Towers on Ala Moana and Atkinson Drive, where terraced planter boxes with cascading bougainvillea effectively shield a plain unattractive concrete structure. This would be a welcome solution to the beautification of the proposed parking structures.

Your idea of leaving the church in place is a winner.

I suggest more emphasis be placed on the source of funds for construction of the hotel addition and the other aspects of upgrading. When the great unwashed public realizes it is not tax money being used, their objection, if any, will be less vocal.

Over the past thirty years, I have watched the army's activity related to beautification of Randolph Battery. When the battery was constructed, earth was piled against the ocean side to buffer the impact of incoming naval fire. It was impossible to keep the hillside looking neat and attractive. When the need for an impact buffer had long passed, the embankment was removed. Years later a command decision was made to replace the earth. History is now repeating itself. It is still impossible to maintain the appearance of the area.

There is a simple, inexpensive, attractive solution to making this massive piece of concrete attractive - remove the earth embankment and plant ivy along the base of the wall. The ivy will climb and cling to the walls as it spreads over the building. A simple irrigation system strung along the base of the battery will keep the ivy watered. Fertilizer every two to three months will nourish a beautiful wall covering.

I haven't heard or seen anything about racquetball in the plans for DeRussy. There is a need for a second outdoor racquetball court adjacent to the present court. On weekends and frequently during the week there are ten to twenty players waiting to use the single court which is now in place. Twenty years ago there were two outdoor courts. Our experience at that time indicated that frequently three courts would have been well-used. At that time, the practice of playing doubles was initiated in order to maximize court use. A unique scoring system was

devised to limit each doubles game to 20 minutes, further enhancing player use.

A second court constructed like the one which now exists would attract more players. It would be an effective use of funds and produce an excellent return on investment. The third volleyball court which is adjacent to the racquetball court would be ideal location. Your consideration of this improvement would be appreciated.

I wish you smooth sailing on the project. If I can ever be of assistance to you on this project, please call me.

Respectfully yours,

*James E. Keith*  
James E. Keith  
247 Beachwalk, Honolulu, Hawaii, 96815 -- 808 922 5588

CC: Commanding Officer - Fort Shafter  
Commanding Officer - Fort DeRussy  
Chairman, Waikiki Neighborhood Board

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*By letter dated 10/11/68*

**HALE KOA HOTEL**  
"On the Beach at Waikiki"

6 MARCH 1969

DAVID G. SOY  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
MILITARY BEACH  
INSTALLATION SUPPORT SECTION  
BUILDING 330  
FORT SHAFTER, HAWAII 96858-5448

DEAR MR SOY;

I ATTENDED THE WORK SHOP AT FT DERBY ON 22 FEBRUARY. I WAS MUCH IMPRESSED WITH THE WAY IT WAS CONDUCTED. I BELIEVE IT WAS SUGGESTED THAT COMMENTS CAN BE MADE IN WRITING. I HAVE SENT:

1. THE ARCHITECT SHOULD, BELIEVE, PREPARE QUESTIONNAIRES TO BE ANSWERED BY A RANDOM SAMPLE OF PEOPLE WHO HAVE VISITED THE HALE KOA A NUMBER OF TIMES, TO LEARN HOW THEY FEEL A NEW HOTEL CAN BE AN IMPROVEMENT OVER THE HALE KOA.
2. TREES SHOULD BE AT LEAST TWO BEACH ELEVATIONS AND A SERVICE ELEVATOR, IN MY OPINION.
3. THE NEW HOTEL SHOULD BE SITED SO THAT THE MAXIMUM NUMBER OF ROOMS WILL HAVE AN OCEAN VIEW.
4. IF THERE IS TO BE A MODERATE PRICE DINKING ROOM, SUCH AS THE TERRAZZO COFFEE HOUSE IT SHOULD BE AN EXTERIOR ROOM WITH A LANDI FOR DINING, IF POSSIBLE (IT IS NOT AS IMPORTANT TO HAVE A LANDI IN CONNECTION WITH THE WAHUKA LEVINE AS IN CONNECTION WITH THE MUCH USED MODERATE PRICE RESTAURANT).

Amend From Recreation Center 1968, Hale Koa Road / Honolulu / Hawaii 96815-1998 / (808) 955-0555 / Tel: 1-808-967-6402

1

IN MY OPINION.)

5. I BELIEVE THE NEW SWIMMING POOL SHOULD BE CLOSER TO THE HALE KOA THAN AS SHOWN IN THE SKETCH DISTRIBUTED AT THE MEETING. I BELIEVE YOU'LL FIND THAT MOST OF THE PEOPLE USING THE SWIMMING POOL ARE RETIRED WHO PERFORM A SHORTER WALK FROM HOTEL TO POOL. ACTIVE DUTY PERSONNEL SEEM TO PREFER USING THE BEACH

6. IT IS HARDER THAT NO ROAD AT ALL WILL CROSS FT DERUSSY. NO MATTER WHERE A ROAD IS PLACED IT WILL DIMINISH THE ATTRACTIVENESS FOR RECREATION

7. SOME OF THE COMMERCIAL ESTABLISHMENTS ACROSS KALAKAUA AVENUE ARE THE MOST UNATTRACTIVE IN WAIKIKI. IT IS HOPED THAT THIS CAN BE PURCHASED TO MINIMIZE THE AFFECT ON FT DERUSSY

8. AT THE MEETING THERE WAS SOME REMARK ABOUT "SHARED USE" OF FT DERUSSY. THERE IS PRESENTLY SHARED USE OF THE OPEN SPACE BETWEEN KALIA ROAD AND THE OCEAN. I DO NOT BELIEVE THAT THE OFFICIAL MAKING THIS REMARK MEANT THERE WOULD BE SHARED USE OF THE HOTEL, SWIMMING POOL, DINING ROOMS ETC. IT IS HOPED THERE WILL BE SHARED USE BY MILITARY PERSONNEL ACTIVE AND RETIRED. (OF COURSE I HAVE NO OBJECTION TO RENTING THE ROOMS FOR RECEPTIONS ETC)

MY WIFE AND I HAVE BEEN VISITING THE HALE KOA ALMOST EVERY YEAR SINCE IT OPENED. WE HAVE NOTHING BUT PRAISE FOR A WONDERFULLY DESIGNED AND MANAGED FACILITY

YOURS VERY TRULY  
JAMES E. RIDGE  
COL USA (RET)  
519 DOVER ROAD  
LOUISVILLE KY 40206

434 Launlu Street, Apt. D  
Honolulu, HI 96815  
March 16, 1989

Mr. David G. Sox  
U. S. Army Engineer District, Honolulu  
Military Branch; Installation Support Section  
Building 230  
Fort Shafter, HI 96858-5440

RE: FORT DERUSSY DEVELOPMENT

Dear Mr. Sox:

My husband is a member of the U. S. Navy, stationed at Naval Station Pearl Harbor. He has resided in Hawaii for five years; I moved here from Boston in 1982 after vacationing in Hawaii every year since 1977 and met and married my husband in 1986.

After reading of your plans for the Fort DeRussy and reading people's responses in the newspaper, we feel very strongly that our thoughts on the subject should be heard. Unfortunately, we did not hear of the meeting held on the above-referenced subject; otherwise, we would have attended the meeting.

First, we believe another hotel for the military (both active duty (and their families) and retired) is sorely needed in the Waikiki area. We have never been able to get a reservation, either for ourselves or our parents, at the Hale Koa Hotel even when planning eight months or more ahead. We are always told reservations run about a year ahead--how many people know if they'd be able to take a vacation more than one year ahead of time unless you're retired? In any event, considering the amount of members in the military (active and retired), one hotel is not sufficient in such a popular vacation area.

The second, and to us, most important, area of concern is the parking garage plan. You are applauded for your plan to build two parking garages--EXCEPT--we heartily disagree with the plan to open one garage to the public. We recently moved to the Waikiki area from Hawaii Kai; therefore we needed parking anytime we went to the beach or any functions at the Hale Koa Hotel or in the Waikiki area. We usually go to DeRussy beach almost every weekend and, particularly on Sundays, we are continually turned away from both parking areas because they are full. This is especially true on weekends when the National Guard are there. While I no longer have the figures for present and planned parking spaces, my husband and I feel that all should be kept for the military. The majority of

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Mr. David G. Sox  
March 16, 1989.  
Page Two

military families residing in Hawaii (Oahu) do not live in the Waikiki area and need a place to park when in Waikiki. Between the use of the garage(s) for National Guard members, Hale Koa Hotel and planned new hotel guests (doubling the amount of present hotel guests, most of whom have rental cars), active duty Army employees stationed at DeRussy, and military families presently using the parking facility, we believe parking will still be difficult. Why not first open the garages to military only, as it is now, until a study can be done to see if there would indeed be a glut of parking spaces that the public could fill?

In summary, we believe the plans for DeRussy to add another (military) hotel, (military) parking, etc., are long overdue and badly needed. Also, we enjoy tennis and it is usually difficult to find an open court. How about more tennis courts? With the hardships some military families must face (i.e., families being separated for long periods of time, low pay, etc.), a large hotel and recreation facility would be greatly appreciated!

Sincerely,

*Doris Ricks*  
Doris Ricks

HIRAM E. GRANT  
PROFESSIONAL ENGINEER  
WASHINGTON STATE BOARD OF ENGINEERS, ST. LOUIS

RESIDENCE:  
THE WALLANA, APT. 1301  
1860 ALA MOANA  
HONOLULU, HAWAII 96815  
TEL. 955-0818

Mr. M. Kisuk, Chief, Engineering Division  
Military Branch  
Department of the Army  
Pt. Shafter, HI. 96858-5440

Dear Mr. Kisuk:

I am writing you regarding two aspects of the development of Ft. DeRussy.

1) I hope you will include adequate wooden benches with backs and separators in various open spaces under shade trees. Spacing of the benches on the mauka side of the trees will ensure their being in the shade until about 6:00PM. The separators will prevent riffraff from sleeping on them.

2) There is virtually no place for our tourists to sit and chat or rest throughout Waikiki until they reach Kuhio Beach Park, a 1 1/2 miles away.

My suggestion is that you not wait to install three of four park benches under the beautiful shade trees at the corner of Pt. DeRussy at Kalia Rd. and Ala Moana.

This all time neglect of consideration of our tourists which includes many who have served in our Armed Forces, I feel, should not be further extended until the time Ft. DeRussy has been redesigned. One has but to stand at this corner to see that in the course of a day several thousand tourists are at this corner.

I suggest that you at this time install three or four park benches with backs and separators under the shade trees at this corner. Except for the summer months a very high percentage of the tourists are from middle age to elderly. They should be accommodated.

May that you shall arrange to have them so accommodated now rather than a few years from now.

Sincerely,

*Hiram E. Grant*

Hiram E. Grant

The Wallana, Apt. 1301  
1860 Ala Moana  
Honolulu, HI. 96815  
March 17, 1989



15 March 1989

District Engineer  
US Army Engineer District, Honolulu  
Military Branch, Installation Support Section  
Building 230  
Fort Shafter, Hawaii 96858-5440

Attention David G. Sox  
Subject: Fort DeRussy Development Plan EIS Preparation Notice

Dear Sir,

We of the Hawaii Society of the American Institute of Architects appreciate the opportunity to offer our comments and concerns related to the upcoming draft Environmental Impact Statement.

At the November 1983 annual meeting of the Hawaii Society, our general membership passed a resolution supporting the creation of a 'Waikiki Central Park' at Fort DeRussy as a public open space and recreational park.

We, thus, support the master planning to date including generally the siting and configuration of the planned development as indicated. We also support - and wish to commend you on - your efforts towards an effective public participation process.

We are encouraged by the planned visual and physical openness of the facility and access to it by the public-at-large to the maximum degree possible in keeping with the primary armed forces mission. We particularly appreciate the intent to provide a much needed new beach promenade and new landscaping, recreational and other facilities. We hope, in keeping with the objective of openness, that chain link fences on the perimeter of the property and other such barriers to the public are removed. Recognizing the desirability of some screening between beach areas and the Hale Koa Hotel facilities, we nonetheless encourage visual openness from the beach into the site and the mauka vista beyond.

We offer the following comments and suggestions which we believe will further enhance the development of the facility for the armed forces users and for the general public:

- Our primary concern is the impact of major parking structures on the park-like setting of the plan. We strongly recommend that the EIS consider and address the possibility of depressing the proposed parking structures to the maximum extent permitted by the water table and mounding over them in order to tie them into the landscaping (reference the City and County of Honolulu municipal parking garage on the ewa-makai corner of Beretania and Alapai Streets mauka of the municipal office building). Lower

1128 Nuuanu Avenue • Honolulu, Hawaii 96817 • Telephone (808) 545-4742

411 Kaiolu St. #705  
Honolulu, Hawaii 96815  
February 12, 1989

Mr. David G. Sox,  
U. S. Army Honolulu Engineer District  
Installation Support Section  
Building 230  
Fort Shafter, Hawaii 96858

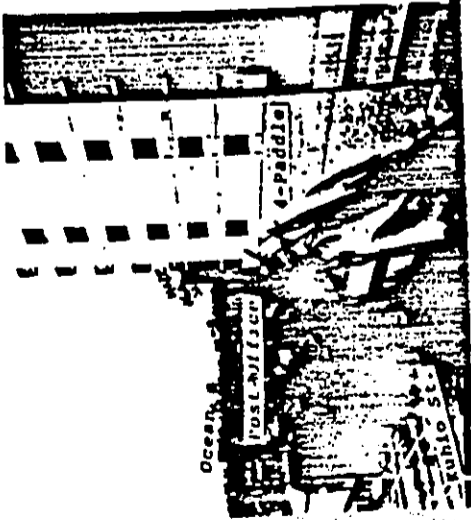
Dear Mr. Sox:

Please advise from your impact study if you will be blocking the ocean view we now have or whether it will remain as it is. I am especially concerned about this as we see part of the post office and it is only a one-story structure. Anything higher than that and mauka of the building would be detrimental to the views of the people in the 411 Building.

Do you have a set of plans of what you are planning to do so we could see whether we need be concerned?

I would appreciate hearing from you on this matter. I am enclosing a photograph which may in some measure give you an idea of what I am concerned about. To see the sun drop into the ocean of an evening would be something we would be loathe to give up.

Thanks for your consideration.



Yours very truly,

*Mary E. Pickel*

Mary E. Pickel  
Owner-Resident  
411 Kaiolu St. #705  
Honolulu, Hawaii 96815

JOHN WALKER  
DIRECTOR OF WORK



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE  
1161 PUNAHONA STREET  
HONOLULU, HAWAII 96813

WILLIAM W. MITT, COMMISSIONER  
BUREAU OF LAND AND NATURAL RESOURCES

1981'S LANDSCAPE  
REPORT

ANALYSIS OF DEVELOPMENT  
PROJECTS  
LANDSCAPE ARCHITECTURE  
PLANNING  
ENVIRONMENTAL AFFAIRS  
COMMITTEE AND  
ADVISORY COMMITTEE  
CONSULTING ENGINEER  
LAND MANAGEMENT  
STATE PLANNING AND DEVELOPMENT

17471(15)

October 10, 1989

Mr. Kisuk Cheung  
U.S. Engineer District  
Pt. Shafter, HI 96858-5440

Dear Mr. Cheung:

Your letter and enclosures regarding the development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii, were reviewed. The Botanical Survey by Char & Associates does not reflect any Hawaiian endangered or threatened plant species.

Dr. Bruner suggests that the project site may constitute habitat for the endangered Hawaiian bat, although there is no empirical evidence to support its present occurrence there. The EIS should mention its possible occurrence. The survey of avifauna and feral mammals also notes the presence of the fairy tern at the project site, although no nesting has been documented. The EIS should note that the State of Hawaii lists the fairy tern as a threatened species on Oahu (not listed at the Federal level). As these birds are associated in urban areas on Oahu with large trees, the impact to wildlife should be discussed if any are removed. A copy of Chapter 124 of the Department of Land and Natural Resources which lists the fairy tern as a threatened species is enclosed for reference (see Exhibit 3).

Sincerely,

*Michael G. Buck*

MICHAEL G. BUCK  
Acting Administrator

Enclosure

broader structures under such an earthen cover would also facilitate such a blending into the landscape. Pedestrian overpasses indicated over Kalia Road will be more used if thus blended into the natural flow of the landscape and the terrain. Such contouring currently occurs at the Hale Koa Hotel entrance.

- We commend the planned public access to parking. The EIS should adequately address the traffic impact resulting from the increase of on-site parking and, also, the effect on view planes from surrounding existing structures by the new hotel siting and configuration.

- The EIS should also address traffic controls and intersection configuration considerations to best facilitate the movement of through traffic at the new intersection of Kalia and Saratoga Roads and at Kalia Road and the hotel access drive.

- We support the road realignment and the corresponding increase in size of the makai area, the road widening to four lanes (or at least a right-of-way allowance for future widening), the new hotel, the eventual complete relocation of reserve facilities to a more central location in relation to both island and reserve personnel population centers, and redesignation of the mission of this facility to the extent that these elements of the plan serve to enhance the future recreational function of the facility.

Thank you for the opportunity to comment at an early stage on this project of potentially great value and impact to both the armed forces community and the Waikiki neighborhood. We are looking forward to remaining a part of the EIS, design and development processes.

Sincerely,

*Carol S. Sakata*

Carol S. Sakata, AIA  
President, Hawaii Society



HAWAII ADMINISTRATIVE RULES

TITLE 13

DEPARTMENT OF LAND AND NATURAL RESOURCES

SUBTITLE 5 FORESTRY AND WILDLIFE

PART 2 WILDLIFE

CHAPTER 124

INDIGENOUS WILDLIFE, ENDANGERED

AND THREATENED WILDLIFE AND PLANTS, AND

INTRODUCED WILD BIRDS

- S13-124-1 Purpose
- S13-124-2 Definitions
- S13-124-3 Prohibited activities
- S13-124-4 Scientific, propagation, and educational permits
- S13-124-5 Transporting permits
- S13-124-6 Permits for keeping indigenous wildlife and introduced wild birds
- S13-124-7 Crop damage, nuisance, and health hazard permits
- S13-124-8 Penalty
- S13-124-9 Exemption

Historical Note: Chapter 13-124, Hawaii Administrative Rules, is based substantially upon Regulation 18 of the Division of Fish and Game, Department of Land and Natural Resources. [Eff 8/10/53; am 10/10/55; am 3/28/58 and ren Regulation 6; am 9/8/73; [R 3/22/82 ]

Exhibit 1, 6/6/86", indigenous wildlife shall include any other migratory birds and mammals which arrive in Hawaii unaided by humans.

"Introduced wild birds" means any non-domesticated species of birds introduced or imported to Hawaii by humans and living in a wild state other than game birds. The exhibit entitled "Chapter 13-124, Exhibit 4, 6/6/86", which is located at the end of this chapter and incorporated by reference, lists introduced wild birds in Hawaii. In addition to the species listed in "Chapter 13-124, Exhibit 4, 6/6/86", introduced wild bird shall include any other non-domesticated species of introduced bird living in a wild state.

"Introduced wildlife" means any member of a non-domesticated species of the animal kingdom, whether reared in captivity or not, including any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate, and includes any part, products, egg, or offspring thereof, or the dead body or parts thereof introduced or imported to Hawaii by humans and living in a wild and undomesticated state.

"Plant" means any vascular plant (Division of Tracheophyta) including seeds, roots, and other parts thereof.

"Threatened species" means all species, sub-species, or sub-populations of wildlife or plants that have been officially listed by the federal government as threatened and any species, subspecies, or sub-population of indigenous wildlife or plants listed in the exhibit entitled "Chapter 13-124, Exhibit 3, 6/6/86", which is located at the end of this chapter and incorporated by reference.

"Wildlife" means any member of any non-domesticated species of the animal kingdom, whether reared in captivity or not, including any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate, and includes any part, product, egg, or offspring thereof, or the dead body or parts thereof. [Eff 3/22/82; am and comp 8/28/88. ] (Auth: HRS §§183D-61, 195D-3, 195D-4, 195D-6) (Imp: HRS §§183D-61, 195D-3, 195D-4, 195D-6, 50 CFR §§17.11, 17.12)

S13-124-3 Prohibited activities. (a) No person shall attempt to, or catch, possess, injure, kill, destroy, sell, or offer for sale, transport, or export, any indigenous wildlife, or introduced wild bird, the dead body or parts thereof, or any young or

13-142-3

egg of any indigenous wildlife or introduced wild bird except by an authorized employee of the department or persons authorized by the board or its authorized representative and except as provided in this chapter. (b) No person shall attempt to, or take, as defined by section 1950-2, Hawaii Revised Statutes, possess, process, sell or offer for sale, transport, or export any endangered or threatened species of wildlife or plant, the dead body or parts thereof, or any young or egg of any endangered or threatened species except by an authorized employee of the department or person authorized by the board or its authorized representative and except as provided in this chapter.

(c) No person shall remove, damage, or disturb the nest of any indigenous, endangered, or threatened species except by an authorized employee of the department or persons authorized by the board or its authorized representative and except as provided in this chapter. [Eff 3/22/82; am and comp MS28 BMS] (Auth: HRS §§183D-61, 195D-3, 195D-4, 195D-6) (Imp: HRS §§183D-61, 195D-3, 195D-4, 195D-6, 50 CFR §§17.11, 17.12)

§13-124-4 Scientific, propagation, and educational permits. (a) Permits for collecting, possessing, killing, and transporting threatened species, indigenous wildlife, introduced wild birds, game birds, or game mammals may be issued by the board or its authorized representative only to authorized collectors of a recognized museum, educational organization, or scientific research organization or to persons who are engaged in scientific research or educational programs for which the collecting is essential.

(b) Permits to take as defined by 195D-2, Hawaii Revised Statutes, possess, process, sell or offer for sale, transport, or export any endangered species of wildlife or plant may be issued only for scientific purposes or to enhance the propagation or survival of the species. [Eff 3/22/82; am and comp MS28 BMS] (Auth: HRS §§183D-61, 195D-3, 195D-4, 195D-6) (Imp: HRS §§183D-6, 183D-61, 195D-3, 195D-4, 195D-5, 195D-6, 50 CFR §§17.11, 17.12)

§13-124-5 Transporting permits. (a) Permits may be issued by the board or its authorized repre-

124-4

EXHIBIT 2 - Chapter 124 - Page 3  
List of Species of Endangered Wildlife  
and Plants in Hawaii

SCIENTIFIC NAME COMMON NAME HAWAIIAN NAME	Portion of Range where Endangered
<u>Birds</u>	
<i>Psittirostra psittacea</i> 'O'u	Entire
<i>Telespyza cantans</i> Laysan Finch	Entire
<i>Telespyza ultima</i> Nihoa Finch	Entire
<i>Loxiaoides bailleui</i> Palila	Entire
<i>Palmeria dolei</i> Crested Honeycreeper	Entire
<i>Vestiaria coccinea</i> 'I'iwi	Entire
<i>'I'iwi</i>	Oahu, Lanai & Molokai
<u>Mammals</u>	
<i>Lasiurus cinereus semotus</i> Hawaiian (Hoary) Bat	Entire
<i>'Ope'ape'a</i> Monachus schauinslandi Hawaiian Seal	Entire
<i>'Ilio-holo-i-kausa</i> <i>Megaptera nyseangliae</i> Humpback Whale	Entire
<i>Balaenoptera physalus</i> Fin Whale	Entire
<i>Physeter catodon</i> Sperm Whale	Entire
<i>Kohola</i>	Entire





JOHN P. WHALEN  
DIRECTOR  
DEPARTMENT OF LAND UTILIZATION

February 23, 1989

Mr. David G. Sox  
U. S. Army Engineer District  
Installation Support Section  
Building 230  
Ft. Shafter, Hawaii 96858

Dear Mr. Sox:

Federal Environmental Impact Statement (EIS)  
Preparation Notice (PN)  
Armed Forces Recreation Center  
Fort De Russy, Waikiki, Oahu, Hawaii

We are responding to the EISP published in the "OEQC Bulletin" of January 23, 1989.

It is our understanding that the comprehensive redevelopment of Ft. De Russy will also include a swimming pool complex and luau facility close to the beach. The siting and design of these facilities in close proximity to the beach are of concern to us, and we recommend they be included as part of the EIS now being prepared.

We appreciate the opportunity to comment.

Very truly yours,

*John P. Whalen*  
JOHN P. WHALEN  
Director of Land Utilization

JPW:sl  
0296N

cc: DGP  
Office of State Planning  
Attn: CZM Program Office  
Environmental Protection Agency  
Region 9

dl3

5-1-89

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
1555 ALI'OLE DRIVE, SUITE 200  
HONOLULU, HAWAII 96815  
PHONE: 533-4333



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 81  
HONOLULU, HAWAII 96808

SEP 12 1989

REP:RP-AL

Kisuk Cheung, Engineering Division  
Department of the Army  
U.S. Army Engineer District  
Building 230  
Ft. Shafter, Hawaii 96858-5440

Dear Sir:

SUBJECT: Review of Archaeological Report (Davis 1989). Subsurface Archaeological Reconnaissance Survey and Historical Research at Fort De Russy, Waikiki, Island of Oahu, Hawaii.)  
Waikiki, Honolulu, Oahu

Thank you for forwarding this report for our review and comment. First, we would like to mention that this project and report is exceptional in its use of historic data and incorporation of that data into the project methodology. We find the report acceptable, if the following comments are addressed.

Figure 6 on page 19 shows site OA-A4-1, Kakuoo heiau, in Manoa Valley. The text on page 5 relating to the four heiau in Manoa mentions Kahoo heiau, McAllister's site 64. It is not clear if these are the same or different heiau. We recommend using Hawaii State numbers on the figures rather than Bishop Museum numbers and consistency in spelling between text and figure. In our files, McAllister's site 64 carries the State number 80-14-64, and McAllister's spelling "Kukao" is retained.

Table 4, pages 20 and 21, is the list of sites in the vicinity listing both Bishop Museum and State site numbers. The State site numbers and McAllister's sites are generally identical, with the addition of the island and topo map designations. This, Papaenaena heiau is McAllister's site number 58, and Hawaii State number 80-14-58. Exceptions are Kawapopo heiau and Makikie/Paliuuhine heiau, which were not given site numbers by McAllister. They were discussed under a general heading of Manoa Valley, site 65. A heiau was recorded in 1975 on Avenue Street in Manoa, which was numbered 80-14-3986. The recorder indicated that Kawapopo might be the structure recorded, but as no description exists of the heiau, this cannot be assumed. The last entry in the table lists subsurface deposits at the Moana Hotel. The number for this site is 80-14-9901.

On page 25, the initial paragraph indicates that three sections under the Research Design will be addressed: a) background material; b) research domains in a regional context; and c) field and laboratory methods. In fact, the background material was addressed in the previous section. The first major subheading in the research design is entitled "Problem Domains: the Regional Context" and the second

ENCL 1



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
FT. SHAFTER, HAWAII 96861-5448

Kisuk Cheung  
Page Two

REPLY TO  
ATTENTION OF  
Military Branch

December 14, 1989

major subheading is "Research Goals: Issues Addressed at Fort DeRussy." Field and laboratory methods are not addressed. This section either needs reorganization according to the outline set forth in the initial paragraph on page 25, or the paragraph needs to reflect the actuality. In any case, field and laboratory methods need to be addressed. One of the more outstanding methodological features of this project, as mentioned above, is that old maps and historic data were used to locate test trenches, and while this is implied, it is never explicitly stated. On page 27, under the heading "Prehistoric Settlement Patterns," the statement is made that land transformations may account for the fact that Manoa and Palolo ahupua'a have no coastal zones. On the pre-Mahele map of O'ahu prepared by the Hawaiian Studies Institute in 1987, Manoa and Palolo are not shown as ahupua'a, but are valleys within Waikiki ahupua'a. Mr. Davis should cite his sources and clarify this issue.

In Figures 9 through 19, the layers within the stratigraphic sections are not labeled. Figure 1, 3, 5, and 20 through 22 are missing, as are all the photos. We assume that these will be included in the final report.

On page 56, under "Age Determinations," the text refers to Table 9, while the index and the table heading indicate #7 for the radiocarbon table. In addition, the discussion of the samples submitted is not adequate. For instance, the calendaric range of AD 1300-1600 is expectable in Waikiki, but sample 7 with a BP date of 3,2740 is an anomaly. Within the Table, the sample number designation "SEORC" is not explained.

On page 62, under "Recommendations," the author should clearly state that buried deposits are still present and significant under criterion "d" of the National Register, and that construction will constitute an "adverse effect" on these deposits. The author should then recommend either data recovery or construction monitoring, depending on his estimate of the scientific value and distribution of the deposits.

Regarding the last comment, clearly we will expect the Corps to submit a significance evaluation and determination of effect and then in consultation with our office work towards an acceptable mitigation plan.

Very truly yours

WILLIAM M. PATY  
Chairperson and State  
Historic Preservation Officer

cc: Bertell D. Davis  
International Archaeological Research Institute, Inc.

Mr. William Paty  
Chairperson and State Historic  
Preservation Officer  
Department of Land & Natural Resources  
Honolulu, Hawaii 96809

Dear Mr. Paty:

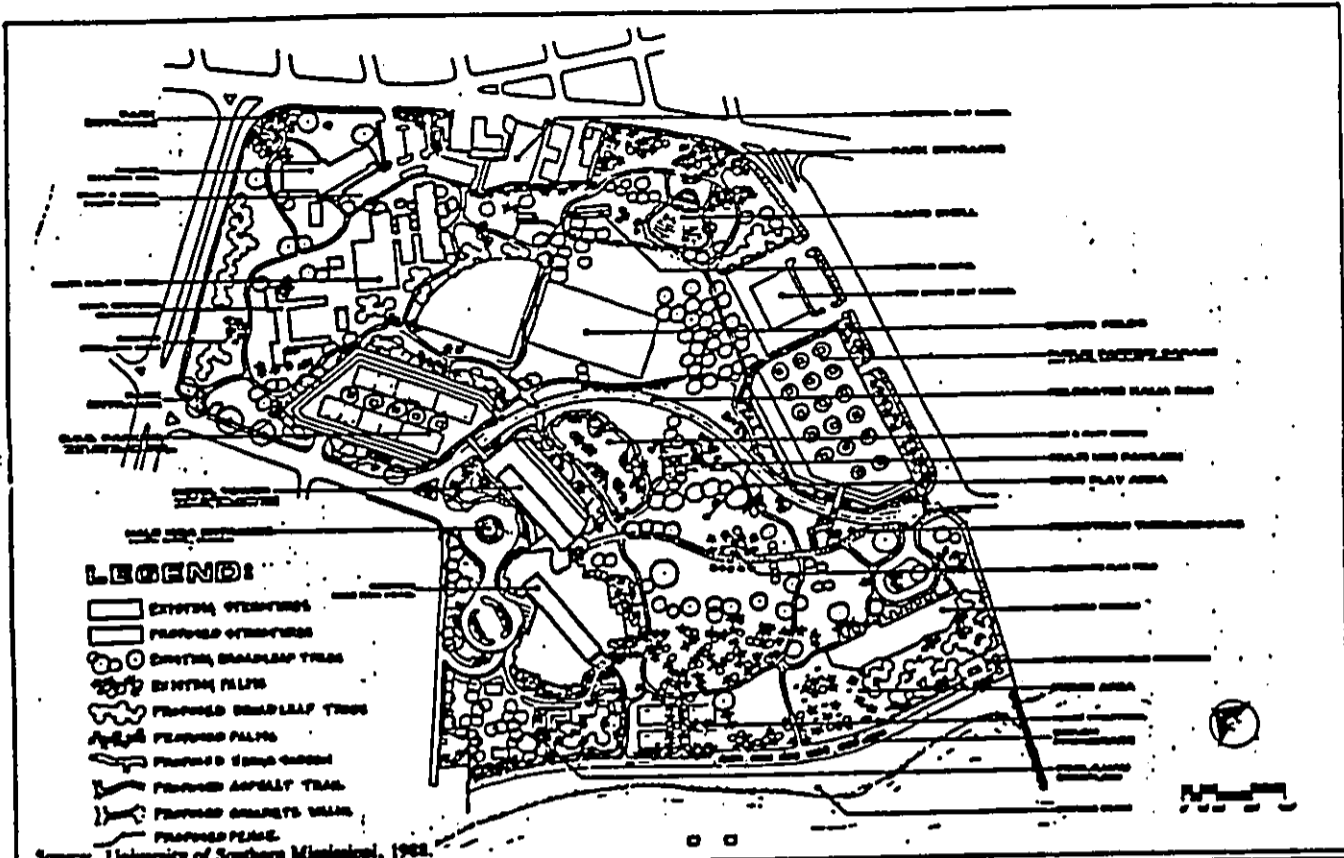
The Honolulu Engineer District, United States Army Corps of Engineers has recently completed a subsurface archaeological reconnaissance survey of the entire U.S. Army Fort DeRussy, Waikiki, Island of O'ahu, Hawaii, in fulfillment of Section 106 of the Historic Preservation Act of 1966, as amended, pursuant to 36CFR800. A copy of the revised final report from this research, "Subsurface Archaeological Reconnaissance Survey and Historical Research of Fort DeRussy, Waikiki, Island of O'ahu, Hawaii," by Bertwell D. Davis, International Archaeological Research Institute, Inc., is enclosed for your reference and use (Enclosure 1). The draft final report was reviewed by your Historic Sites Section and their review comments have been incorporated into this revised report. Our contractor is in the process of final binding of all the final reports. Two (2) further copies of the report, one including original photographs, shall be transmitted to you upon receipt of these bound copies.

The results of the subsurface archaeological reconnaissance survey indicate that there is a strong potential for adverse effect to significant prehistoric cultural resources through future development and/or construction at Fort DeRussy. These resources appear to be significant for the data they have yielded, or may be likely to yield, to Hawaiian prehistory (criterion "d", 36CFR800.1). The U.S. Army is planning on significantly altering the function and use of Fort DeRussy in the near future. The alternatives (Enclosure 2) for such development shall be presented within a Draft Environmental Impact Statement (DEIS) now in preparation.

ENCL 2



Enclosure 2b

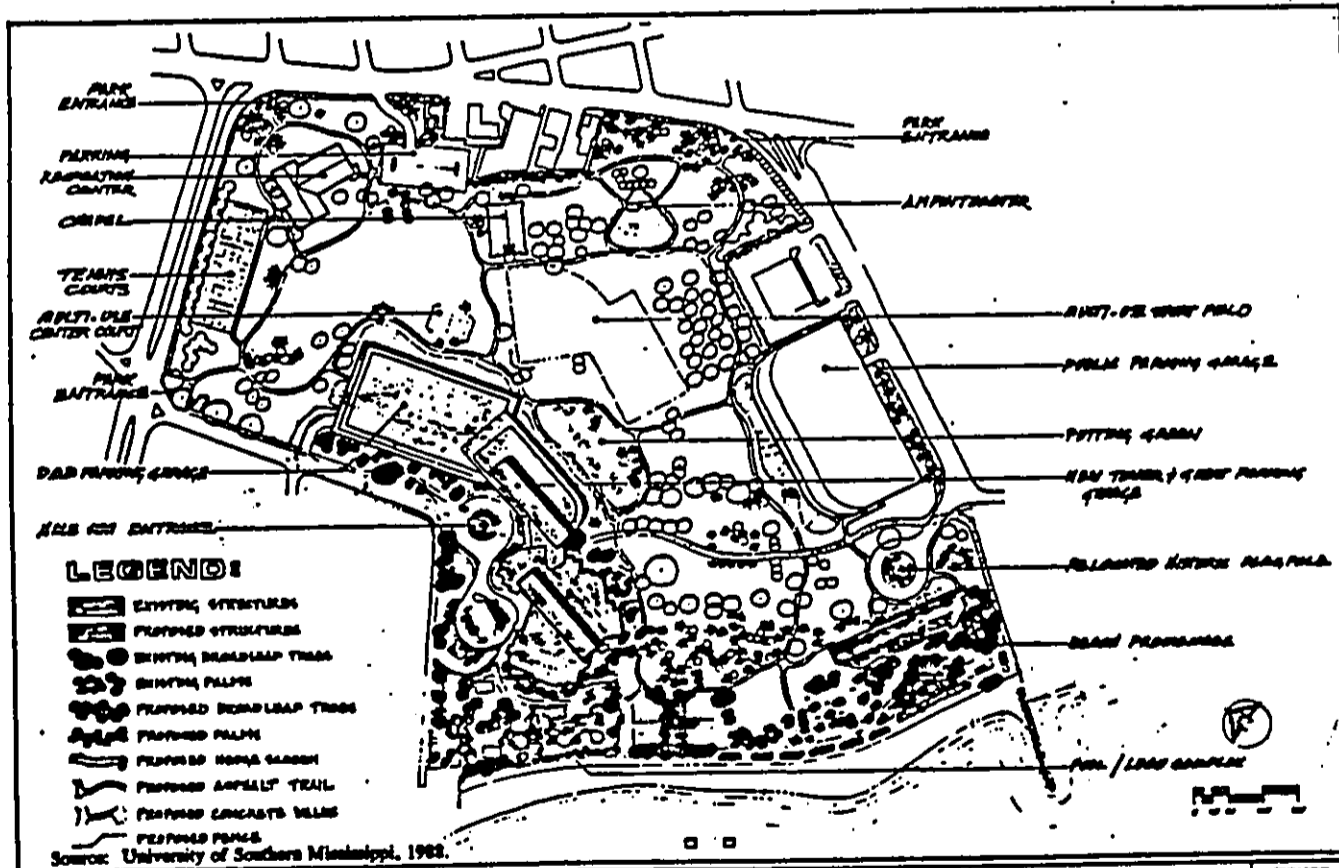


CHAPMAN CONSULTING SERVICES  
 In Association with  
 ERC Environmental and Energy Services Co.  
 Wallace, Roberts, & Todd

Alternative B-2  
 4-Lane Realigned Configuration

FIGURE  
 II-2

Enclosure 2c



CHAPMAN CONSULTING SERVICES  
 In Association with  
 ERC Environmental and Energy Services Co.  
 Wallace, Roberts, & Todd

Alternative B-3  
 Elimination of Kalia Road

FIGURE  
 II-3



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
FT SHAFTER, HAWAII 96858-5000

MEMO  
ATTENTION

Military Branch

Mr. William W. Paty, Chairperson  
Department of Land and Natural Resources (DLNR)  
State of Hawaii  
P.O. Box 621  
Honolulu, HI 96809

Dear Mr. Paty:

The U.S. Army Corps of Engineers is preparing an Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. New botanical and avifauna/terrestrial mammal studies were conducted for the EIS (Enclosure 1 and 2). The proposed project is shown at Enclosure 3.

Based on these studies, we believe that the proposed project will not affect any listed or proposed rare or threatened species for which the DLNR is responsible.

We would appreciate your concurrence with our determination. Your agency will also be given an opportunity to comment on the Draft EIS.

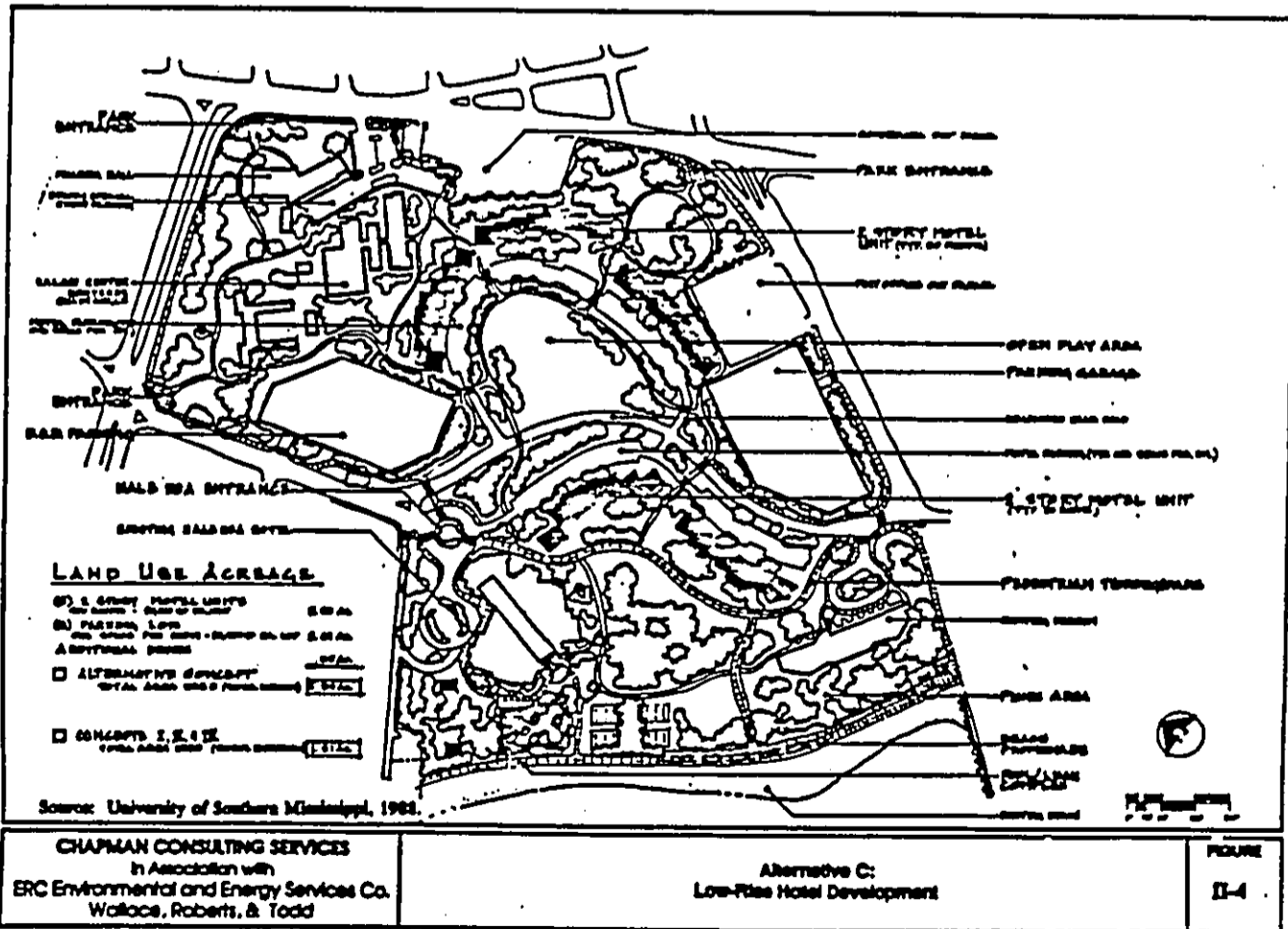
Sincerely,

Kisuk Cheung  
Chief, Engineering Division

3 Enclosures  
Copies Furnished:

Commander, U.S. Army Support Command, Hawaii, ATTN: AP2V-PFP-V, Fort Shafter, Hawaii 96858-5000 (w/o enclosures)  
Mr. Allan Markelstein, Pacific Island Administrator  
U.S. Fish and Wildlife Service, P.O. Box 50167,  
Honolulu, Hawaii 96850 (w/o enclosures)

Enclosure 2d



CHAPMAN CONSULTING SERVICES  
In Association with  
ERC Environmental and Energy Services Co.  
Wallace, Roberts, & Todd

Alternative C:  
Low-Rise Hotel Development

FIGURE  
II-4



FORM 7000 (REV. 1-67)  
Use only on forms provided by GPO



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

REF:HP-AL  
HONOLULU, HAWAII 96813  
DEC 21 1989

Mr. Kiauk Cheung, Chief, Engineering Division  
Military Branch  
U.S. Army Engineer District  
Building 230  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung

SUBJECT: Archaeological survey results, determination of effect  
and evaluation of significance  
Pt. DeRussy, Waikiki, O'ahu

Thank you for forwarding the final report on this project for our  
review and comment.

We concur with your determination that the subsurface  
archaeological deposits are significant under National Historic  
Register criterion "d", for information content. Thus, by  
consensus these deposits constitute a site which we consider to be  
eligible for the National Register of Historic Places.

Given the distribution of these deposits, we also concur with your  
determination that any land-altering activities on the property  
are potentially adverse in effect.

We shall therefore look forward to coordinating with your office  
to develop a Data Recovery Plan.

Very truly yours,

*William M. Patty*  
WILLIAM M. PATTY  
Chairperson and State  
Historic Preservation Officer

OFFICE OF THE HISTORIC PRESERVATION  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
100 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
TELEPHONE: 521-2300  
FACSIMILE: 521-2300  
MAILING ADDRESS: 100 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
APPROPRIATE DEVELOPMENT  
PERMITS  
CONSERVATION  
PLANNING  
LAND ACQUISITION  
STATE HISTORIC PRESERVATION  
STATE PARKS  
WATER AND LAND DEVELOPMENT



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

December 18, 1989

ATTENTION:  
Military Branch

Ms. Claudia Nissely  
Chief, Western Division of Project Review  
Advisory Council on Historic Preservation  
730 Simms Street, Suite 450  
Golden, Colorado 80401

Dear Ms. Nissely:

The U.S. Army Engineer District, Honolulu (HED),  
has completed a reconnaissance survey of all of Fort  
DeRussy, Waikiki, Oahu Island, Hawaii, in preparation  
for changes in the military mission at the site. Most  
of this reconnaissance survey consisted of  
archaeological subsurface sampling resulting in the  
identification of a number of significant cultural  
resources indicative of prehistoric and early historic  
(AD 1800's) ethnic Hawaiian land use in the Waikiki  
area. These resources appear to be significant for  
the data they have yielded, or may be likely to yield,  
to Hawaiian Prehistory and history (criterion "d",  
36CFR60.1).

As part of our compliance to Section 106 of the  
National Historic Preservation Act of 1966, as  
amended, pursuant to 36CFR800, we have completed  
coordination with the Hawaii State Historic  
Preservation Officer (SHPO) (Enclosures 1 and 2). We  
have enclosed an advance copy of the SHPO concurrence  
with HED (Enclosure 3) on the need for a coordinated  
archaeological Data Recovery Plan (DRP) once the scope  
and extent of future activities at Fort DeRussy are  
determined. The SHPO is forwarding a signed copy of  
this letter to your office. Information being  
archaeological studies are presently being  
incorporated into a Draft Environmental Impact  
Statement (DEIS) which shall evaluate the potential  
impacts of several development alternatives at Fort  
DeRussy. The DEIS shall be separately coordinated  
with your office in the near future.

We have enclosed a copy of the final  
archaeological survey report, "Subsurface  
Archaeological Reconnaissance Survey and Historical  
Research of Fort DeRussy, Waikiki, Island of O'ahu,

100 SOUTH KING STREET  
HONOLULU, HAWAII 96813  
TELEPHONE: 521-2300  
FACSIMILE: 521-2300  
MAILING ADDRESS: 100 SOUTH KING STREET  
HONOLULU, HAWAII 96813

Hawaii," by Bertell D. Davis, International Archaeological Research Institute, Inc., for your reference and information (Enclosure 4). If further data is required, please contact our Senior Archaeologist, Mr. Charles Streck, CEPOD-ED-MI, at (808) 438-1489/6934.

Sincerely,

*C. H.*  
Kisuk Cheung  
Chief, Engineering Division

Enclosures

Military Branch

Mr. Allan Parmelestein  
Pacific Island Administrator  
U.S. Fish and Wildlife Service  
P.O. Box 50167  
Honolulu, Hawaii 96850

Dear Mr. Parmelestein:

The U.S. Army Corps of Engineers is preparing an Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center-Fort Belvoir, Hawaii, Hawaii. Rev botanical and avifauna/fauna mammal studies were conducted for the EIS (Enclosure 1 and 2). The proposed project is shown at Enclosure 3.

Based on these studies, we believe that the proposed project will not affect any listed, proposed, or candidate endangered or threatened species for which the U.S. Fish and Wildlife Service is responsible. We likewise believe that no consultation under Section 7 of the Endangered Species Act is required.

We would appreciate your concurrence with our determination. Your agency will also be given an opportunity to comment on the Draft EIS.

Sincerely,

*15/1/89*

Kisuk Cheung  
Chief, Engineering Division

3 Enclosures

Copies Furnished:

- Commander, U.S. Army Support Command, Hawaii, ATTN: ADYU-PRT-V, Fort Shafter, Hawaii 96858-5000 (w/o enclosures)
- Mr. William W. Pate, Chairperson, Department of Land and Natural Resources, State of Hawaii, P.O. Box 621, Honolulu, HI 96808 (w/c enclosures)

D. Sox  
aa/1489

Ch/A  
CEPOD-ED-M

Sak/ndo  
CEPOD-ED-M

Hak/shima  
CEPOD-ED-M

AU  
CEPOD-ED-M

Jyo  
CEPOD-ED-M

Fuji  
CEPOD-ED-Z

Cheung  
CEPOD-ED

CEPOD-ED-M  
File  
(DeRussy)

DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
PT. SHULTER, HAWAII 96858-5440



DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
PT. SHULTER, HAWAII 96858-5440

January 18, 1990

MEMPHO  
ATTENTION OF

Military Branch

Military Branch  
Installation Support Section

MEMPHO  
ATTENTION OF

Near Addressee:

Enclosed for your review is the Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii (enclosed).

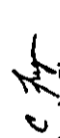
A Notice of Availability (NOA) of the DEIS is expected to be published in the January 19, 1990 issue of the Federal Register and copies of the DEIS will be distributed to governmental agencies and the public by that date.

A Public Hearing will be held at the Thomas Jefferson Elementary School Cafetorium in Waikiki, Hawaii, at 7:00 p.m. on February 5, 1990. An invitational letter on the hearing will be sent to you under separate cover and will be announced in local newspapers.

Based on these dates and the minimum 45-day review period, we will accept comments on the DEIS until March 6, 1990.

If you have questions concerning the DEIS, please contact Mr. David G. Sox at Telephone (808) 438-5030/1776.

Sincerely,

  
Kisuk Cheung  
Chief, Engineering Division

Enclosure

Mr. Harold Masumoto, Director  
Office of State Planning  
ATTN: Statewide Clearinghouse  
Office of the Governor  
State Capitol  
Honolulu, HI 96813

Dear Mr. Masumoto:

Enclosed for your review are four copies of the Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii (Enclosure 1). As noted in the State of Hawaii Clearinghouse Procedures Manual (August 1987), we are also enclosing Standard Form 424 and the supplemental Clearinghouse Form (Enclosures 2 and 3).

A Notice of Availability (NOA) of the DEIS is expected to be published in the January 19, 1990 issue of the Federal Register and copies of the DEIS will be distributed to governmental agencies and the public by that date. The NOA is expected to appear in the State of Hawaii Office of Environmental Quality Control (OEQC) Bulletin of January 23, 1990. A Public Hearing will be held at Thomas Jefferson Elementary School in Waikiki at 7:00 p.m. on February 5, 1990. Based on these dates and the minimum 45-day review period, we will accept comments on the DEIS until March 6, 1990.

For your information, we are circulating the DEIS to all the applicable addressees on the OEQC EA/EIS distribution list, including the Area-wide Clearinghouse at the City & County of Honolulu Department of General Planning, and Hawaii Coastal Zone Management Program (see list in DEIS, Chapter IV).

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

If you have questions concerning the DEIS, please contact Mr. David G. Sox at Telephone (808) 438-5030/1776.

Sincerely,

*C. Fox*

Risuk Cheung  
Chief, Engineering Division.

Enclosures

Copy Furnished (w/o enclosures):

Commander  
U.S. Army Support Command, Hawaii  
ATTN: AP2V-FEP-P (Master Planning)  
Fort Shafter, HI 96858-5000

DEIS Approval No. 00000000

<b>FEDERAL ASSISTANCE</b>		APPLY DATE		APPLY DATE	
<input type="checkbox"/> NOTICE OF INTENT (OPTIONAL) <input checked="" type="checkbox"/> APPLICATION <input type="checkbox"/> APPLICATION		10 DATE FOR REVISIONS TO BE SUBMITTED BY STATE		11 DATE FOR REVIEW BY STATE	
3. EMPLOYER IDENTIFICATION NUMBER EPA 4. LEGAL APPLICANT/PROJECT U.S. Army, Honolulu Engineer District Engineering Division Building 230 Fort Shafter Hawaii Contact Person (Name): David G. Sox Telephone No.: (808) 438-1489/1776 7. TITLE OF APPLICANT'S PROJECT (Also Section IV of the form for projects requiring description of the PROJECT) <b>DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER-FORT DERESSY, HAIKIKI, HAWAII</b> See Remarks in Sec IV					
8. AREA OF PROJECT IMPACT (Name of each area with area #) Haikiki			11. TYPE OF ASSISTANCE 11.1 TYPE OF ASSISTANCE: N/A 11.2 ESTIMATED NUMBER OF PERSONS AFFECTED: N/A 11.3 ESTIMATED NUMBER OF SOG RETIREE: N/A		
12. PROPOSED FUNDING FEDERAL: \$ 75-100mil 20 APPLICANT: 1st STATE: 20 LOCAL: 20 OTHER: 20 13. FEDERAL AGENCY TO RECEIVE MONEY: N/A 14. ORGANIZATIONAL UNIT OF APPROPRIATOR: N/A			13. TYPE OF APPLICATION 13.1 TYPE OF APPLICATION: N/A 13.2 TYPE OF FUNDING: N/A 13.3 TYPE OF PROJECT: N/A 13.4 PROJECT START DATE: FY 1991 3d Qtr 13.5 PROJECT DURATION: 30 months 13.6 DATE DUE TO FEDERAL AGENCY: N/A 13.7 ADMINISTRATIVE CONTACT IF WORKING: N/A		
15. ADDRESS N/A N/A			16. FEDERAL AGENCY TO RECEIVE MONEY: N/A 17. ADMINISTRATIVE CONTACT IF WORKING: N/A 18. EXISTING FEDERAL GRANT IDENTIFICATION NUMBER: N/A 19. REMARKS ADDED:		
20. THE APPLICANT CERTIFIES THAT:			21. FEDERAL AGENCY TO RECEIVE MONEY: N/A		
21. APPLICANT CERTIFIES THAT: a. THE PROJECT IS IN THE PUBLIC INTEREST AND WILL BE FINANCED BY THE APPLICANT. b. THE PROJECT IS NOT A FEDERAL PROJECT. c. THE PROJECT IS NOT A FEDERAL PROJECT. d. THE PROJECT IS NOT A FEDERAL PROJECT.			22. SIGNATURE Donald T. Wynn		
23. ACTION TAKEN: <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED <input type="checkbox"/> RETURNED FOR AMENDMENT <input type="checkbox"/> RETURNED FOR E.O. 12771 SUBMISSION BY APPLICANT TO STATE <input type="checkbox"/> DEFERRED <input type="checkbox"/> WITHDRAWN			24. RECEIVED BY: [Signature] 25. DATE RECEIVED: [Date]		
26. ACTION TAKEN: <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED <input type="checkbox"/> RETURNED FOR AMENDMENT <input type="checkbox"/> RETURNED FOR E.O. 12771 SUBMISSION BY APPLICANT TO STATE <input type="checkbox"/> DEFERRED <input type="checkbox"/> WITHDRAWN			27. ACTION DATE: 28. CONTACT FOR ADDITIONAL INFORMATION: [Name] 29. DATE: [Date]		
30. FEDERAL AGENCY TO RECEIVE MONEY: N/A			31. REMARKS ADDED:		

STANDARD FORM 4112  
MAY 1978 EDITION  
GSA FPMR (41 CFR) 101-11.6

SECTION IV--REMARKS (Please reference the proper item number from Sections I, II, or III, if applicable)

The U.S. Army Community and Family Support Center proposes to construct a 400-room hotel tower to augment the existing Hale Koa Hotel; construct two, 1200- and 1400-stall parking structures; relocate and replace utilities; and provide extensive landscaping and selected recreational facilities. Kalia Road, which crosses the Army post, would be realigned and may be widened. To provide space for construction of the new hotel tower and other facilities, some buildings now used by U.S. Army Reserve units would be demolished. In addition to the Proposed Action, three primary alternatives are assessed: Alternative A, No Action; Alternative B, Kalia Road Alignment Alternatives, similar to the Proposed Action except that in Option B1, Kalia Road is realigned but remains two lanes; Option B2, Kalia Road is realigned but toward the existing intersection; Option B3, Kalia Road is eliminated between Hale Koa and Saratoga Road; and Alternative C, a series of low rise hotel buildings along a realigned Kalia Road.

The attached Draft Environmental Impact Statement (DEIS) includes a full description of the affected environmental, social, and cultural resources; the impacts of the proposed action and alternatives on these resources; and proposed measures to mitigate for unavoidable significant and other impacts.

Name and Title of Authorizing Official:

*Donald T. Wynn* 22 Jan 80  
Date  
Donald T. Wynn  
Lieutenant Colonel, Corps of Engineers  
U.S. Army, Honolulu Engineer District  
District Engineer

State of Hawaii  
CLEARINGHOUSE FORM

Notification of Intent To Apply for Federal Assistance or for  
Direct Federal Development

Project Title: DEVELOPMENT OF THE ARMED FORCES RECREATION  
CENTER-FORT DERUSSY, WAIKIKI, HAWAII

If Project is a renewal, revision, or continuation, give  
previous State Application Identifier numbers:

HI \_\_\_\_\_  
HI \_\_\_\_\_

NOT APPLICABLE

If any State agency or local government unit has been  
contacted or has furnished information relative to the  
proposed project, list individual staff members  
contacted and agencies they represent.

- Patrick Boland, State Department of Health
- Michael G. Buck, State Dept of Land & Natural Resources
- Jay Hamai, C&C of Honolulu (C&C) Dept of Public Works
- Kazu Hayashida, C&C Board of Water Supply
- Amy Ichiyama, State Department of Health
- Albert Koga, C&C Board of Water Supply
- Lynn Kurashima, C&C Department of Public Works
- L. Stephen Lau, University of Hawaii
- John Lee, C&C Department of Public Works
- Melvin Lee, C&C Department of Public Works
- William W. Paty, State Dept of Land & Natural Resources
- John Whalen, C&C Department of Land Utilization
- Edward Yamada, State Department of Transportation
- Chief Zablou, C&C Fire Department

List any other State or local agencies which you  
believe might have an interest in or be affected by the  
proposed project.

State: Depts of Business & Economic Development and  
Department of Defense;  
City & County: Police Dept and Depts of General  
Planning, Parks & Recreation, and Transportation  
Services.

Note: The enclosed Draft Environmental Impact  
Statement is being sent to all applicable State and  
local agencies, organizations, and individuals (see  
DEIS Chapter IV).

A. Provide a narrative description of the project and  
indicate the project's relationship to adopted State  
Plans and County General Plans and development plans.

The U.S. Army Community and Family Support Center proposes  
to construct a 400-room hotel tower to augment the existing Hale  
Koa Hotel; construct two, 1200- and 1400-stall parking  
structures; relocate and replace utilities; and provide extensive  
landscaping and selected recreational facilities. Kalia Road,  
which crosses the Army post, would be realigned and may be  
widened. To provide space for construction of the new hotel  
tower and other facilities, some buildings now used by U.S. Army  
Reserve units would be demolished. In addition to the Proposed  
Action, three primary alternatives are assessed: Alternative A,  
No Action; Alternative B, Kalia Road Alignment Alternatives,  
similar to the Proposed Action except that in Option B1, Kalia  
Road is realigned but remains two lanes; Option B2, Kalia Road is  
realigned but toward the existing intersection; Option B3, Kalia  
Road is eliminated between Hale Koa and Saratoga Road; and  
Alternative C, a series of low rise hotel buildings along a  
realigned Kalia Road.

Pages III-134 to III-136 of the Draft EIS (attached)  
describes the relationship of the proposed project and its action  
alternatives to State and local plans and land use policies

B. Indicate the Objectives, Policies or Priority  
Directions of The Hawaii State Plan which your project  
is guided by or carries out.

Section 226-8, HRS: The proposed project and its action  
alternatives would promote the visitor industry by providing new  
jobs, more open space, enhanced recreational amenities, and more  
permanent parking spaces. Some of the new or improved facilities  
will be limited to military-affiliated visitors; others will be  
open to outside visitors or with preference given to military-  
affiliated visitors.

C. Priority Directions, Part III, Sections 103-105 in The  
Hawaii State Plan, sets forth areas of statewide  
concern that merit immediate attention. Indicate with  
an "X" the priority area which your proposal will  
affects the most.

- Provide jobs; stabilize and diversify Hawaii's economy
- Maintain a healthy visitor industry
- Protect and encourage agricultural activities
- Conserve water and energy resources, and increase  
research and development of alternative sources of  
water and energy
- Manage population growth so that it does not threaten  
Hawaii's basic resources

8. A. Anticipated project period: 30 mos. from 3rd Qtr. FY91

B. Funds are for: Planning Construction   
Program Staff  
Other (Please specify)

C. Federal agency information:

Name: U.S. Army, Honolulu Engineer District  
Agent for U.S. Army Community and  
Family Support Center

Contact Person: Mr. David G. Sox (808) 438-5030/17761

Title: Social-Environmental Specialist  
U.S. Army, Honolulu Engineer District

Address: Building 230 (Military Branch)  
City: Fort Shafter State: HI Zip: 96858-5440

9. If the project involves any construction activity, give the Tax Map Key, indicate if a site location map, a plat map, and a site plan have been included, and provide contact names and dates of project coordination with the Department of Health (DOH) and the Department of Land and Natural Resources (DLNR).

TMK 2-6-05:1 Site Location Map Included: Yes  No  
Plat or Site Plan Included: Yes  No

Contact Person Date of Contact

DOH-EPHS: No written coordination; Draft EIS is now being coordinated with DOH-EPHS

DOH-OEOC: Draft EIS is now being coordinated with OEOC

DLNR: Michael G. Buck, October 10, 1989  
William W. Paty, December 21, 1989

10. Does this proposal require a determination of Federal consistency with the CZM Program? Yes  No

A letter has been sent to the Office of State Planning, ATTN: Coastal Zone Management Program, with the Draft Environmental Impact Statement (DEIS) as enclosure. Appendix F of the DEIS comprises the determination of Federal consistency.

Encourage increase public and private investment in the Neighbor Islands  
Direct growth to existing urban areas or to lands adjacent to such areas  
Protect areas of environmental or social significance from urban development  
Support law enforcement and criminal justice activities  
Provide for affordable housing  
Promote Quality Education

5. State agencies are to follow and use the 12 Functional State Plans as guidelines. For projects proposed by State Agencies, indicate objectives, policies and implementing actions of related State Functional Plans, if applicable.

Not Applicable to this Federal action.

6. What are the anticipated benefits of the project? Who are the target beneficiaries?

The proposed project would further develop Fort DeRussy as an Armed Forces Recreation Center for all U.S. military services, emphasizing its mission as a U.S. Army Reserve training center. Community use of Fort DeRussy would be encouraged through beautification and the development of shared use facilities. Fort DeRussy would continue to serve the local community as a primary traditional location for numerous recreational and cultural events. Public access to the portion of Waikiki Beach fronting Fort DeRussy would continue to be available and access to the military reservation from outside would be enhanced. The demand for greater civilian leisure activity, in addition to the military market, would be partially satisfied by providing enhancement of open spaces, recreational amenities, and parking facilities.

The principal target beneficiaries are the active-duty military personnel of the U.S. military services and their families, including reservists, and retired personnel and their families. Through the concept of shared use, the civilian community would benefit from enhancements to the open spaces of Fort DeRussy and from certain of its facilities.

7. Provide the name(s) of the district(s) which will be affected by the subject proposal. If the proposal will affect more than 10 districts, indicate statewide.

Honolulu (in terms of construction and operation)  
Statewide (in terms of services provided)



DEPARTMENT OF THE ARMY  
U S ARMY ENGINEER DISTRICT, HONOLULU  
FT SHAFTER, HAWAII 96855-5440

January 18, 1990

RECEIVED  
ATTENTION OF  
Military Branch

Mr. John Whalen, Director  
Department of General Planning  
ATTN: Areawide Clearinghouse  
City & County of Honolulu  
650 South King Street  
Honolulu, HI 96813

Dear Mr. Whalen:

Enclosed for your review are four copies of the Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center-Fort Depussy, Waikiki, Hawaii (Enclosure 1). As noted in the State of Hawaii Clearinghouse Procedures Manual (August 1987), we are also enclosing Standard Form 424 and the supplemental Clearinghouse Form (Enclosures 2 and 3).

A Notice of Availability (NOA) of the DEIS is expected to be published in the January 19, 1990 issue of the Federal Register and copies of the DEIS will be distributed to governmental agencies and the public by that date. The NOA is expected to appear in the State of Hawaii Office of Environmental Quality Control (OEQC) Bulletin of January 23, 1990. A Public Hearing will be held at Thomas Jefferson Elementary School in Waikiki at 7:00 p.m. on February 5, 1990. Based on these dates and the minimum 45-day review period, we will accept comments on the DEIS until March 6, 1990.

For your information, we are circulating the DEIS to all the applicable addressees on the OEOC EA/EIS distribution list, including the State Clearinghouse and Hawaii Coastal Zone Management Program Office (see list in DEIS Chapter IV).

-2-

If you have questions concerning the DEIS,  
please contact Mr. David G. Sox at Telephone (808)  
438-5030/1776.

Sincerely,

Kisuk Cheung  
Chief, Engineering Division

Enclosures





**NEWSPAPER ARTICLES**

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# News Articles

A-30 D Friday, February 24, 1989 Star-Bulletin

## Ft. DeRussy plan debated by neighbors

By Merry Eagle

A hotel tower, realignment of Kalia Road and two parking structures are among the big changes envisioned for Fort DeRussy during the next few years.

The Army is proposing a new tower and other facilities there as part of a strategy to develop the area to attract more people.

About 175 people attended an Army Corps of Engineers workshop Wednesday night on issues and questions for an environmental impact statement on the proposed changes.

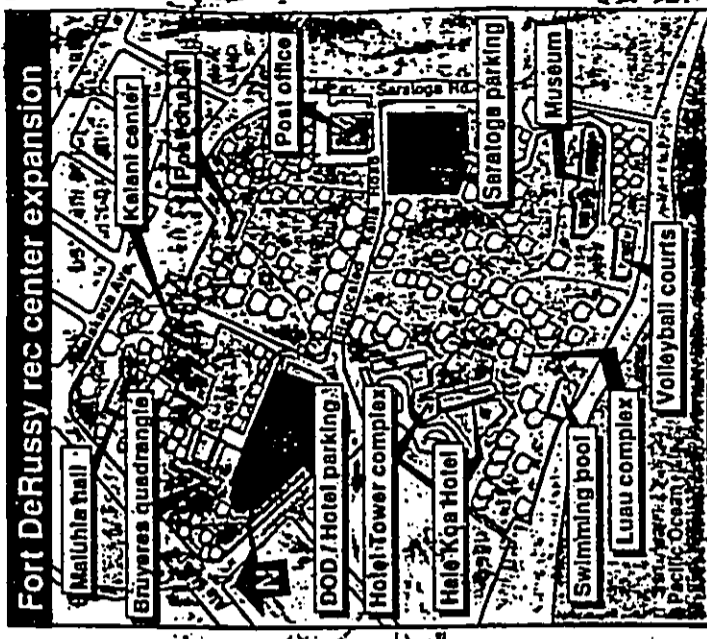
They were worried about traffic congestion, parking, public access to the beach, drainage and sewer problems and obstruction of views. They were told that everything in the plan is subject to change, depending on the final environmental study.

Money for the changes would not come from taxpayers, but from proceeds from military clubs and other changes.

Even with all the development, the area will continue to be used as the U.S. Army Reserve Center, according to Col. F.W. Warner, district engineer for the Corps of Engineers. Congress last September directed the Army to prepare Fort DeRussy as the primary rest and recreation area in the Pacific.

However, the changes would result in 800 of the 2,000 troops working at Fort DeRussy being transferred to Fort Shafter.

Plans now call for relocating Kalia Road to the south of its present location and making its intersection with Saratoga Road closer to the post office.



Richard 'Ike' Sutton, who owns a boat at the ocean end of Saratoga Road, was one of many worried about traffic problems the new intersection could cause.

Completed next year, a contractually expected to be awarded shortly, the new Saratoga Road, general contractor of the project, Haysilua Hotel, said that unless the proposed realignment of Kalia Road is changed, it will run along will be held.

# Honolulu Advertiser

Final Edition

## Big expansion at Ft. DeRussy eyed

By Andy Yamaguchi  
Honolulu Correspondent

The Army is planning a \$75 million redevelopment of Fort DeRussy that could include a second hotel tower, twice as much parking and more public open space on the 72-acre military resort in Waikiki.

Preliminary plans also call for resigning a portion of Kalua Road and giving the mauka half a greener, more park-like appearance.

Some, but not all, of the Army Reserve officers and facilities now there would be moved to Shafter Plaza in Kalaheo.

Project engineers briefed government officials Thursday and will hold a public workshop Wednesday at 7 p.m. at Kalaheo Center, near the Kalaheo/Kalaheo Center. The workshop will be held at the Kalaheo Center, near the Kalaheo/Kalaheo Center. The workshop will be held at the Kalaheo Center, near the Kalaheo/Kalaheo Center.

DeRussy, which had been covered by state and city officials as a possible site for a convention center or a park.

Last year a consultant hired by the Army recommended that the Army keep Fort DeRussy for "moral and welfare" needs.

James Hatahima, the project engineer, said the project would cost \$75 million to \$100 million and construction could begin in the spring of 1991. A number of city and state permits need to be obtained.

Hatahima said preliminary plans include:

- Bending Kalua Road slightly mauka, from Paia Place to Saratoga Road. It would emerge on Saratoga just mauka of the post office.

- A new 400-room hotel, the largest of the new road, it could be "almost a mirror" image of the existing 420-room Hale Koa Hotel, Hatahima said.

- Two multi-level parking garages with a total of 2,000 stalls. One would probably be open to the public. The two existing parking lots have a total of 1,015 stalls.

- Four new tennis courts and four new volleyball courts.

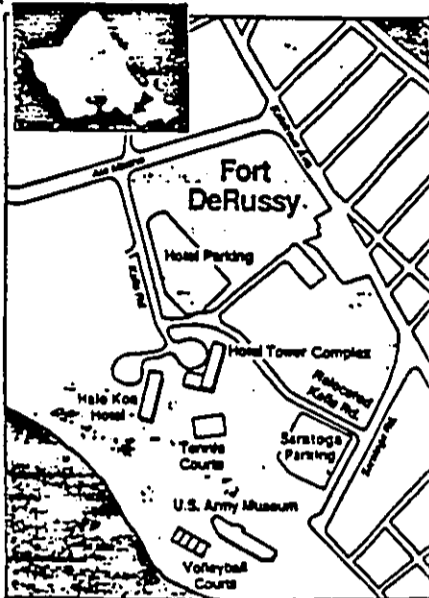
- Jogging/bicycle paths throughout the open space, all of which would be open to the public.

- Demolishing Turner Hall, where the new hotel would be, as well as a handful of temporary buildings near the post chapel.

- Retaining Kalaheo Center, Malaha Hall and Bruyeres Quadrangle.

Hatahima said the project would be paid virtually entirely by "base-appropriated" funds meaning profits from post exchanges and the like.

"We're not talking about taxpayers' money, we're talking about soldiers' money," he said.



## Public workshop set tomorrow on expansion at Fort DeRussy

By Harold Moore  
Honolulu Staff Writer

Fort DeRussy expansion gets an airing at 7 p.m. tomorrow as representatives of the U.S. Army Corps of Engineers hold a public workshop on planned development on the 72-acre of prime Waikiki beachfront land.

Development of the Armed Forces Recreation Center at Fort DeRussy is the official topic.

The Army plans to demolish some structures, expand Hale Koa Hotel, build parking garage and recreational facilities and also do some landscaping.

Issues to be considered will include impact on the local community, view planes, utility systems, traffic flow, archaeological and historical resources, air emissions and the site character change from military to recreation.

Based on a study by the University of Southern Mississippi, the Army draft plan calls for development at no cost to taxpayers. Funding would come from non-appropriated funds, profits realized in operation of military clubs, post exchanges and such recreational facilities as Hale Koa Hotel.

Before any action is taken, an environmental impact statement will be prepared, which also will consider alternatives of no action, various alignments of Kalua Road, alternate siting of recreation and entertainment facilities and various designs and configurations of the proposed hotel complex.

Also, phased relocation of U.S. Army Reserve activities will be considered. Purpose of the workshop is to receive public views on issues and concerns to be addressed in the EIS.

Parking will be available in the proposed hotel complex, and also in the parking lot at Kalaheo Center. Army Reserve activities will be moved to Shafter Plaza in Kalaheo.

The Pacific Division, Naval Facilities Engineering Command Pearl Harbor, is technical manager with the Pacific Command for overall charge.

The project also will examine ways to treat wastes which cannot be eliminated to render them harmless as possible.

## Military curbs use of hazardous wastes

By Harold Moore  
Honolulu Staff Writer

The military is trying to cut back on use of such hazardous wastes as acids, cleaning solvents and pesticides, targets of a U.S. Department of Defense project, the Navy said.

All services in Hawaii are part of the underdrinking, which just began and will last about three years.

Officials expect some improvements can be made in minimizing such wastes before the end of 1989 and that substantial progress will be made by 1992.

Wastes will not be affected. Instead, ways will be sought to reduce volume and overall disposal costs. Officials emphasize that handling of hazardous materials is done safely under present procedures.

The Pacific Division, Naval Facilities Engineering Command Pearl Harbor, is technical manager with the Pacific Command for overall charge.

The project also will examine ways to treat wastes which cannot be eliminated to render them harmless as possible.

# Residents raise objections to DeRussy redevelopment

By John Bender, Honolulu Staff Writer

Concerns over what the Army would do to the development of Fort DeRussy would be to take a public hearing on the project last night. About 100 people attended the meeting, which was held to generate questions to be addressed in a draft environmental impact study.

Public hearing on the project will be held when the draft study is released, probably in December, said Col. Chip Wanner, Honolulu district engineer for the Army Corps of Engineers.

George Tarlin, a Paoa Place resident, said preliminary plans for the new 200-room hotel tower would block the view from his apartment, which he said is half obscured by the existing Hale Koa Hotel.

State Sen. Mary-Late McManis said the project raises a key question about whether it's better to build up and possibly block view planes, or to build outward, consuming open space.

"I think the public needs to be heard on this question," she said.

Noreen McCann, a resident of the Aloha Building, 200 East Saulele, said she would like to see the draft EIS sent for the next 30 days to David G. Soti, U.S. Army Engineer District, Honolulu; Military Branch, Installation Support Section; Building 200, East Saulele, Hawaii 96859-5440.

Katie info  
Nelson File

22Feb89 advance distr CC  
HED  
ENR (MIL)

Editorials HONOLULU ADVERTISER, P. A-14  
Wednesday, February 22, 1989

## Improving DeRussy

Very interesting, the Army's tentative plan for a \$75 million redevelopment at Fort DeRussy in Waikiki.

DeRussy's highest and best use is essentially what it is now — a military recreation area largely open to civilians and serving as an island of green and open space in the crowded resort area.

The idea of a convention center there has been dead for a couple of years, with good reason. The Reagan administration proposal of selling part of the 72 acres off for resort development died a deserved death. State and city park funds seem best spent elsewhere as long as the military keeps the present use.

Fortunately, the Army says it will seek a number of city and state permits as well as public participation. Such coordination is a necessity.

Traffic is already a problem, in part because Kalia Road through DeRussy is outdated. But the idea of moving part of it mauka to intersect with the middle of Saratoga Road is sure to produce pros and cons.

The two proposed parking garages should be welcome, especially if partly open to the public. And moving out much of the Army Reserve (and its truck parking lots) has long seemed desirable. That and other demolition would produce more open space.

Whatever enhances DeRussy as a recreation area should be welcomed, although there is bound to be some disagreement on details. If you've got views on all this, sit in on tonight's public workshop at DeRussy's Kalani Center, an early part of the redevelopment process.

HONOLULU STAR-BULLETIN, Tue 20 Feb 89 p.A2

## Public workshop set tomorrow on expansion of Fort DeRussy

By Harold Morse  
Star-Bulletin

Fort DeRussy expansion gets an airing at 7 p.m. tomorrow as representatives of the U.S. Army Corps of Engineers hold a public workshop on planned development on the 72 acres of prime Waikiki beachfront land.

Development of the Armed Forces Recreation Center at Fort DeRussy is the official topic.

The Army plans to demolish some structures, expand Hale Koa Hotel, build parking garage and recreational facilities and also do some landscaping.

Issues to be considered will include impact on the local community, view planes, utility systems, traffic flow, archaeological and historical resources, air emissions and the site character change from military to recreation.

Based on a study by the University of Southern Mississippi, the Army draft plan calls for development at no cost to taxpayers. Funding would come from non-appropriated funds, profits realized in operation of military clubs, post exchanges and such recreational facilities as Hale Koa Hotel.

Before any action is taken, an environmental impact statement will be prepared, which also will consider alternatives of no action, various alignments of Kalia Road, alternate alignments of recreation and entertainment facilities and various designs and configurations of the proposed hotel complex.

Also, phased relocation of U.S. Army Reserve activities will be

considered, if existing buildings are used in the new plan or if they affect new construction sites.

Although the Army does not need city state approval for its building plans, it says it always tries to work with local communities. The Army says it will seek approval of its plans under state conservation and Coastal Zone Management laws and regulations. Also, it says it will seek city approval of these plans under the special management area ordinance.

"They do make every effort to be a good citizen," said state Sen. Steve Cobb, chairman of the Consumer Protection and Committee. "They have said several times in briefings with a city or state agency if there's a zoning change needed they would go and ask."

Their strong preference is not just go and build simply because they have the authority to.

Cobb said he and Waikiki Sen. Mary-Jane McMurdo are "very protective of Fort DeRussy as a recreation area" and park-like setting and "unofficial watchdogs" for such uses there.

Interested people may attend the meeting in Classrooms 3 and 4 on the second floor of Kalaia Center, the Army Reserve facility on Kalia Road across from Hilton Hawaiian Village.

Purpose of the workshop is to receive public views on issues and concerns to be addressed in the EIS.

Parking will be available in the parking lot next to Kalaia Center and also in the parking lot at Kalia and Saratoga roads.

# HAWAII

Saturday, January 28, 1989 ■ Star-Bulletin •

## Impact study for DeRussy project set

The Army is preparing an environmental impact statement for development of the Armed Forces Recreation Center at Fort DeRussy.

The Army already has drafted a plan for the development, based on a feasibility study by the University of Southern Mississippi.

The plan includes demolition of some existing structures, expansion of Hale Koa Hotel, construction of parking garage facilities, development of the recreation area and landscaping for the Army's recreation mission and local community activities.

If the project is approved, there will be no cost to taxpayers.

The Army is seeking public views on concerns that the statement will examine.

Questions may be addressed to David G. Sox, U.S. Army Honolulu Engineer District, Installation Support Section, Building 200, Fort Shafter 96858.

Reported by Star-Bulletin staff

CEPOD-ED-MI 3MP  
Katie Tamashiro Jim Hatashima

Star-Bulletin, Sat., 20 Jan 90  
**Study endorses expansion at Fort DeRussy**

□ An environmental review concedes the loss of open space

By Rod Omura  
Star Staff

Except for the "unavoidable impact" of losing open space, development of the Armed Forces Recreation Center at Fort DeRussy will not adversely affect the area, according to an environmental impact study.

The project calls for construction of a new 12-story, 400-room hotel tower to complement the Hale Koa; two additional parking structures, totaling 2,600 stalls; and widening Kalia Road.

City Managing Director Jeremy Harris raised concerns about the loss of open space in October.

The U.S. Army Corps of Engineers has scheduled a public hearing Feb. 5

at Jefferson Elementary School's cafeteria to discuss the findings. The meeting starts at 7 p.m.

Chapman Consulting Services, in association with ERC Environmental and Energy Services Co. and Wallace Roberts & Todd, prepared the environmental impact statement on the Army's plans.

Hale Koa, the report says, operates at 98 to 99 percent occupancy year-round and turned down 24,735 requests for rooms last year.

In accommodating expansion, however, the environmental report recommends several ways that the loss of open space can be reduced.

One of them is to consider a smaller number of parking spaces. Project plans call for 1,200 and 1,400 stalls at two separate parking structures.

Substantial landscaping around the proposed developments could be used to screen the structures.

Only some views from the Best Western Waikiki Plaza Hotel and Hilton

Hawaiian Village will be seriously affected by the project, the report said.

Physical changes resulting from the project will involve removing many of the low buildings at Fort DeRussy, converting about two acres of paved area into an open landscaped area, realigning Kalia Road so that it intersects Saratoga Road near the post office and widening Kalia Road to four lanes, and building the two multi-level parking structures.

The proposed 1,200-stall parking structure, which will be a public-use facility, will be located near the post office and Saratoga Road. A 1,400-stall permit parking structure is planned near the proposed hotel tower.

While the new parking structures, which will replace existing surface parking lots that can accommodate 1,333 cars, will have a beneficial effect on the parking congestion at Fort DeRussy, the report says it could result in serious traffic problems.

**Ft. DeRussy plan impact cited**  
*Loss of open space expected*

The consequence of developing a proposed Armed Forces Recreation Center at Fort DeRussy will be some lost open space, according to a recently published draft environmental impact statement.

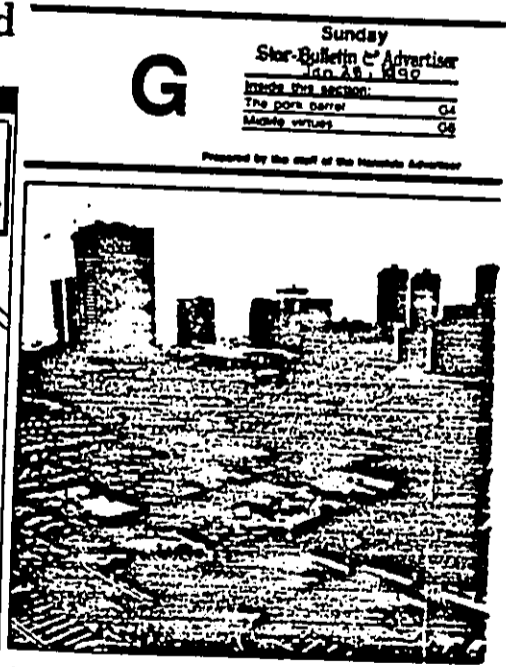
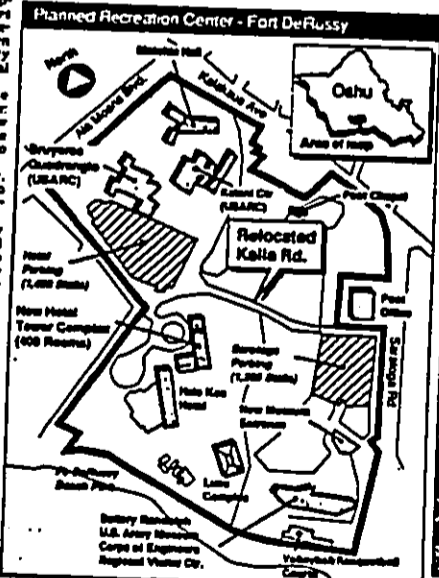
The Army's plans for the 72-acre site in Waikiki include:

- Removing many of the low buildings currently on the site and landscaping about two acres of paved area.
- Building a new 12-story, 400-room hotel tower next to the Hale Koa Hotel for military guests.
- Building two four-story parking garages, one 1,200-stall structure for public use and a 400-stall garage next to the proposed hotel tower for military personnel.
- Realigning and widening Kalia Road from two to four lanes.

Last October city Managing Director Jeremy Harris blasted the Army's plans, saying he was "shocked" by its proposal to build a hotel and parking garages.

A public hearing will be held at 7 p.m. Feb. 5 at Jefferson Elementary School's cafeteria.

The public has until March 6 to file comments on the draft environmental impact statement. Comments should be addressed to David Sox, EIS Technical Manager, Army Engineer District, Honolulu, Attention: 230, Fort Shafter, Honolulu 96854-3440.



Sunday  
Star-Bulletin & Advertiser  
Jan 28, 1990  
Inside this section:  
The post office G4  
Musical artists G6

Prepared by the staff of the Honolulu Advertiser

The Honolulu Advertiser, Thursday, February 13, 1960, A13

## Letters

### DeRussy, Legis

#### Army's plan deplored

At a time when Waikiki is choking on vehicular traffic and all responsible planners are trying to encourage alternative means of access (rapid transit, increased bus service, a pedestrian bridge over the Ala Wai), the Army's recently announced expansion plan for Fort DeRussy couldn't be more counter-productive. It calls for building a new hotel and two four-story parking structures to accommodate thousands of additional cars. In addition, Kalia Road is to be expanded to a four-lane thoroughfare to funnel more traffic through the reservation.

Since the Army proposal will guarantee the destruction of one of Waikiki's last open-space areas, then why not do the job right? Let's build a six-lane Kalia Highway with cloverleafs at the Ala Moana and Saratoga entrances. And, of course, when the two new parking structures fill up (and they will), some future planner can propose yet another hotel and a third parking structure cantilevered out over the beach!

One can only hope that clearer heads will prevail, to preserve what is left of the green space in Waikiki.

JOSEPH R. RUTH



**PUBLIC HEARING TRANSCRIPT**

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1 DEPARTMENT OF THE ARMY

2 UNITED STATES ARMY CORPS OF ENGINEERS  
3 HONOLULU ENGINEER DISTRICT

4 PUBLIC HEARING

5 on the

6 DRAFT ENVIRONMENTAL IMPACT STATEMENT  
7 for

8 DEVELOPMENT OF AN

9 ARMED FORCES RECREATION CENTER--FORT DERUSSY,

10 WAIKIKI, HAWAII

11 held at

12 Jefferson Elementary School

13 Waikiki, Hawaii

14 on

15 Monday, February 5, 1990

16 **COPY**

17 REPORTED BY: DIANE A. BEGIN, Court Reporter  
18 Notary Public, State of Hawaii

20 I N D E X

21 SPEAKER:

22 PAGE

23 LTC DONALD HYNN ..... 3

24 COL. LEWIS TURNER ..... 9

25 MR. JAMES HATASHIMA ..... 13

MR. DAVID SOX ..... 17

COUNCILMAN NEIL ABERCROMBIE ..... 33

SENATOR MARY MCHURDO ..... 39

MR. GEORGE NEROUTSOS ..... 42

DR. MORRISON ROBERTS ..... 46

MR. DAN O'LEARY ..... 47

MR. PAUL OLSON ..... 49

MR. BEN LEE ..... 50

MR. ROBERT CRONE ..... 52

MS. GAILENE HONG ..... 57

2/5/90

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1 LTC WYNN: Good evening.  
2 I'm Lieutenant Colonel Donald Wynn,  
3 Commander for the Honolulu Engineer District of the  
4 U.S. Army Corps of Engineers, Pacific Ocean  
5 Division.  
6 Tonight's public hearing is an  
7 opportunity to update you on the proposed Armed  
8 Forces Recreation Center at Fort DeRussy and to  
9 receive comments on the Draft Environmental Impact  
10 Statement.  
11 Everything that is said tonight is being  
12 transcribed and recorded by our reporter so we'll  
13 have an accurate record of tonight's events.  
14 If you're not registered for comment this  
15 evening by signing a blue card, raise your hand and  
16 my staff will see that you get one.  
17 The following are the major DOD agencies  
18 involved in the Development of the Armed Forces  
19 Recreation Center--Fort DeRussy project: The U.S.  
20 Army Community and Family Support Center; the U.S.  
21 Army Western Command; U.S. Army Support Command,  
22 Hawaii; and the Honolulu Engineer District.  
23 Let me introduce some of the key players  
24 involved with the AFRC--Fort DeRussy project.  
25 Could we have the lights up for a moment,

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2/5/90

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1 please?  
2 Colonel Lewis Turner, Deputy Commander of  
3 the U.S. Army Community and Family Support Center,  
4 the proponent of the project.  
5 (Applause.)  
6 LTC WYNN: Colonel Galen Yanagihara,  
7 Deputy Chief of Staff for Engineering, from  
8 WESTCOM.  
9 (Applause.)  
10 LTC WYNN: Mr. Lee Riley, Hale Koa Hotel  
11 General Manager. He's in the back.  
12 (Applause.)  
13 LTC WYNN: Mr. James Hatashima, Corps'  
14 project manager for the project.  
15 (Applause.)  
16 LTC WYNN: Mr. David Sox, Corps' Social-  
17 Environmental Specialist and Coordinator for the  
18 EIS.  
19 (Applause.)  
20 LTC WYNN: And finally, Mr. Gordon  
21 Chapman, Corps' EIS contractor. He's all the way  
22 in the back.  
23 Tonight's agenda is shown on the handout  
24 you received and also on the screen.  
25 I will be followed by Colonel Lewis

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1 Turner, who will give an overall presentation on  
2 the importance of development at Fort DeRussy.

3 Jim Hatashima will briefly describe the  
4 proposed Armed Forces Recreation Center--Fort  
5 DeRussy project.

6 Following him will be Dave Sox, who will  
7 explain the EIS process and summarize the findings  
8 of the Draft EIS.

9 The comment portion of tonight's hearing  
10 will follow our presentations. For your  
11 information, I estimate that the presentations  
12 should take slightly less than an hour. So there  
13 should be up to two hours left for comments for all  
14 those who desire.

15 At this time, I would like to take the  
16 opportunity to describe to you why we have an  
17 Environmental Impact Statement.

18 The National Environmental Policy Act of  
19 1969 requires U.S. federal agencies to prepare an  
20 EIS before taking any major action that may  
21 significantly affect the environment.

22 The National Environmental Policy Act was  
23 passed by the U.S. Congress in 1969 because of the  
24 growing concern about the impacts of development on  
25 the natural environment.

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1 The act provides that for every major  
2 federal action affecting the environment in a  
3 significant way, a detailed statement will be  
4 prepared describing the environmental impacts of  
5 the proposed action.

6 The statement must also describe possible  
7 alternatives to the proposed action and ways that  
8 any significantly adverse impacts to the  
9 environment can be reduced.

10 The EIS process of scoping and review of  
11 draft environmental impact statements allows the  
12 public to ensure that decision makers are fully  
13 aware of all the environmental ramifications of  
14 proposed actions. Both adverse and beneficial  
15 effects of proposed actions must be identified.

16 The public is assured an opportunity to  
17 input to the process of developing measures to  
18 reduce or mitigate unavoidable significant  
19 impacts.

20 Based on discussions in the EIS and other  
21 factors, the decision makers must then document the  
22 decision and any mitigation measures in a Record of  
23 Decision. The Record of Decision cannot be  
24 approved until at least 30 days after public  
25 release of the final EIS.

2/5/90

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1 The EIS, therefore, has become an  
2 essential part of the planning process for the Fort  
3 DeRussy Development.

4 The process involves public  
5 participation. It started with the scoping  
6 meetings to identify public concerns about possible  
7 impacts from the project.

8 The scoping meeting for the project was  
9 held last February of 1989 at an open meeting at  
10 Fort DeRussy. It was at this scoping meeting that  
11 government agencies and the public were given the  
12 opportunity to input to the preparation of the  
13 Draft EIS. We subsequently received some letters  
14 from concerned individuals.

15 A social impact assessment was prepared  
16 and included extensive public involvement and a  
17 focusing of public concerns.

18 Concerns which addressed current  
19 operations of Fort DeRussy were referred to the  
20 U.S. Army Support Command, Hawaii.

21 Those concerns involving the Hale Koa  
22 Hotel were referred to the U.S. Army Community and  
23 Family Support Center, the project proponent.

24 This public hearing was organized so that  
25 we can receive comments on the Draft EIS from

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1 interested people. We are here to listen to your  
2 comments tonight and ensure they are considered in  
3 the final EIS. Written comments will be accepted  
4 through March 6th, 1990.

5 A final EIS will consider all comments  
6 and issues raised during this hearing and any other  
7 public comments received during this period.

8 The Army will then make a decision about  
9 the proposed action, which will be published in a  
10 Record of Decision.

11 Currently, Fort DeRussy has two military  
12 missions: It serves as a U.S. Army Reserve center  
13 for 2400 reservists, and is also the location of  
14 the Hale Koa Hotel, the Armed Forces Recreation  
15 Center for the Pacific.

16 The proposed development will emphasize  
17 more recreational and open space use. The major  
18 theme of this development will be an increase of  
19 shared use of the open space and public facilities  
20 between the military and the public.

21 Colonel Turner, the representative from  
22 the proponent, the Community and Family Support  
23 Center, will now give a brief presentation on the  
24 overall need and importance of the development  
25 project.

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COL TURNER: Ladies and gentlemen, I'm Colonel Lew Turner, Deputy Commander of the U.S. Army Community and Family Support Center in Alexandria, Virginia.

The Community and Family Support Center is a major proponent of the Deputy Chief of Staff for Personnel, Headquarters, the Department of the Army and operationally responsible for the operation of the Hale Koa Hotel.

The conference report on the National Defense Authorization Act for 1988 and 1989 by the United States Congress directed the Secretary of the Army to prepare a plan for the future use and development of the 45-acre inland portion of Fort DeRussy in support of its recreation mission.

The Congressional direction involved the determination as to what land, if any, would be excess to Army requirements for the long-standing morale, welfare and recreation mission.

To assist in making that determination, the Community and Family Support Center turned to an independent contractor, the Parks and Recreation Department of the University of Southern Mississippi, who had extensive knowledge and experience in recreation master planning as our

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agent to assist in that development.

Our plan was to develop Fort DeRussy with an eye toward providing for the recreation needs of the entire Pacific basin active-duty military of all services and their families, looking into the 21st Century.

The plan was developed over a 90-day period and addressed key elements, such as requirements, relocation alternatives, proposed development and land usage.

Its substance was discussed with Senate and House staff members and with senior officials from the State of Hawaii.

As most of you know, Fort DeRussy has two major missions. It serves, of course, as the Army Reserve Center, but it is perhaps most recognized as the Armed Forces Recreation Center for the Pacific.

The morale and welfare recreation mission at Fort DeRussy is a long-standing one, extending back to World War II, but gaining its greatest popularity for service personnel and their families coming to Hawaii on rest and recuperation leave during the Vietnam conflict.

We certainly anticipate this continuing

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1 as the Pacific Rim continues to grow in economic,  
 2 political and military importance to the United  
 3 States.

4 Fort DeRussy and the Hale Koa Hotel offer  
 5 the approximately 400,000 active-duty service  
 6 members of all services and their families in the  
 7 Pacific Basin a unique opportunity to enjoy quality  
 8 accommodations and recreations at prices that they  
 9 can afford.

10 On this island alone, Fort DeRussy serves  
 11 as a recreation center for approximately one  
 12 hundred thousand active-duty military members and  
 13 their families.

14 In February of 1988, the Secretary of the  
 15 Army submitted its report on the future use and  
 16 development of Fort DeRussy to the Joint  
 17 Congressional Committee on Armed Services.

18 The report recommended a phased  
 19 development plan that included the relocation of  
 20 the Army Reserves to Fort Shafter while retaining  
 21 the U.S. Reserve headquarters, specifically the IX  
 22 Corps, on Fort DeRussy, and in addition to the Hale  
 23 Koa Hotel. Parking garages and other support  
 24 recreation facilities were also identified.

25 It further indicated the need, because of

1 community concerns, to maintain the open space  
 2 character of Fort DeRussy, while eliminating  
 3 unsightly structures and replacing them with  
 4 attractive and needed recreation facilities.

5 The report concluded that the existing  
 6 demand and projected market for the Hale Koa  
 7 justified the need for an additional hotel with up  
 8 to 400 rooms.

9 As you know, the Hale Koa repeatedly  
 10 experiences a year-round occupancy rate in excess  
 11 of 99 percent, and we must turn away approximately  
 12 25,000 room requests annually. The potential  
 13 guests that it turns down would in fact generate  
 14 sufficient demand to support an addition to the  
 15 hotel.

16 The Defense Authorization Act for '89  
 17 directed the Army to develop Fort DeRussy as the  
 18 primary R and R center for all service members in  
 19 the Pacific.

20 The Community and Family Support Center  
 21 as the proponent agency for the Hale Koa was  
 22 designated the lead agency for developing the Armed  
 23 Forces Recreation Center at Fort DeRussy.

24 The Chief of Engineers through its  
 25 Pacific Ocean Division is responsible for providing

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1 support for project execution.

2 Full authority and responsibility for the  
3 overall development of Fort DeRussy as an Army  
4 installation remains with Headquarters, U.S. Army  
5 Western Command.

6 Our aim -- and I say this collectively of  
7 all the principals involved -- is to impart upon  
8 the local community our desire to be a good  
9 neighbor and obtain local cooperation in developing  
10 Fort DeRussy in a manner beneficial both to the  
11 military and civilian communities.

12 Continued emphasis is being placed on the  
13 need to maintain the current open green space  
14 concept of Fort DeRussy and the shared use of that  
15 open space by both the military and civilian  
16 populus.

17 Thank you.

18 LTC WYNN: Thank you, Colonel Turner.

19 Mr. Jim Hatashima, project manager for  
20 the Armed Forces Recreation Center project for Fort  
21 DeRussy, will now present more information to you  
22 in describing the proposed Development of the Armed  
23 Forces Recreation Center.

24 Jim.

25 MR. HATASHIMA: Thank you, Colonel Wynn.

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1 Good evening. My name is James  
2 Hatashima. I'm the project manager for the  
3 Development of the Armed Forces Recreation Center  
4 at Fort DeRussy.

5 I would like to start my presentation  
6 with an aerial view of Fort DeRussy.

7 Consisting approximately of 72 acres of  
8 land, Fort DeRussy is the last remaining open space  
9 along Waikiki Beach.

10 This is what Fort DeRussy looks like  
11 today. This is the Hale Koa Hotel. The Army  
12 museum. This is the existing Kalia Road. The  
13 DeRussy parking lot. Saratoga parking lot.

14 Turner Hall, one of the three main  
15 reserve center buildings, will be demolished for  
16 the construction of the hotel tower. The other two  
17 buildings: Kalani Center and Bruyeres Quadrangle.

18 Down in the corner is Maluhia Hall. This  
19 is the post chapel. And this is the post office.

20 This is the conceptual plan that we are  
21 working with. This plan is basically the same plan  
22 which was presented at the EIS scoping meeting held  
23 in February of last year.

24 We are proposing to construct a hotel  
25 tower with up to 400 rooms, a lobby to service the

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1 two towers, hotel parking with 1400 parking stalls,  
 2 Saratoga parking with 1200 parking stalls, and a  
 3 limited parking will be provided in front of the  
 4 chapel.  
 5 The Kalia Road will be realigned to  
 6 intersect Saratoga Road on the ocean side of the  
 7 post office.  
 8 The pedestrian bridge to be used by hotel  
 9 guests is proposed as an option to the contract.  
 10 The project will include extensive  
 11 landscaping and will create a lot of green space by  
 12 demolishing existing buildings and paved areas.  
 13 The recreational features will include  
 14 relocated tennis courts, volleyball courts and  
 15 walking and jogging paths throughout the area.  
 16 As a separate project by the Hale Koa  
 17 Hotel, the pool and luau complex will be  
 18 constructed. The pool the luau complex were  
 19 identified in the overall master plan developed for  
 20 Fort DeRussy.  
 21 As part of the reserve center facilities,  
 22 Kalani Center and Bruyeres Quadrangle will remain.  
 23 Maluhia Hall and the post chapel will also remain.  
 24 The proposed project is superimposed on  
 25 this aerial photograph. This is a view from the

1 ocean.  
 2 To orient you, this is the Hilton  
 3 Hawaiian Village. Hale Koa Hotel. And the Army  
 4 Museum is here. The new hotel tower is shown  
 5 behind the existing Hale Koa Hotel.  
 6 This is the hotel parking here, and  
 7 Saratoga parking here. And this is the approximate  
 8 alignment of the new Kalia Road.  
 9 Tennis courts and walking and jogging  
 10 paths are also shown.  
 11 This is the view from the mountain side.  
 12 Again, this is the Hilton Hawaiian  
 13 Village. Hale Koa Hotel. And the post office is  
 14 here.  
 15 The new hotel tower is shown here, the  
 16 lobby here, hotel parking here, Saratoga parking  
 17 here. And this is the new Kalia Road. Also,  
 18 tennis courts and walking and jogging paths are  
 19 also shown.  
 20 As far as the schedules are concerned,  
 21 the Environmental Impact Statement is scheduled to  
 22 be completed this summer.  
 23 The design and construction contract,  
 24 known as a turnkey contract, is scheduled to be  
 25 awarded late this year.

1 The actual start of construction with the  
 2 realignment of Kalia Road is scheduled for spring  
 3 of 1991. The project is scheduled to be completed  
 4 in late 1993 and be fully operational in early  
 5 1994.

6 This concludes my presentation.

7 LTC WYNN: I have one brief  
 8 administrative announcement that was brought to my  
 9 attention. There is one bathroom available. It's  
 10 out the door here, hang a left, and it's the first  
 11 door on the left. It's unisex. Hopefully we won't  
 12 all need to use it at once.

13 Mr. Dave Sox, Technical Coordinator for  
 14 the EIS, will now summarize the significant  
 15 environmental impacts and mitigation measures  
 16 associated with the project.

17 MR. SOX: Good evening, ladies and  
 18 gentlemen. My name is David Sox. I'm a Social-  
 19 Environment Specialist with the U.S. Army Corps of  
 20 Engineers, Pacific Ocean Division. I'm responsible  
 21 for producing the Draft Environmental Impact  
 22 Statement.

23 Tonight I'm going to summarize the  
 24 findings of the Draft EIS regarding the impacts and  
 25 suggested measures to reduce or mitigate the

1 adverse effects. I will only touch on the most  
 2 significant findings and will focus on the proposed  
 3 project.

4 I first want to briefly compare the other  
 5 proposed alternatives to the proposed project.

6 First, the impacts and mitigations are  
 7 quite similar among all action alternatives. Those  
 8 are the ones involving construction. Up here.  
 9 These lines.

10 The proposed project and its alternative  
 11 B-1, B-2 and B-3 subalternatives, which involve  
 12 different configurations of Kalia Road, have very  
 13 similar impacts except relating to traffic flow,  
 14 use of open space and recreation.

15 Alternative C, the low-rise hotel  
 16 development, differs from the other action  
 17 alternatives mainly by having less vertical visual  
 18 impact at the cost of providing less park and open  
 19 space.

20 It would also result in the loss of more  
 21 vegetation and existing bird habitat, would  
 22 generate higher volumes of stormwater runoff and  
 23 would require higher volumes of fill to raise the  
 24 numerous structures above the floodplain.

25 The no-action alternative would mostly

1 have no effect on the existing environment, except  
 2 that the military community would still face long  
 3 waiting periods in booking accommodations at Hale  
 4 Koa Hotel and on-post parking spaces would continue  
 5 to be scarce or unavailable on weekends.

6 I will now summarize the important  
 7 environmental impacts of the proposed project and  
 8 the measures that are suggested to reduce or  
 9 mitigate for the adverse impacts.

10 First, Fort DeRussy and much of Waikiki  
 11 is located in a 100-year flood zone. Which means  
 12 one percent chance of floods occurring in any given  
 13 year.

14 Potential tsunami and flood hazards are  
 15 minimized by the application of appropriate  
 16 building codes and standards. The proposed hotel  
 17 tower will be placed on fill material above the  
 18 100-year floodplain. The parking structures are  
 19 compatible with floodplain land use.

20 The project is not expected to result in  
 21 dewatering-related subsidence of nearby lands. The  
 22 hotel is to be built on fill materials.  
 23 Excavations for the foundations of the parking  
 24 structures are expected to be relatively shallow.  
 25 And other excavations should be minor.

1 Although the present stormwater system is  
 2 inadequate, the net decrease of two acres of  
 3 impermeable surface, that's hard surface, is  
 4 expected to contribute to lower volumes of storm-  
 5 water runoff.

6 The water quality of the stormwater  
 7 should improve by the reduction of oil pollutants  
 8 due to partly to the covering of the parking  
 9 facilities.

10 Recent studies of the flora and fauna of  
 11 Fort DeRussy show that the proposed project could  
 12 result in the loss of vegetation and habitat for  
 13 terrestrial bird species. These impacts are not  
 14 considered significant. The proposed project would  
 15 add vegetation to the site through increased  
 16 landscaping, including the use of native species.

17 In addition, any vegetation that may be  
 18 impacted by the project would be relocated and  
 19 replanted. The white fairy tern, a bird species  
 20 which is listed as endangered only on Oahu by the  
 21 State of Hawaii, will not be affected.

22 There will be no direct impact on the  
 23 marine environment. As noted above, the quality of  
 24 stormwater runoff into the ocean is expected to  
 25 improve. There may be indirect impacts by

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1 attractive building design, landscaping the sides  
 2 and the tops of the parking structures, high accent  
 3 plantings along the perimeter of Fort DeRussy, and  
 4 replacement of chain-link fences where possible  
 5 with more natural appearing or open rail barriers.

Historic sites:

6 The proposed project site is known to  
 7 contain surface and subsurface cultural resources.  
 8 Battery Randolph is listed on the National Register  
 9 of Historic Places. Maluhia Hall may also be  
 10 eligible for the National Register.

11 Subsurface archaeological reconnaissance  
 12 surveys were conducted which indicate the presence  
 13 of fishpond sediments, ancient fishpond walls and  
 14 prehistoric and historic midden, or rubbish,  
 15 deposits.

16 A determination has been made and  
 17 coordinated with the State Historic Preservation  
 18 Officer that these subsurface materials are  
 19 eligible for listing to the National Register of  
 20 Historic Places.

21 Neither Battery Randolph nor Maluhia Hall  
 22 will be affected by the proposed project.

23 Excavations for the various features of  
 24 the proposed project are likely to significantly  
 25

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1 increased human pressure on the nearshore marine  
 2 environment. But no mitigation measures are needed  
 3 there.

Visual impacts:

4 Construction of the hotel tower and the  
 5 parking structures will result in significant  
 6 impacts to vertical open space and views. The  
 7 illustrations in the EIS demonstrate these impacts.

8 The loss of vertical space is partly  
 9 offset by the gain of two acres of new open space  
 10 and the re-landscaping of much of the other open-  
 11 space acreage, as depicted in the slides shown  
 12 earlier.

13 Significant ground-level views will be  
 14 blocked along western Kalia Road and along portions  
 15 of Saratoga Road and Ala Moana Boulevard, and to a  
 16 lesser extent, along Kalakaua Avenue.

17 Aerial views will also be obstructed for  
 18 viewers from the Hilton Hawaiian on Kalia Road and  
 19 from the other hotels and condominiums on Ala Moana  
 20 Boulevard and Saratoga Road and, to a lesser  
 21 degree, from those along Kalakaua Avenue.

22 In addition to the planned re-land-  
 23 scaping, additional measures to mitigate for  
 24 obstructed views include building setbacks,  
 25

1 impact the subsurface archeological and historic  
2 resources of the project site.

3 Appropriate mitigation measures will be  
4 employed to minimize the adverse effects. A data  
5 recovery plan will be coordinated with the State  
6 Historic Preservation Officer that includes  
7 controlled archaeological excavations prior to  
8 construction and monitoring of excavations during  
9 construction.

10 Economic and social effects:

11 The Hale Koa Hotel, which currently  
12 operates an occupancy rate of 98 to 99 percent, is  
13 limited to taking reservations one year in advance.

14 The new proposed tower and related  
15 facilities would allow requests for an additional  
16 140,000 room nights to be accommodated each year.

17 The proposed project is also expected to  
18 provide over 350 direct jobs and would indirectly  
19 generate an estimated 876 jobs, according to an  
20 econometric model.

21 There will be no loss of civilian jobs  
22 with the Army Reserve units now proposed for  
23 relocation to Fort Shafter.

24 A social impact assessment was prepared  
25 for the proposed development. Among the issues

1 identified during that study was a concern by west  
2 Waikiki business people, such as those in the  
3 Hilton Hawaiian Village area, that rerouting Kalia  
4 Road would affect the numbers of pedestrians  
5 passing through from the Lewers/Beachwalk area of  
6 Waikiki.

7 The proposed more circuitous road  
8 alignment may be offset by encouraging pedestrian  
9 walkways heading toward west Waikiki from the  
10 present intersection of Saratoga and Kalakaua, and  
11 also from Saratoga and Kalia Road.

12 A similar economic concern was voiced by  
13 Saratoga Road businesses regarding the visual  
14 impacts of the Saratoga parking structure. Besides  
15 providing new parking spaces to the public, that  
16 structure's visual impact can be defused by  
17 setbacks and landscaping.

18 The proposed project would eliminate  
19 access from Kalakaua Avenue into Kuroda Field.  
20 That would largely eliminate the use of Fort  
21 DeRussy as a staging area for parades.

22 It is proposed that the existing limited  
23 road access be retained into Kalakaua Avenue,  
24 although there may not be a single space the size  
25 of Kuroda Field in the future for the staging of

1 large parades.

2 The project as shown in the Draft EIS  
3 depicts no direct vehicular access to the chapel.  
4 That would have denied easy access for the elderly  
5 and the handicapped.

6 The current project, as depicted in the  
7 slide just shown to you by Mr. Hatashima, retains  
8 limited vehicular access to the chapel, including a  
9 small parking lot with spaces for the handicapped.

10 Traffic impacts:

11 First of all, I want to assure you that  
12 Kalia Road will not be closed during construction.

13 In terms of long-range impacts, a traffic  
14 study, prepared for the EIS, found that, together  
15 with assumed normal increases in population and  
16 tourism in Hawaii, the proposed improvements will  
17 cause an increase in traffic volume within Fort  
18 DeRussy beyond the operational capacity of the  
19 present two-lane Kalia Road.

20 Even without the project, Kalia Road  
21 would be under capacity during peak weekend periods  
22 by 1994. As a result, the EIS identified the need  
23 for a four-lane Kalia Road.

24 However, current funds are only available  
25 for a two-lane road. Other alternatives will have

1 to be identified to provide for a four-lane Kalia  
2 Road.

3 The EIS lists a variety of measures to  
4 modify the proposed new on-post intersections and  
5 parking structure entrances and exits. These would  
6 mitigate for anticipated on-post significant  
7 adverse circulation impacts.

8 Even after these improvements, there  
9 still would be unavoidable significant adverse  
10 effects at two off-site intersections along Ala  
11 Moana Boulevard. However, these intersections  
12 would operate unacceptably in any case by 1994,  
13 even without the proposed improvements.

14 The traffic study found that off-site  
15 improvements by others could improve operations of  
16 key intersections, but the improvements would not  
17 be significant to the flow of traffic.

18 Air and noise quality:

19 An air-quality study found that the  
20 proposed improvements will not result in any direct  
21 significant air-quality impact.

22 Under worst-case climatic and traffic  
23 conditions, carbon monoxide levels at curbsides in  
24 the vicinity may now and in the future exceed State  
25 standards for one-hour and eight-hour measurements.

2/5/90

27

1 This would occur with or without the proposed  
2 project.

3 In general, the air quality would  
4 slightly improve if Kalia were four lanes rather  
5 than two lanes.

6 Noise was an issue to many of you at the  
7 earlier scoping meeting. A noise study found that  
8 the proposed Fort DeRussy improvements would cause  
9 negligible, near imperceptible increases to traffic  
10 noise along roads in the vicinity.

11 Still, mitigation for the cumulative  
12 noise effects are suggested in the form of design  
13 criteria for the hotel.

14 One of your previous concerns was noise  
15 caused by tour buses along Kalia Road. The EIS  
16 suggests several measures that could be implemented  
17 to minimize these noise impacts, but none of the  
18 measures appear to be ones the U.S. Army could  
19 implement.

20 Construction noise, such as pile driving,  
21 will be unavoidable. Construction activities will  
22 comply with all State Department of Health  
23 standards.

24 Utilities:

25 The proposed project includes plans to

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2/5/90

28

1 relocate and replace the water and sewer lines  
2 serving Fort DeRussy. Fort DeRussy now obtains its  
3 water from City and County sources. According to  
4 the City and County Board of Water Supply, there is  
5 sufficient capacity to accommodate the project  
6 requirements.

7 At present, Fort DeRussy discharges its  
8 sewage into the City and County sewer system in  
9 Waikiki.

10 I need to make a comment about the  
11 coverage of the wastewater analysis in the EIS.

12 After the EIS was published, further  
13 studies by the U.S. Army Corps of Engineers  
14 indicate that the theoretically calculated  
15 increased project demand will be significantly  
16 offset, or lowered, offset first by the decline in  
17 water demand caused by the proposed move by Army  
18 Reserves from Fort DeRussy to Fort Shafter; and  
19 second, by the elimination of groundwater  
20 infiltration, based on City and County design  
21 criteria, into the present sewer collection system  
22 that would result from the construction of a new  
23 system.

24 The studies also show that there is no  
25 longer any need to improve the Fort DeRussy sewer

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1 pump station. Discussions are continuing with the  
2 City and County Department of Public Works  
3 regarding the proposed project.

4 Solid wastes:

5 The draft EIS finds that new solid waste  
6 disposal requirements of the proposed improvements  
7 can be adequately managed by existing City and  
8 County solid waste disposal facilities.

9 Historically, hazardous and other toxic  
10 waste materials have not been used or stored at  
11 Fort DeRussy, other than relatively small  
12 quantities of vehicular fuels and landscape  
13 fertilizers, pesticides and fuels, vehicular fuels.  
14 As such, insignificant risk impacts are expected.

15 To verify this and in compliance with new  
16 Army environmental guidelines, a hazardous/toxic  
17 materials survey will be conducted prior to  
18 construction.

19 Under the proposed project, the military  
20 police that are currently quartered or living at  
21 Fort DeRussy would be relocated probably to Fort  
22 Shafter. The MP barracks would be demolished and  
23 converted to open green space.

24 Military police would continue to patrol  
25 Fort DeRussy. But there is concern that if there

1 are any incidents requiring emergency backup to the  
2 on-duty MPs, serious delays could be expected in  
3 getting a backup team to the post, resulting in a  
4 potentially significant adverse effect on safety  
5 services.

6 There have also been several inquiries by  
7 local residents about the level of nighttime safety  
8 if open spaces are increased.

9 The Army will evaluate options to  
10 maintain some presence of military police on Fort  
11 DeRussy, including perhaps increased foot patrols  
12 into the new open spaces.

13 Another possible measure to minimize  
14 potential safety problems would be to install new  
15 outdoor lighting.

16 Planning policies:

17 The proposed project is compatible with  
18 applicable State planning policies, including  
19 coastal zone management, and is mostly compatible  
20 with City and County planning policies, such as  
21 those associated with the Waikiki special design  
22 district.

23 The hotel will be higher than the 25-foot  
24 height limit, but its proposed placement and design  
25 will maximize open space and minimize visual



1 impacts.

2 The Army attempted to limit the two new  
3 parking structures to 25 feet in height, but that  
4 height limitation would have been achievable only  
5 at the sacrifice of lost open space.

6 Finally, I want to conclude by discussing  
7 recreation, which is the purpose of the proposed  
8 project.

9 The proposed project will enhance  
10 recreational opportunities for both the military  
11 and civilian communities. 20 to 25 acres of  
12 existing open space will be re-landscaped. Two  
13 additional acres of green space will be created.

14 More permanent parking spaces will be  
15 provided, including some parking for public use, at  
16 a reasonable cost.

17 Bike paths and a jogging/fitness course  
18 will be developed for public use.

19 None of the project features will  
20 decrease pedestrian access to the public beach.

21 Finally, the Army intends to develop Fort  
22 DeRussy into more of a shared community  
23 recreational asset.

24 Thank you very much.  
25 (Applause.)

LTC WYNN: Thank you, Dave.

There are several ways that you can make  
comments to the Draft EIS. One of them is to  
simply write a letter to us of your concerns. Or  
you can provide your comments on the comment sheet  
provided to you as a handout. Tonight we are also  
giving you the opportunity to express your concerns  
in person.

But first, since we're about 40, 45  
minutes into the meeting, I'll give you an  
opportunity to stand up and stretch, and then we'll  
start with the public information portion of the  
hearing.

(A recess was taken.)

LTC WYNN: I'll now go through the cards  
of those individuals who have indicated they wish  
to comment.

But first I'd like to recognize some  
public officials who are here.

Mr. Neil Abercrombie, City Councilman for  
Waikiki.

(Applause.)

LTC WYNN: State Senator Mary Jane

McMurdo.

(Applause.)

1 LTC WYNN: I'll be calling on all others  
 2 in the hearing tonight who expressed a desire to  
 3 comment by filling out a blue card. I will be  
 4 calling you in the order these were filled out and  
 5 handed back to us.

6 We expect to end this public hearing at a  
 7 relatively decent hour. So I'm going to ask you to  
 8 limit your comments to five minutes. We're  
 9 obviously a small enough group that we could be  
 10 flexible in this. But as a matter of courtesy, I'd  
 11 like you to limit your comments to five minutes.

12 Any longer comments or any comments at all will be  
 13 included in the record as you submit them in  
 14 writing.

15 Please speak slowly so that we can have  
 16 an accurate transcription of comments.

17 The first speaker, Mr. Abercrombie, City  
 18 Councilman of Waikiki.

19 Mr. Abercrombie.

20 MR. ABERCROMBIE: Thank you very much,  
 21 Colonel Wynn.

22 Colonel Turner, a pleasure to have you  
 23 here. And I hope you're enjoying everything here  
 24 in Hawaii, and in Waikiki in particular; even more  
 25 particularly, Fort DeRussy.

1 I'm speaking tonight as the City Council-  
 2 member for Waikiki, as the Vice Chairman of the  
 3 Transportation and Economic Development Committee  
 4 of the City Council and the Chair of the Human  
 5 Services Committee.

6 I'm also speaking as an ex member of the  
 7 United States Congress. In 1986 I had the distinct  
 8 honor and privilege of serving a brief tenure on  
 9 the Armed Services Committee in the United States  
 10 House of Representatives. And I'm happy to say I  
 11 was able to play a role in seeing to it that Fort  
 12 DeRussy was not turned into a convention center, as  
 13 was proposed at that time.

14 It was clear to me then and it's clear to  
 15 me now that the general plan designation in which I  
 16 want to refer you, Sections 3, page 135 of the  
 17 general plan, already designates the area as  
 18 military.

19 Section 3-136, the Waikiki Special Design  
 20 District. Here it not for the present land use at  
 21 Fort DeRussy, i.e., recreational center and Army  
 22 Reserve use, it would no doubt be a hotel row  
 23 extension.

24 And plans should and do place the hotel  
 25 that is proposed for the addition to the Hale Koa

1 makai of the new Kalia Road. It maximizes passive  
 2 recreational use mauka of the proposed Kalia Road.  
 3 It is a sensible location adjacent to the  
 4 present Hale Koa facility, and it adds to green  
 5 space, as was noted in the presentation,  
 6 significantly.

7 I would like to say that I think that the  
 8 Hale Koa Hotel, the present facility, is one of the  
 9 best operated hotel facilities in the state. And  
 10 that's saying something, because obviously Hawaii  
 11 is a tourist destination area second to none in the  
 12 world.

13 And I will state that the management of  
 14 the Hale Koa is second to none in terms of  
 15 management anywhere in the Islands. And that means  
 16 it's one of the best in the world.

17 With regard to the Special Management  
 18 Area -- I'm focusing obviously on those things that  
 19 me and the other City Council control -- that's  
 20 Section 3-137, Special Management Area, there's no  
 21 adverse effect on beach access. Actually, I think  
 22 there will be a positive impact with the increased  
 23 parking that is proposed.

24 Let me move then to what I think would be  
 25 the most crucial element in all of this. Section

25, Option B-2, which is your road alignment.  
 I believe without reservation and would  
 like to you consider, I hope without equivocation,  
 a four-lane road rather than a two-lane road.

The bottleneck, I assure you, already  
 exists. Some people in the room know that my  
 mother lives in the area. So I'm down there.  
 Aside from public business in terms of personal  
 affairs, private affairs, I'm in the area of the  
 Hale Koa several days and nights at different times  
 during the week all year long.

The bottleneck is a real existing  
 situation already. A four-lane road for traffic  
 relief is essential, matching the existing lane  
 which now ends at the Hilton Hawaiian boundary with  
 the Hale Koa Hotel.

Very quickly then, I'd like to also  
 indicate that I'm in favor of what is known as the  
 more circuitous route. That is to say, the one  
 which would be four lanes ending at Kalia Road at  
 the present Saratoga Road exit and entrance found  
 on the, shall we say the Halekulani side, rather  
 than off at the post office.

If you put it up at the post office, all  
 it will do is create a right and left turn

1 with the armed services personnel from past and  
2 present will find that they will have contributed  
3 significantly to one of the most beautiful  
4 recreation centers in the entire world, let alone  
5 the United States.

6 And if this plan is put forward as  
7 presented in at least an approximate design as I  
8 have indicated, I believe that everyone in Hawaii  
9 will be very, very proud and happy to have  
10 continuing as its good neighbor the people of Fort  
11 DeRussy as it goes into the 21st Century.

12 Thank you very much.  
13 (Applause.)

14 LTC WYNN: Thank you, Mr. Abercrombie.  
15 Would State Senator Mary Jane McMurdo  
16 please speak up.

17 SENATOR MCHURDO: Well, I was hoping that  
18 you would lower this.

19 Can you all hear me? Does it work that  
20 way all right? Okay. Usually I don't even need a  
21 microphone.

22 I would like to begin by thanking the  
23 military for an outstanding effort of bringing all  
24 of this in front of the public.

25 And so that I think that the plan that's

1 beginning to evolve, I'm glad to see that many of  
2 the concerns that were raised by citizens have been  
3 met in the plan that's up there on the screen right  
4 now. And it makes a lot of difference. So many of  
5 us have testified so often on projects and been  
6 completely ignored, that this is a very nice  
7 feeling to see that you are actually listening.

8 I have a few concerns still left. One of  
9 them, as long as my colleague over here, Councilman  
10 Abercrombie, has talked about the four-lane road.  
11 But I would like to suggest a different approach.

12 If you leave that as a two-lane road and  
13 don't allow tour buses -- because tour buses are  
14 the biggest offenders -- to come through that area,  
15 because what you're doing, you're going to have a  
16 steady stream of those.

17 And they're really hazardous to your  
18 health as far as trying to cross the road is  
19 concerned. But then the ones that are coming out  
20 of the hotels that are Diamond Head of this area  
21 could go up Saratoga. The ones that are Eva and to  
22 include the Hale Koa could go out the Eva way.

23 And then make that four-lane road from  
24 the edge of the Hale Koa, the Eva edge, on out  
25 toward Ala Moana, and if necessary, down the other

2/5/90

41

1 side, the Ala Moana side of DeRussy. Which might  
2 help drain it but still allow this recreation area  
3 to be a little safer.

4 And city buses I think would be all right  
5 in there. It's just these enormous tour buses that  
6 go whipping by every time you turn around.

7 The other little concern I would like to  
8 mention: I'm glad to see that you listened and  
9 that you're going to put some parking around the  
10 chapel. But I'm also concerned about the parking  
11 that services the Bruyeres Quadrangle, that  
12 services the USO at the Maluhia Club and in back of  
13 the museum. And I don't know about the PX.

14 But that these parking areas really are a  
15 convenience to the people who are particularly  
16 interested in that area. And if all of that  
17 parking goes, you won't be gaining that much in the  
18 extra parking in the garages.

19 Also, the park that's in back of the  
20 museum is used an awful lot by the general public,  
21 by the surfers, by the people wanting to go down  
22 for a quick dip into the ocean.

23 And we are losing that capability all  
24 along the Waikiki area anyway. You just can't find  
25 any parking to do that sort of thing anymore.

2/5/90

42

1 But basically I'd like to compliment you  
2 again. It's really beginning to shape up. And I  
3 for one am very glad that I'm not looking at the  
4 plans for a convention center and a 3,000-room  
5 hotel, which is one of the things that was  
6 proposed.

7 (Applause.)

8 LTC WYNN: Thank you, Senator McMurdo.  
9 We'll now have individuals who have  
10 expressed interest in speaking in public.

11 The first one will be -- I hope I  
12 pronounce this correctly -- Ms. Liz Neroutsos.

13 MS. NEROUTSOS: It's Neroutsos. But  
14 George is going to come up instead.

15 MR. NEROUTSOS: Thank you, Colonel.  
16 I've arrived a little late. But my wife  
17 has pressed me into service on this.

18 I'm representing Dr. Francis Delany, who  
19 heads a group called Citizens to Save Fort DeRussy.

20 A little bit of history on this group:  
21 A number of years ago, we got together  
22 and developed an initiative to keep DeRussy green,  
23 to keep the convention center out of there. And  
24 while we lost the battle, we won the war. And  
25 we're feeling pretty good about it and have kept

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1 our organization pretty much intact.

2 And while you have correspondence from us  
3 already, I'd like to highlight a couple of things  
4 this evening that as a group we wanted to provide  
5 to you.

6 We feel there are four issues that we'd  
7 like to address. One is the realignment of Kalia  
8 Road; the second, access to the post chapel; the  
9 third, the presence of the military police on post;  
10 and fourth, a charge for parking.

11 First, to the realignment of Kalia Road.  
12 Three options are offered. Option 3  
13 serves the best long-term approval and assurance of  
14 a park-like site, in our opinion. Option 2 is  
15 absolutely unacceptable. Option 1, while workable,  
16 will cause much debate and polarization.

17 We urge you to take a strong positive  
18 position for Option B-3. Here are some of the  
19 reasons to support this choice and to oppose the  
20 others:

21 Traffic studies done by experts report  
22 again and again that more lanes and wider roads  
23 result in a heavier traffic flow. No one wants  
24 such an outcome.

25 Traffic flow of commercial buses, tour

1 buses and private cars already produce too much  
2 noise and pollution. Commercial buses and tour  
3 buses are not only environmentally harmful, but the  
4 projected B-2 option, i.e., the four-laner, with  
5 heavy usage and pollution and noise will destroy  
6 the park-like planned environment promised in the  
7 project and eagerly awaited by those of us that are  
8 residents around Waikiki, around DeRussy.

9 Additionally, users of the recreational  
10 facilities will be subjected to this unpleasant and  
11 unnecessary health peril.

12 Further, the size of these acres wave  
13 another dangerous signal in additional commercial  
14 traffic noise and pollution. Users of the area  
15 cannot be free from these fumes. Consider  
16 especially children, the disabled and the elderly,  
17 as well as everyone else seeking to maintain good  
18 health and avoid health hazards.

19 Option B-3 possesses the most appeal. It  
20 offers a natural method for pacing vehicular use  
21 while giving access and egress to the facility.  
22 Pollution and noise can be controlled, because  
23 traffic will be limited to those using the DeRussy  
24 recreational facilities. We feel you should go for  
25 it.

1 Option 2 is unacceptable. Why are those  
 2 favoring it not confronting the issue of pollution  
 3 and noise and the obvious destruction of the park-  
 4 like ambience?

5 Too long such pressures have dominated  
 6 our planning. Now is the time for DeRussy planners  
 7 to place foremost long-term effects, especially for  
 8 users of the recreational facilities.

9 With regard to the chapel, we are pleased  
 10 to note from Mr. Sox that what we had suggested may  
 11 in fact be taking place. We were concerned about  
 12 the ability of people to gain access to the chapel.

13 Many veterans and senior citizens,  
 14 finding it difficult to walk, are delivered to the  
 15 chapel. And your promise of parking and an  
 16 adequate road in and out I think is a wise one.

17 Retaining the military police. This  
 18 solves many of our anxieties. Their presence acts  
 19 as immediate control and an ongoing deterrent to  
 20 crime moving into DeRussy.

21 The low crime record of Fort DeRussy as  
 22 compared to Waikiki attests to the effectiveness of  
 23 the military police presence.

24 Although the attending building will be  
 25 removed, the visibility of Army military police

1 will alleviate local fears about crime destroying  
 2 the recreational aspects of the projected plan.

3 And finally, the fee charged for parking.  
 4 Why is this being considered? The many service  
 5 personnel and community participants will react  
 6 adversely. It imposes another cost on the already  
 7 burdened group. Why add complications to what is  
 8 now free for charge for those using the facilities?

9 No parking should also be on the roof  
 10 space. Make this space green.

11 Again, thank you for the opportunity to  
 12 raise these issues. The association, The Citizens  
 13 To Save Fort DeRussy, is committed to working with  
 14 you and continuing to support the Recreational  
 15 Center for the Pacific.

16 Thank you.

17 (Applause.)

18 LTC WYNN: Thank you, sir.

19 Dr. Roberts. Morrison.

20 DR. ROBERTS: I wish to speak primarily  
 21 about what was decided last time, where we decided  
 22 that, if I'm not mistaken, that two-story buildings  
 23 would be more practical.

24 The damage done by a twelve-story  
 25 building can be overcome by two-story buildings.

2/5/90

47

1 And I would like to put forward this idea tonight.

2 This may be more expensive. But it seems  
3 to me that we ought to delay the expense so that we  
4 can get two-story buildings.

5 I'm thinking about the Sheraton out in  
6 Makaha, and that certainly has plenty of greenery  
7 around it.

8 But let me suggest that we have the two-  
9 story buildings.

10 Thank you.

11 (Applause.)

12 LTC WYNN: Thank you, sir.

13 Mr. Dan O'Leary.

14 MR. O'LEARY: Thank you for this  
15 opportunity to speak at your public hearing.

16 I'm the volunteer coordinator to the Port  
17 DeRussy Catholic chapel. And also, I'm the  
18 volunteer coordinator for the Catholic Hawaiian  
19 mass at Fort DeRussy.

20 And I talked to the Army chaplains today,  
21 and I told them that the drawing that's in the  
22 Sunday paper did not allow for a parking lot or  
23 access to the chapel. And they said, they assured  
24 me that there would be parking for the chapel. But  
25 they also said "Go down there and make sure, and

2/5/90

48

1 call us tomorrow."

2 So we want to thank you for your parking  
3 lot and access to the chapel.

4 I'm also with The Citizens To Save Fort  
5 DeRussy and the Waialana Homeowners Association.

6 And some of the concerns we have, I'd  
7 like to echo the concern about the parking fees. I  
8 may feel that this is more bother than it's worth.  
9 We don't have a problem right now.

10 And especially the low-ranking enlisted  
11 man would find this to be a big burden. They would  
12 not be able to come down from Schofield or over  
13 from Kaneohe and Barbers Point and pay those  
14 parking fees. So we would limit access to all of  
15 the military personnel if we had parking fees.

16 And I believe in the social impact  
17 statement, we were told there would not be parking  
18 fees. So this has come up again.

19 I also feel that the time for a four-lane  
20 highway is when there is a place for a four-lane  
21 highway to go on either end. And right now, there  
22 is no place for a four-lane highway at Fort  
23 DeRussy.

24 (Applause.)

25 MR. O'LEARY: Right now, there's 20,000



1 cars a day going through Fort DeRussy. So if you  
 2 build a four-lane highway, there would be 40,000  
 3 cars. I think that's very excessive.  
 4 We also would like to see the military  
 5 police presence continue. Especially with a lot of  
 6 empty space here at the chapel and also at the  
 7 beach for our Hawaiian mass.  
 8 And I'd like to thank you again for the  
 9 nice presentation and your development plan. We  
 10 think that it's terrific. And the more the Army  
 11 develops Fort DeRussy, the better we will be able  
 12 to fight off the people who want to build a  
 13 convention center and other undesirable things at  
 14 Fort DeRussy.  
 15 Thank you.  
 16 (Applause.)  
 17 LTC WYNN: Thank you, sir.  
 18 Mr. Paul Olson.  
 19 MR. OLSON: I think most of my comments  
 20 have been answered for me.  
 21 But one thing I was looking at in the map  
 22 is why the road couldn't come out north, mauka of  
 23 the post office. But I could see that it would  
 24 probably be a little more difficult to get into the  
 25 parking area.

1 But the other thing was the parking.  
 2 Everybody likes the looks of the greenery. And  
 3 when you get that concrete for that parking area,  
 4 it's nice if you have some shrubs showing along  
 5 there. More shrubs would make it much more  
 6 desirable for people in highrises around there.  
 7 And that's something to keep in mind.  
 8 But the main thing is you're getting a  
 9 bigger green area. And it's going to be very nice.  
 10 (Applause.)  
 11 LTC WYNN: Thank you, sir.  
 12 Mr. Ben Lee, representing the City  
 13 Department of General Planning.  
 14 MR. LEE: Good evening, Colonel Wynn,  
 15 Colonel Turner, ladies and gentlemen.  
 16 My name is Ben Lee. I'm the Director of  
 17 the City Department of General Planning.  
 18 I'd like to make two brief comments on  
 19 the Draft EIS. The archeological survey and the  
 20 air-quality impact report, both completed in 1989  
 21 should be an appendix to the Draft EIS.  
 22 My estimation is the draft in the EIS,  
 23 the reviewers were not able to review the details  
 24 of the air-quality conditions and monitoring  
 25 techniques.

1 Of a more important issue is what is the  
 2 appropriate use of this last remaining open space  
 3 in Waikiki. It is important to retain the  
 4 landscape open space character of the site. It is  
 5 also important to retain mauka views from the beach  
 6 areas and also of the Fort DeRussy grounds.  
 7 We encourage the maximum use of this last  
 8 remaining open space as the recreational resource  
 9 for visitors and residents of Waikiki.

10 Mauka views and building heights are very  
 11 important. Existing height reservations for the  
 12 Fort DeRussy site is 25 feet. It's 60 feet and 130  
 13 feet between Niu and Kuamoo street mauka of  
 14 Kalakaua Avenue.

15 The proposed four-level parking  
 16 structures and this 400-room hotel will not comply  
 17 with these requirements.

18 Finally, the City Department of Parks and  
 19 Recreation has the following comments:

20 They recommend relocation of the swimming  
 21 pool and luau complex away from the beach area to  
 22 provide more usable beach area and retain the open  
 23 space view corridor to the site. Redevelopment of  
 24 Fort DeRussy presents the opportunity to expand the  
 25 beach area mauka of the existing pathway.

1 If the parking decks are not landscaped,  
 2 then the rooftops should be used for hard-surface  
 3 courts instead of further reducing landscaped open  
 4 space to accommodate the courts at ground level.

5 The proposed parking structure should be  
 6 heavily landscaped. Below-grade parking should be  
 7 explored. Landscape the berms or terrace the  
 8 parking levels. And the perimeter planters should  
 9 be provided to reduce this visual impact on the  
 10 site and encase the trees.

11 Thank you for the opportunity to testify.  
 12 (Applause.)

13 LTC WYNN: Thank you, Mr. Lee.

14 Mr. Robert Crone.

15 MR. CRONE: Thank you, sir.

16 My name is Robert Crone. I'm an  
 17 architect and planner. I'm chairman of the Urban  
 18 Design Committee of the local chapter of the  
 19 American Institute of Architects. And I'm speaking  
 20 for that chapter tonight.

21 On March 15th, we wrote a letter in  
 22 response to the EIS notice, which is included in  
 23 the back of the Draft EIS.

24 I'm sorry to say that some of the  
 25 concerns we've raised, suggestions we made at that

1 time were not addressed in the Draft EIS. And  
2 certainly we hope they will be in the final one.

3 So I'll reiterate them this evening.

4 In the early '80s, at the time of the  
5 talk of a convention center at Fort DeRussy, we  
6 went on record in support of the concept of Fort  
7 DeRussy as a "Central Park" of Waikiki.

8 We thus are in favor of as much open  
9 space at Fort DeRussy as possible and a  
10 corresponding minimum of such space-taking

11 facilities as large, massive, above-ground parking  
12 structures and Army Reserve facilities, both of  
13 which do not assist the mission of the Armed Forces  
14 recreational area and a public open space.

15 We are in favor of removing fences,  
16 barriers and so forth around the perimeter of the  
17 fort, as we believe this will also be an aid in  
18 that mission.

19 We are concerned that rather than  
20 creating an open space, the proposed development  
21 will in fact have the effect of further cutting off  
22 the central open space of the fort from the  
23 surrounding public streets.

24 The visual relief from the urban  
25 environment afforded by the natural setting of the

fort will be diminished.

I'll explain.

Currently, views into the fort are  
partially blocked by the Reserve buildings along  
Ala Moana Boulevard, the out-parcel structures  
along Kalakaua and the post office along Saratoga.

The primary views into the site are  
across the existing parking lots and from the  
visual open space at the corner of Kalakaua and  
Saratoga.

As indicated in the drawings and graphic  
studies in the Draft EIS, the addition of two large  
parking structures and the new wing of the Hale Koa  
Hotel will significantly increase the amount of  
buildings around the perimeter of the fort and will  
almost entirely block views into the central open  
space from the surrounding streets.

Only the area around the existing MP  
facility will be improved. In fact, very little  
perimeter will be left for viewing into the site.

We suggest two ways of addressing this  
situation. These should be addressed in the final  
EIS.

First, as in our letter of March 15th, we  
stated, "Our primary concern is the impact of major

1 parking structures on the park-like setting of the  
2 plan.

3 "We strongly recommend that the EIS  
4 consider and address the possibility of depressing  
5 the parking structures to the maximum extent  
6 permitted by the water table and mound over them in  
7 order to tie them into the landscaping."

8 And we refer you to the City and County  
9 Honolulu municipal parking structure on the  
10 Ewa-makai corner of Beretania and Alapai streets,  
11 mauka of the municipal office building.

12 "Lower and broader structures under such  
13 earthen cover will facilitate a blending of the  
14 parking structures into the landscape.

15 "The pedestrian overpasses indicated over  
16 Kalia Road will be more used if thus blended into  
17 the natural flow of the land and terrain."

18 End quote.

19 The major impact of the proposed parking  
20 structures is addressed in the visual impact study  
21 of the Draft EIS. They are much too massive and  
22 much too tall. Our suggestion will mitigate the  
23 visual impact and needs to be discussed in the  
24 final EIS.

25 Second, and briefly, is a benefit to both

1 Fort DeRussy and to the functioning of the Army  
2 Reserve to completely relocate the Reserve  
3 facilities to a location that is more central to  
4 the island, more central to the area of the Reserve  
5 mission and more central to the population center  
6 of the Reserve personnel, especially as our  
7 population shifts Ewa. We understand that such a  
8 relocation is planned to Fort Shafter.

9 The timing of the relocation in  
10 relationship to development of the Fort DeRussy  
11 master plan and the use of the site in the vicinity  
12 of Bruyeres Quadrangle and Kalani Center both in  
13 the period prior to relocation and the period after  
14 should be addressed in the EIS.

15 Opening this portion of the site will  
16 greatly add to the views into the fort. This has  
17 not been addressed in the draft, and I hope it will  
18 be in the final.

19 Any future design of Fort DeRussy must  
20 successfully address these areas and potential  
21 adverse conflict in order to achieve a facility  
22 that is integrated into and a good neighbor of  
23 Waikiki.

24 We thank you for the opportunity to  
25 address you on this project important to both the

2/5/90

57

1 Armed Forces community and Waikiki.

2 Thank you.

3 (Applause.)

4 LTC WYNN: Thank you.

5 Miss Gailene Wong.

6 MS. WONG: Good evening. I'm Gailene  
7 Wong, from the Hawaii Convention Park Council. The  
8 Hawaii Convention Park Council is a non-tax-  
9 supported advocacy group that encourages building a  
10 world-class convention facility for Hawaii in or  
11 next to Waikiki.

12 At present, it appears that one, or  
13 possibly even two, convention centers will be built  
14 near Fort DeRussy. As a result, the Army's actions  
15 at Fort DeRussy will impact any convention center  
16 development.

17 With that in mind, we offer our council's  
18 opinion on the proposed plan for the mauka portion  
19 of Fort DeRussy.

20 We oppose what appears to be a plan to  
21 reduce the open space on the mauka portion of Fort  
22 DeRussy.

23 Even when our council was proposing  
24 construction of a convention at Fort DeRussy, our  
25 plans called for berming over the structure itself

Reginald Knipes & Associates (808) 531-4291

2/5/90

58

1 and the removal of all surface construction in  
2 order to enhance the shrinking inventory of open  
3 space in Waikiki. Your plan frustrates a desperate  
4 community need for open space.

5 At the same time, we are mindful of the  
6 appropriateness of providing for the recreational  
7 needs of our active and retired military community.  
8 Hawaii has long been an eager host to our armed  
9 services personnel and their families.

10 The members of the council ask you to  
11 understand that we divorce a criticism of your plan  
12 from a sincere support for your goal.

13 Please vigorously seek a way to improve  
14 and augment recreational facilities for our  
15 military personnel that can also support the  
16 resident community's need for open space in  
17 Waikiki.

18 To paraphrase an often-cited aphorism, if  
19 Waikiki is not a beautiful place to live, it is not  
20 a beautiful place to visit.

21 Thank you for allowing the council an  
22 opportunity to share its opinion on your important  
23 undertaking.

24 Thank you.  
25 (Applause.)

Reginald Knipes & Associates

2/5/90

1 LTC WYNN: Thank you, Miss Wong.  
 2 That's it. I haven't had any other  
 3 indication of people wanting to speak.  
 4 I'd like to thank everyone present here  
 5 for being such a polite and attentive audience.  
 6 Thank you very much.  
 7 (The hearing was adjourned at 8:30 p.m.)

2/5/90

1 STATE OF HAWAII ) SS.  
 2 CITY AND COUNTY OF HONOLULU )

3 I, DIANE A. BEGIN, Notary Public in and for  
 4 the State of Hawaii, do hereby certify:

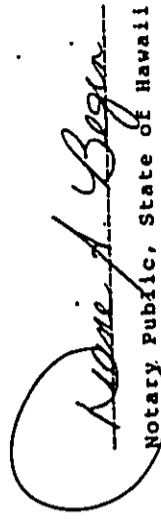
5 That on Monday, February 5, 1990, appeared  
 6 before me the persons heretofore named at the time  
 7 and location stated:

8 That the hearing was reported by me in machine  
 9 shorthand and was thereafter reduced to Micro-  
 10 transcription under my supervision;

11 That the foregoing is, to the best of my  
 12 ability, a true and correct transcript of the  
 13 proceedings.

14 I further certify that I am not attorney for  
 15 any of the parties hereto, nor in any way  
 16 interested in the outcome of the pending cause.

17 Dated this 14<sup>th</sup> day of March, 1990,  
 18 at Honolulu, Hawaii.

19   
 20 Notary Public, State of Hawaii

21 My commission expires: 6-20-92

**ATTENDANCE ROSTER**

**TO THE PUBLIC HEARING ON THE  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR DEVELOPMENT OF THE  
ARMED FORCES RECREATION CENTER-FORT DERUSSY**

Please sign our Attendance Roster as a participant at this Public Hearing on Monday, February 5, 1990 at Jefferson School:

NAME	ORGANIZATION/ AFFILIATION (if any)	TELEPHONE
LIZ HERBERTS	FRANCES DELANEY <sup>City to</sup> <del>Sub</del> & Run	924-8920
MARY PICKEL	RESIDENT-OWNER 411 KAIOLUST	923-5495
MARY ROSSITER	RETIRED MILITARY	
CHARLES ROSSITER JR.	SON OF RETIRED COL.	
J. M. ELLINGTON	HOUSING NCPC (J44)	477-0873
J SAKAGUCHI	WOA	531-5261
HARRIET I. THOMAS	Resident - Waiiki	947-4448
CHARLES M. THOMAS	" " RETIRED MILITARY	947-4448
H. D. Meley	Resident-owner 1920 Ala Moana	262-4758
Mr + Mrs Richard Lee	Owner Aloha Puna Wai	923-5211
Mr + Mrs Robert Morrison	for Frances Delaney	947-6422
Mrs Mrs Charles Cornforth	71 Westcott PRINCETON NJ	609-924-4431
Mariane Juchter	2439 Ala Wai	923-3666
TYRUS ISHII	U.S.P.S. 3600 AOLELE ST	423-3873
DAN O'LEARY	CITIZENS TO SAVE FT DERUSSY	947-1061
CPT TIMOTHY F. CANILL	PACIFIC OCEAN DIVISION	474-3881
Robbie Dingeman	KHON - Ch. 2	526-4283
Quint R. Sult	Resident 1570 Kavalui St	735-1103
GEORGE TAKAHARA, COL	LX CORPS	438-1504
CHRISTINA KEMMER	Waiiki Improvement Assoc.	923-1094
John J. Ontko	USACFSC Alexandria, VA	202/325-6980
FELIX H. COLTIN	CITIZENS TO SAVE FT DERUSSY	955-6988
Mary Jane McMurdo	Sub - Waiiki/Waiiki	548-7070 (955-5405)
Vanessa W. Post	1860 Ala Moana	955-5270
Donald J. Raven	1925 Kala Kana #907	946-8250

Conducted by the U.S. Army Honolulu Engineer District  
Installation Support Branch,  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

Roster 1 of 3

encl 1







DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**  
850 SOUTH KING STREET  
HONOLULU HAWAII 96813



FRANK P. FARR  
DIRECTOR

WALTER M. OZAMA  
DIRECTOR  
HONOLULU HAWAII  
DEPUTY DIRECTOR

TESTIMONY: FOR DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER  
FORT DERUSSY, WAIKIKI, HAWAII

PUBLIC HEARING

February 5, 1990  
Thomas Jefferson Elementary School Cafetorium  
Waikiki, Hawaii  
7:00 P.M.

Thank you for the opportunity to testify on the conceptual plan for the development of the Armed Forces Recreation Center, Fort Derussy, Waikiki.

Our main concerns with the conceptual plan are as follows:

1. Open Space and View Corridors - The plan places a walled swimming-pool area and a luau complex directly on the boundary of the sandy beach and in the central view corridor of the site.

We suggest that the swimming pool and the luau complex be relocated back from the beach and out of the view plane. It is our experience that the general public and visitors prefer and use sandy beach areas and green lawn areas directly adjacent to beaches.

The central open space/view corridor should extend from the beach area to Kalakaua Avenue and be reinforced by appropriate plantings of trees along its perimeter.

2. Expansion of the Beach Area - The redevelopment of Fort Derussy presents the opportunity to expand the beach area mauka of the existing pedestrian path. The area in front of the Army Museum should be better utilized for related beach use and courts and other roadways should be relocated.

3. Tennis and Other Play Courts - Tennis and other hard-surfaced play courts are recommended to be located on top of the parking garages or in an area outside of the main landscaped areas.

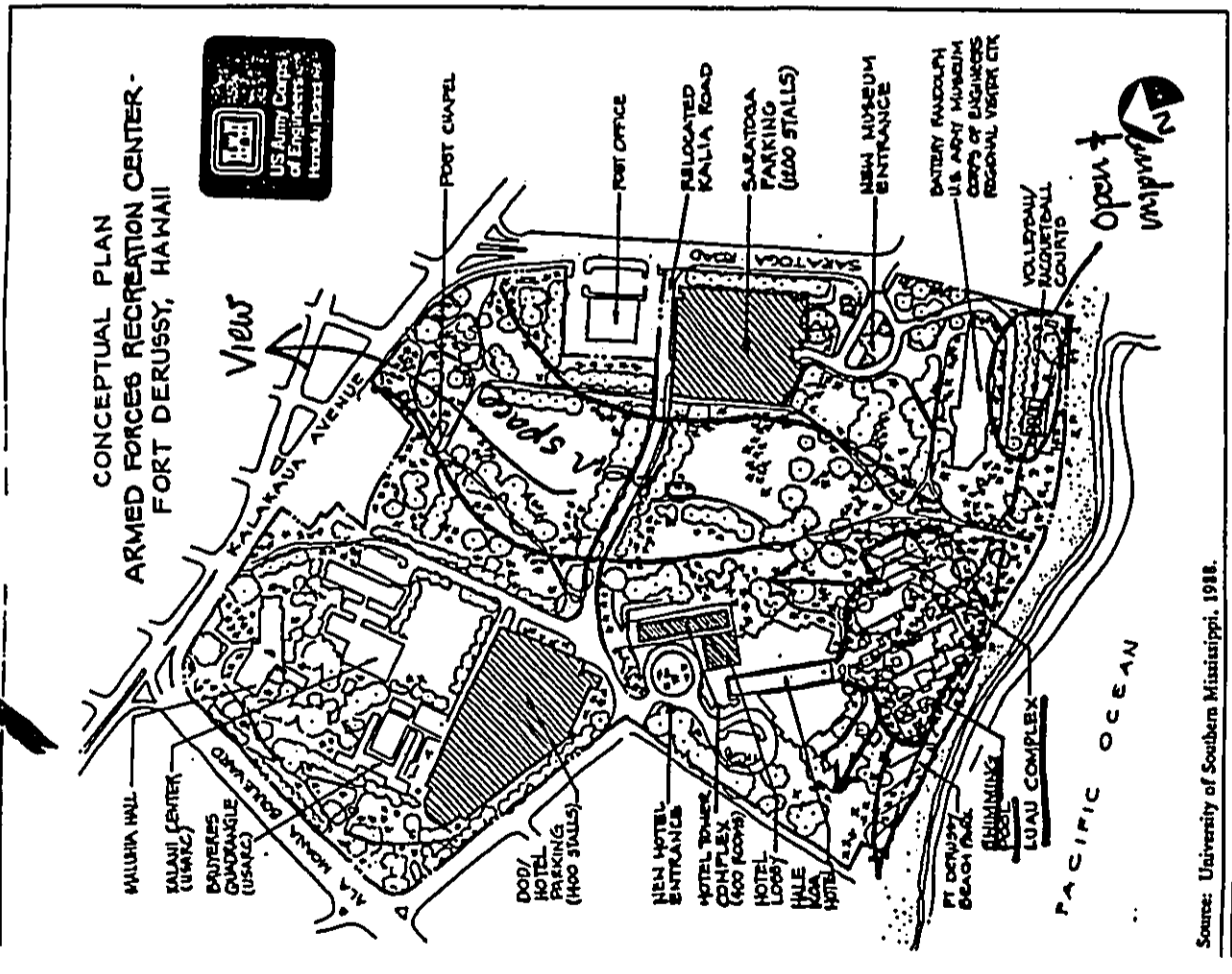
4. Public Parking - The proposal for the 1,200 spaces for public-parking needs requires more information regarding possible fees and times available to the public as well as mitigating its visual impact.

We look forward to working with the Army in refining their plan in order to make the plan responsive to the general public and immediate community needs. Again, we thank you for this opportunity to testify.

For WALTER M. OZAMA, Director

WMO:js

CONVERSATION RECORD		TIME	DATE
		1400	1 Feb 90
TYPE	<input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE <input checked="" type="checkbox"/> TELEPHONE		
Location of Visit/Conference:	<input checked="" type="checkbox"/> INCOMING <input type="checkbox"/> OUTGOING		
NAME OF PERSON CONTACTED OR IN CONTACT WITH YOU	ORGANIZATION (NAME, ADDR., PHONE NO.)		
Ms. Iris Walker Admin Ass't	Councilman Abercrombie	TELEPHONE NO.	
		523-4787	
SUBJECT	Draft EIS, Development of the Armed Forces Recreation Center-Fort DeRussy		
SUMMARY	1. Council Member Abercrombie's office is reviewing the DEIS and have no problem with it yet. An enquiry has been made by another Council Member about several matters. [On 31 Jan 90, the same enquiries were made by Ms. Susie Chun, 527-5815.] Council Member Gill's office to me.: Gill will send a letter to HED.]		
	2. Can the U.S. Army exempt itself from compliance with City & County land use policies and procedures? To what extent is the Army cooperating with the City & County?		
	3. Will the Army consider the Governor's Jan 1990 State of the State Address objective for Hotel developers to provide one non-hotel job for every hotel job?		
	4. Will the new hotel be unionized?		
	5. Why doesn't the Army comply with the limit on hotel rooms in Waikiki?		
	6. I indicated that I would consult with Army officials and get back to her.		
ACTION REQUIRED	Raise questions at 5 Feb 90 meeting with CFSC. Develop answers and phone in and write response.		
NAME OF PERSON DOCUMENTING CONVERSATION	SIGNATURE	DATE	
DAVID G. SOX, CEPOD-ED-HI [438-5030]	<i>David G. Sox</i>	2 Feb 90	
ACTION TAKEN			
SIGNATURE	TITLE	DATE	
DD-21-101	U.S. G.P.O. 1989-424-378	CONVERSATION RECORD	
		OPTIONAL FORM 2101-20 DEPARTMENT OF DEFENSE	



Source: University of Southern Mississippi, 1988.

CHAPMAN CONSULTING SERVICES  
 In Association with  
 IRC Environmental and Energy Services Co.  
 Wallace, Roberts, & Todd

Fort DeRussy Armed Forces  
 Recreation Center Conceptual Master Plan

FIGURE II-1

II-3

000

ROUTING NAME/INITIALS INT  
 Chin  
 Sakado  
 J. Brock  
 C. Brock

Location of Visit/Conference:  
 NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU  
 ORGANIZATION (Offic. Dept. Name, Branch, etc.)  
 TELEPHONE NO.  
 Ms. Joy Matsuda  
 Queen Emma Foundation  
 599-1660

SUBJECT  
 Draft Environmental Impact Statement, Development of the Armed Forces Recreation Center-Fort DeRussy

SUMMARY  
 1. Ms. Matsuda enquired as to whether the public would still have access to the Beach at Fort DeRussy. She was under the impression that access was currently limited to military personnel.  
 2. I assured her that the proposed development would not obstruct access for the general public to the beach. Beach access was now unlimited. Some on-post recreation facilities would be open to public use. Others would be open to public use with the Military community having priority use. Other facilities, such as in the hotel, would be restricted to only those with valid military ID cards.

ACTION REQUIRED  
 Reprint Conversation Record in the Final EIS. Consider as appropriate.

NAME OF PERSON DOCUMENTING CONVERSATION  
 DAVID G. SOX, CEPD-ED-MI  
 438-5030  
 ACTION TAKEN  
 SIGNATURE  
 TITLE  
 DATE  
 2 Feb 1990

ROUTING NAME/INITIALS INT  
 Chin  
 Sakado  
 J. Brock  
 C. Brock

Location of Visit/Conference:  
 NAME OF PERSON(S) CONTACTED OR IN CONTACT WITH YOU  
 ORGANIZATION (Offic. Dept. Name, Branch, etc.)  
 TELEPHONE NO.  
 Mr. Jon Brock  
 Concerned Citizen  
 922-1708

SUBJECT  
 Draft Environmental Impact Statement, Development of the Armed Forces Recreation Center-Fort DeRussy

SUMMARY  
 1. Mr. Brock stayed at Fort DeRussy in World War II when it cost 50¢ for a room and three meals.  
 2. Mr. Brock wants the Army to consider constructing the parking structures partially underground, similar to award-winning underground garages at 1519 Nuuanu Avenue. Grass and a parade ground could be put on top of the parking structures.

ACTION REQUIRED  
 Reprint Conversation Record in the Final EIS. Consider as appropriate.

NAME OF PERSON DOCUMENTING CONVERSATION  
 DAVID G. SOX, CEPD-ED-MI  
 438-5030  
 ACTION TAKEN  
 SIGNATURE  
 TITLE  
 DATE  
 2 Feb 1990

6:07

COMMENT SHEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER-FORT DERUSSY

You may use this sheet to make your comments on the Draft EIS for Development of the Armed Forces Recreation Center-Fort DeRussy.

I believe option B2 (Alternative B2 Figure 11-2) which includes the realignment of Kahala Road, makes of the new hotel but with the Saratoga Road/Kahala Road intersection remaining in its present location is the best plan to pursue for the following reasons:

1. Bus routes would remain as is.
2. Tourist buses would not clog Saratoga Road.
3. Proposed entry/exit of the public parking area would be most attuned to traffic flow of Saratoga Road.
4. Post Office traffic exiting the parking area would not interfere with the traffic entering/exiting Kahala Road.
5. The proposed 4-lane median configuration would alleviate present & future traffic congestion.

Please provide your Name: Mavis Louise M. Lee  
and Address: 1802 Nohonohi Pl  
Business address 305 Saratoga Rd  
Affiliation (if any): Alpha Puka Kua Apt/Hotel-Domes

Note: Written comments may also be sent directly to:  
Commander, U.S. Army Honolulu Engineer District  
ATTN: CEPOD-ED-MI, Installation Support Branch,  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

COMMENT SHEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER-FORT DERUSSY

You may use this sheet to make your comments on the Draft EIS for Development of the Armed Forces Recreation Center-Fort DeRussy.

In addition to the statement of my concerns regarding the delay in the project, I have the following statement to add:

- Please put some type of pitchforks in the ground in the area of the new hotel.
- I speak often to my family at the Army Club, & they are unable to afford 3 additional meals a day.

- Parking structures - please allocate the grade for lower parking structure parking with a very attractive entrance.

Please provide your Name: 612 NEBOURAS  
and Address: 247 BEAUMARK #401  
Honolulu HI 96815  
Affiliation (if any):

Note: Written comments may also be sent directly to:  
Commander, U.S. Army Honolulu Engineer District  
ATTN: CEPOD-ED-MI, Installation Support Branch,  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

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**COMMENT SHEET**

**DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR DEVELOPMENT OF THE  
ARMED FORCES RECREATION CENTER-FORT DERUSSY**

You may use this sheet to make your comments on the Draft EIS for Development of the Armed Forces Recreation Center-Fort DeRussy.

- A few comments:*
- As there probably will be a road intersection (Kala - Jambura) why not make Seranaga an one-way towards Kalakaua?
  - widen Kalia road to either two lanes each way or 3 lanes: 1 each way 1 turn lane
  - do not construct a pedestrian bridge - construct a pedestrian tunnel from the Hale Koa parking garage to the hotel
  - can the parking structures be built with one or two decks below finished grade?
  - put the tennis courts on top of the parking garages to either increase chenal parking or green space
  - above all keep Ft DeRussy green!
  - high rise hotel addition ok!

Please provide your Name: Teoey Spahn  
and Address: 1081 Moenani Rd  
Kailua, HI 96734  
Affiliation (if any): \_\_\_\_\_

Note: Written comments may also be sent directly to:

Commander, U.S. Army Honolulu Engineer District  
ATTN: CEPOD-ED-MI, Installation Support Branch,  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

**REGISTERED ATTENDANCE AT PUBLIC MEETINGS**

Information on this card will be used to notify you of future actions and to determine who wishes to present statements.

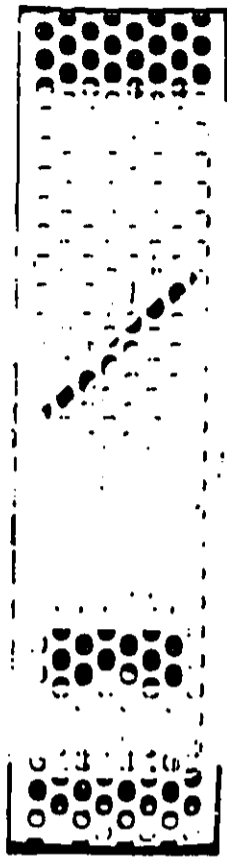
NAME AND MAILING ADDRESS: Paul Olson  
Who are you representing?  
 Self  
 Federal, State or Local Govt  
 Private Organization  
 Other

Name of organization you are representing (if applicable): \_\_\_\_\_  
Your position with the organization: \_\_\_\_\_  
Do you wish to make an oral statement?  Yes  No  
Do you wish to submit a written statement?  Yes  No

COMMENTS: Why not merge the road to  
starting of Haight at Seranaga  
Will we replace trees or shrubs on  
the upper level of the parking area

FD-503 Form 1284  
1-64 88

(4)



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**DRAFT ENVIRONMENTAL IMPACT STATEMENT  
COMMENT LETTERS AND RESPONSES**



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS PACAF/AFORCES  
HICKAM AIR FORCE BASE, HAWAII 96853-5001

TO: DEP

7 FEB 1990

Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii (Your Ltr, 12 Jan 90)

Commander  
U.S. Army Engineer District, Honolulu  
Military Branch, Installation Support Section  
Ft Shafter, Hawaii 96858-5440

We have no comments to the subject draft environmental impact statement

(Atch). Our point of contact is Mr. George Fujimoto, HQ PACAF/DEPR, 449-8095.

FOR THE COMMANDER IN CHIEF

FRANCIS A. CIRILLO, JR., Col, USAF  
Director of Programs  
DCS Engineering and Services

1 Atch  
Draft Environmental Impact  
Statement, January 1990



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96853-5001

ATTENTION OF

CEPOD-ED-HI (200)

8 August 1990

MEMORANDUM FOR Commander in Chief, Headquarters (PACAF), ATTN:  
DEP, Hickam Air Force Base, Hawaii 96853-5001

SUBJECT: Draft Environmental Impact Statement (EIS) for  
Development of the Armed Forces Recreation Center, Fort  
DeRussy, Waikiki, Hawaii

1. Reference letter, DEP, 7 February 1990.
2. We appreciate your participation in the EIS review process. Your Memorandum and this response will be included in the Final EIS.

FOR THE COMMANDER:

*C. J. J.*  
KISUK CHEUNG  
Director of Engineering

005

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32





DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
2058 MALUHIA ROAD, FORT SHAFTER, HAWAII 96815-5440



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96815-5440

REPLY TO  
ATTENTION OF:

REPLY TO  
ATTENTION OF:

9 August 1990

APIX-IN (415-10e)

CEPOD-ED-HI (200)

8 February 1990

MEMORANDUM FOR Commander, U. S. Army Engineer District, Honolulu,  
ATTN: CEPOD-ED-HI, Bldg 230, Ft Shafter, HI  
96858-5440

MEMORANDUM FOR Commander, Headquarters, IX Corps  
(Reinforcement), ATTN: APIX-EN, 2058 Maluhia  
Road, Fort DeRussy, Honolulu, Hawaii  
96815-1997

SUBJECT: Draft Environmental Impact Statement for development of  
the Armed Forces Recreation Center, Ft DeRussy, Waikiki, Hawaii

SUBJECT: Draft Environmental Impact Statement (EIS) for  
Development of the Armed Forces Recreation Center, Fort DeRussy,  
Waikiki, Hawaii

1. We have reviewed the Draft Environmental Statement for the  
Development of the Armed Forces Recreation Center and offer the  
following comments:

1. Reference Letter, APIX-EN, dated 8 February 1990.  
2. We appreciate your participation in the EIS process. The  
following is provided in response to your letter.

a. Para 1.2.1.9. The 5th and 6th sentences should be combined  
to read, "Paved area adjacent Turner Hall and Kalani Center are  
motor pool sites."

a. Paragraph 1.2.1.2. The sentences will be combined in  
the Final EIS per your request.

b. Para 1.2.1.10. The second sentence should read, "Maluhia  
Hall now houses the Post Commander's office, the 804th Signal  
Company and the Pacific Liaison Command."

b. Paragraph 1.2.1.10. The sentence in question will be  
revised in the Final EIS per your request.

b. Para 1.2.4.1. We concur with the concern stated as  
to schedule the construction of the new replacement barracks  
facilities at Ft Shafter to coincide with the construction of the  
Hale Koa expansion so as to minimize adverse impacts to U. S.  
Army Reserve Training, morale and recruiting activities.

c. Paragraph 1.2.4.1. As indicated in the Draft EIS, the  
relocation of US Army Reserve units will be closely coordinated  
with the proposed project to minimize potential disruptions to  
your operations and mission.

2. We appreciate the opportunity to comment.

3. Thank you for your comments and participation in the EIS  
review process. Your Memorandum and this response will be  
included in the Final EIS.

FOR THE COMMANDER:

FOR THE COMMANDER:

*Robert J. Fishman*  
COL, AG, USAAR  
Adjutant General

*C J*

KISUK CHEUNG  
Director of Engineering





DEPARTMENT OF THE NAVY  
 COMMANDER  
 NAVAL BASE PEARL HARBOR  
 BOX 110  
 PEARL HARBOR, HAWAII 96860-5020

*111000  
 P.50x*



DEPARTMENT OF THE ARMY  
 PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
 FT. SHAFTER, HAWAII 96860-5400

MAIL TO  
 ATTENTION OF

8 August 1990

CEPOD-ED-MI (200)

11010  
 Ser 00F(09P2)/827  
 13 MAR 1990

IN REPLY REFER TO

From: Commander Naval Base, Pearl Harbor  
 To: Commander, U.S. Army Corps of Engineer, Honolulu District,  
 Fort Shafter (CEPOD-ED-MI)

Subj: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR DEVELOPMENT OF THE  
 ARMED FORCES RECREATION CENTER-FORT DERUSSY

Ref: (a) CDUSAEEDPO Fort Shafter ltr of 19 Jan 90

1. We appreciate the opportunity to review the DEIS for development of the  
 Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii. The Navy has no  
 comments.

2. Should you have any questions, the Navy's point of contact is Mr. W. Liu  
 at 471-3324.

*W.K. Liu*

W.K. LIU  
 Assistant Base Civil Engineer  
 By direction of  
 the Commander

MEMORANDUM FOR Commander, Naval Base Pearl Harbor, ATTN: W. K.  
 Liu, Assistant Base Civil Engineer, Box 110,  
 Pearl Harbor, Hawaii 96860-5020

SUBJECT: Draft Environmental Impact Statement (EIS) for  
 Development of the Armed Forces Recreation Center, Fort Derussy,  
 Waikiki, Hawaii

1. Reference letter 11010, Ser 00F(09P2)/827, 13 March 1990.
2. We appreciate your participation in the Draft EIS review  
 process. Your letter and this response will be included in the  
 Final EIS.

FOR THE COMMANDER:

*C. Fung*  
 KISUK CHEUNG  
 Director of Engineering

008



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
Office of the Chief Scientist  
Washington, DC 20230

February 26, 1990

*MLP*  
*P. Suk*



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
OFFICE OF CHARTING AND GEODETIC SERVICES  
ROCKVILLE, MARYLAND 20852

FEB 16 1990

Mr. Kisuk Cheung  
Chief, Engineering Division  
U.S. Army Engineer District, Honolulu  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Enclosed are comments to your Draft Environmental Impact Statement for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. We hope our comments will assist you. Thank you for giving us an opportunity to review the document.

Sincerely,

*David Cottingham*  
David Cottingham  
Director  
Ecology and Environmental  
Conservation Office

Enclosure

MEMORANDUM FOR: David Cottingham  
Ecology and Environmental Conservation Office  
Office of the Chief Scientist

FROM: Rear Admiral Wesley N. Huml, NOAA  
Director, Charting and Geodetic Services

SUBJECT: DEIS 9001.11 - Development of the Armed Forces  
Recreation Center - Fort DeRussy, Waikiki,  
Hawaii

The subject statement has been reviewed within the areas of Charting and Geodetic Services' (C&GS) responsibility and expertise and in terms of the impact of the proposed actions on C&GS activities and projects.

A preliminary review of C&GS records has indicated the presence of no geodetic control survey monuments in the proposed project area.

For further information about these monuments, please contact the National Geodetic Information Branch, N/CG17, Rockwall Bldg., room 20, National Geodetic Survey, NOAA, Rockville, Maryland 20852, telephone 301-443-8631.

cc:  
N/CG1x32 - Cohen  
N/CG17 - Spencer



FEB 23 1990



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19  
D. S. K.  
26 MAR 1990

CG
DIG/S
HED JPD
ADIER MC
EDM
AM

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
215 Fremont Street  
San Francisco, CA 94105

21 MAR 1990



LTC Donald T. Wynn, District Engineer  
U.S. Army Corps of Engineers  
Honolulu District  
Fort Shafter, Hawaii 96858-5440

Dear Colonel Wynn:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the DEVELOPMENT OF THE ARMED FORCES RECREATION CENTER, FORT DERUSSY, WAIKIKI, HAWAII. Our comments are provided pursuant to the National Environmental Policy Act, Section 309 of the Clean Air Act (NEPA), and the Council on Environmental Quality's Regulations for Implementing NEPA.

We have categorized this DEIS as Category IO, Lack of objections (please see "Summary of Rating Definitions and Follow-up Actions"). We have two comments to offer on the DEIS.

1) In 1987 the United States Congress amended the Clean Water Act by adding Section 319, which requires States to assess nonpoint source water pollution problems, develop nonpoint source pollution management programs, and implement controls to protect water quality and beneficial uses. Since a number of project features (e.g., widening and realignment of Kalia Road, replacement of utility lines, construction of hotel and other nearshore marine waters, compliance with Section 319 will likely be necessary. We ask that the Department of the Army work closely with the Hawaii Department of Health to determine what pollution control measures should be adopted to implement the State of Hawaii's nonpoint source pollution management plan.

2) The DEIS notes on page III-92 that the Department of the Army must identify and survey all proposed construction sites for potential contamination or unexploded ordnance. The DEIS also notes that, "Except for the motor pool area, Fort DeRussy appears to be a Category I site which is one not suspected of any contamination based on past use of the area."

DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

Installation Support Branch  
Military Division

Mr. David Cottingham, Director  
Ecology and Environmental Conservation Office  
U.S. Department of Commerce  
National Oceanic and Atmospheric Administration  
Office of the Chief Scientist  
Washington D.C. 20230

Dear Mr. Cottingham:

Thank you for your letter of February 26, 1990 regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii.

We appreciate your review and participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Kisuik Cheung  
Director of Engineering



010

1D—Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

1E—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

1F—Environmental Objectives

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

1J—Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of environmental quality, public health or welfare. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1—Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 109 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

\*From: EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

21 MAR 1990

We request that the FEIS document the results of the Army's contamination survey, if these results are available when the FEIS is published. Also, should any hazardous substances or toxic materials be discovered during any phase of the project, we request that the Department of the Army immediately notify EPA Region IX of such discovery, pursuant to the Comprehensive Environmental Response, Compensation and Liability Act, as amended by the Superfund Amendments and Reauthorization Act (CERCLA/SARA).

We appreciate the opportunity to comment on this DEIS. Please send us two copies of the Final Environmental Impact Statement (FEIS) when it is officially filed with the EPA's Washington, D.C. office. If you have any questions, please call me at 415-556-6383 or have your staff contact David Tomsovic at 415-556-5098.

Sincerely,

*Deanna M. Wileman*

Deanna M. Wileman, Director  
Office of External Affairs

Enclosure: 1 page EIS rating sheet

611



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96358-6446

August 9, 1990

REF: TO  
ATTENTION OF

Installation Support Branch  
Military Division

Deanna M. Wieman, Director  
Office of External Affairs  
U.S. Environmental Protection Agency  
Region IX  
215 Fremont Street  
San Francisco, CA 94105

Dear Ms. Wieman:

Thank you for your letter of March 21, 1990 to Lieutenant Colonel Donald T. Wynn, District Engineer, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

Although construction of the proposed facilities, including roadway alignment, replacement of utility lines and construction of the new hotel tower, do have the potential for causing erosion and sedimentation into the nearshore marine environment, the construction contractor(s) will be required to comply with all Federal, state and local environmental protection rules and regulations. This includes assuring the construction rules and runoff do not enter the nearshore marine environment. We have been and will continue to work closely with state and local agencies in this regard.

We are currently surveying potential hazardous materials sites within Fort DeRussy and will make the results of the surveys available to you. In addition to unknown, but possible contamination in the motor pool area, subsurface testing during the archaeological investigation uncovered possible hydrocarbon contamination about 100 feet west-northwest of Battery Randolph. This is not in an area of planned construction. Nevertheless, these two potential contaminated areas are being investigated. We do not anticipate the survey results to be available prior to publication of the Final EIS, but will incorporate any remediation measures, applicable to the project, into the construction contract documents and/or conduct appropriate remediation prior to construction of the proposed facilities.

We appreciate your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Kisuk Cheung  
Director of Engineering



U.S. Department of Housing and Urban Development  
 Honolulu Office, Region IX  
 300 Ala Moana Blvd., Room 331B, Box 50007  
 Honolulu, Hawaii 96850-4891



DEPARTMENT OF THE ARMY  
 PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
 FT SHAFTER, HAWAII 96858-5440

August 9, 1990

REPLY TO  
 ATTENTION OF

Installation Support Branch  
 Military Division

90-59

February 26, 1990

Mr. David Sox  
 EIS Technical Manager (CEPOD-ED-MI)  
 U.S. Army Engineer District, Honolulu  
 Building 230  
 Fort Shafter, HI 96858-5440

Dear Mr. Sox:


SUBJECT: Draft Environmental Impact Statement (DEIS)  
 Development of the Armed Forces Recreation Center  
 Fort DeRussy, Maitiki, Hawaii

We have reviewed the Draft EIS that addresses proposed improvements at Ft. DeRussy that include: a 400-room hotel; two parking structures containing 1,200 and 1,400 parking stalls; realignment of Kaiia Road; and extensive landscaping. Demolition of selected facilities are also proposed.

Our review finds that the significant environmental issues are well covered and that the proposed action will not impact any HUD program or project.

We appreciate the opportunity to comment on the proposed action and find that we have no need to receive the Final EIS.


Very sincerely yours,

  
 Calvin Lew  
 Director  
 Community Planning and  
 Development Division

Dear Mr. Lew:

Thank you for your letter of February 26, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Maitiki, Hawaii. We appreciate your participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

  
 Kiewk Cheung  
 Director of Engineering

613





**UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY**  
Office of Environmental Affairs  
Box 36098 - 450 Golden Gate Avenue  
San Francisco, California 94102  
(415) 556-8200



**DEPARTMENT OF THE ARMY**  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

SENT TO  
ATTENTION OF

Installation Support Branch  
Military Division

ER 90/65

Mr. David Sox  
EIS Technical Manager (CEPOD-ED-MI)  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement for Armed Forces Recreation Center, Fort DeRussy, Honolulu County, Hawaii.

Given the downtown location of Fort DeRussy and proximity to Waikiki Beach, consideration should be given to phasing this property from a military base to a public park which would be consistent with the Honolulu city zoning. The proposed alternatives appear to be denser than what already exists.

At a minimum, the environmental impact statement should contain analysis for the conversion of Fort DeRussy to a public park. This analysis could be included in the No Action Alternative.

For questions regarding these comments, please contact the Regional Director, National Park Service, Western Regional Office, 450 Golden Gate Avenue, Box 36063, San Francisco, California 94102, FTS 556-4196.

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

Sincerely,

Patricia Sanderson Port  
Regional Environmental Officer

cc:  
Director, OEA  
Regional Director, FWS  
Regional Director, NPS

Ms. Patricia Sanderson Port  
Regional Environmental Officer  
U.S. Department of the Interior  
Office of the Secretary  
Office of Environmental Affairs  
Box 36098 - 450 Golden Gate Avenue  
San Francisco, CA 94102

Dear Ms. Port:

Thank you for your letter ER 90/65 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

The alternative of phasing Fort DeRussy from a military property to a public park has been precluded by the U.S. Congress through passage of legislation that reserves Fort DeRussy as the Armed Forces Recreation Center of the Pacific. As such, use of the facilities as a public park is not considered a viable, reasonable or prudent alternative to the proposed project.

We appreciate your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Klauk Cheung  
Director of Engineering

614



United States  
Postal Service  
The Pride of the Pacific-Honolulu Division

March 6, 1990

Mr. Kisuk Cheung  
Director, Engineering Directorate  
U. S. Army Corps of Engineering  
Bldg. 230  
Fort Shafter, HI 96858-5440

Dear Mr. Cheung:

Thank you for allowing us to comment on the Draft Environmental Impact Statement for the Proposed Development of the Armed Forces Recreation Center at Fort DeRussy.

The proposed realignment of Kalia Road as shown in Figure II-1 of the Fort DeRussy Armed Forces Recreation Center Conceptual Master Plan would significantly impede our postal operations at the Waikiki Station Post Office. It would also create serious traffic and customer service problems for our businesses, residents and visitors in Waikiki.

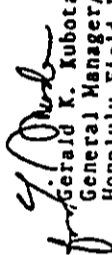
The attached sketch (portion of Figure II-1) provided by your staff shows that our present exit-driveway on Saratoga Road is to be blocked, and that the customer vehicular traffic would be routed through our parking lot and mail unloading/loading area to the realigned Kalia Road. This would not only eliminate 27 parking stalls but also create a dangerous mix of postal and customer vehicles. Our 5- and 7-ton trucks make seven interstation runs each day, together with our delivery vehicles and the hundreds of customer automobiles would cause severe traffic congestion in our lot and create serious safety problems. The security of our postal vehicles and building is another of our concern.

Waikiki Station Post Office has provided mail delivery service for the business and residential communities since April 1972 in Waikiki, Kapaehulu, Diamond Head and Fort Ruger areas. We have over 2000 post office box holders at Waikiki Station - they usually come to the post office everyday to pick up their mail and do other post office business. This post office is also heavily used by our visitors to buy stamps and mail their postcards, letters and gifts.

It is hereby requested that the proposed Kalia Road realignment other than as shown on Figure II-1 be considered. Alternative B-2 (Figure II-2) or other options should be given consideration.

Please contact me at 423-3700, or my staff at 423-3870, if you have any questions or wish to further discuss this matter. Thank you again for giving us the opportunity to comment on the DEIS. We look forward to working with you and your staff on this worthy project.

Sincerely,

  
Gerald K. Kubota  
General Manager/Postmaster  
Honolulu Field Division  
Honolulu, HI 96820-9998

Attachment

GKK:YSonoda:j2722

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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

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, HONOLULU  
FT. SHAFTER, HAWAII 96820-9998

August 11, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Mr. Gerald Kubota,  
General Manager, Postmaster  
Honolulu Field Division  
U.S. Postal Service  
Honolulu, Hawaii 96820-9998

Dear Mr. Kubota:

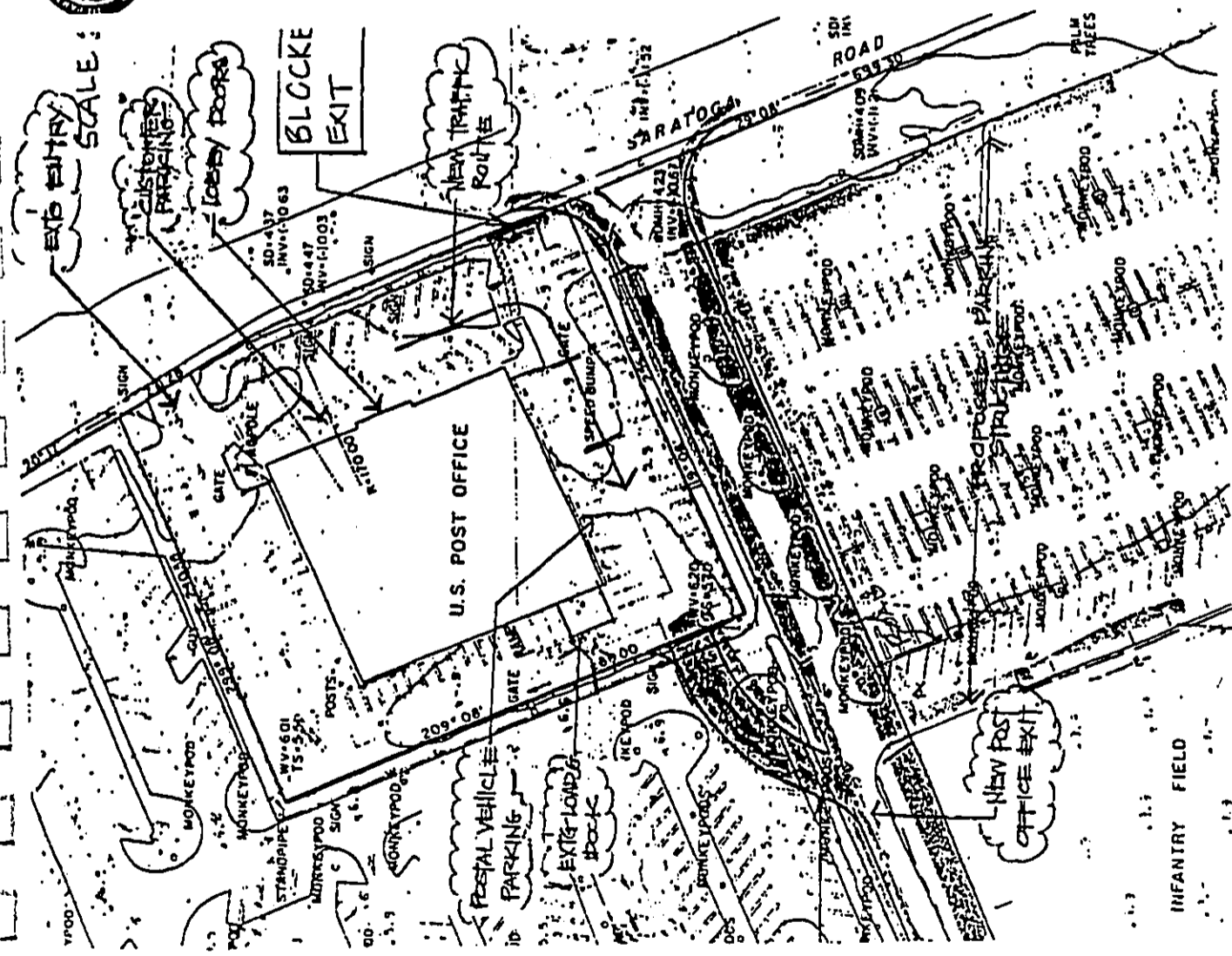
Thank you for your letter of March 6, 1990 to Mr. Kisuik Cheung, Chief, Engineering Division, regarding the Draft Environmental Impact Statement for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

As a result of your comments, as well as those of others, the proposed new intersection of Kalia Road and Saratoga Road has been deleted from the proposed action. The current intersection will be retained. As a result, the present entrances and exits to the Waikiki Post Office can be retained in their present configuration and there will be no project impact on present post office operations and traffic patterns.

We appreciate your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely yours,

*C. Cheung*  
Kisuik Cheung  
Director of Engineering





U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION NINE

U.I. MI  
ALABAMA  
CALIFORNIA  
FLORIDA  
GEORGIA  
HAWAII  
ILLINOIS  
INDIANA  
IOWA  
KANSAS  
LOUISIANA  
MARYLAND  
MASSACHUSETTS  
MICHIGAN  
MINNESOTA  
MISSISSIPPI  
MISSOURI  
MONTANA  
NEBRASKA  
NEVADA  
NEW YORK  
NORTH CAROLINA  
NORTH DAKOTA  
OHIO  
OKLAHOMA  
OREGON  
PENNSYLVANIA  
RHODE ISLAND  
SOUTH CAROLINA  
Tennessee  
Texas  
UTAH  
VERMONT  
VIRGINIA  
WASHINGTON  
WEST VIRGINIA  
WISCONSIN  
WYOMING

March 5, 1990

MEMORANDUM FOR  
HPP-09

Mr. Kisuk Cheung  
Chief, Engineering Division  
U.S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

The Federal Highway Administration (FHWA) has reviewed the draft environmental impact statement (draft EIS) for the Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. The following comments are provided.

- Section 6.1.1 - Existing Roadways, page III-48. Ala Moana Boulevard (Federal-aid Primary Route 92) and Kalakaua Avenue (Federal-aid Urban Route 7742) are on the Hawaii Federal-aid Highway System and are under the jurisdiction of the State of Hawaii and the City & County of Honolulu, respectively.
- Figures III-9a, 9b, 10a, 10b, 11a, and 11b, pages III-49 through III-60. To provide the information required for a meaningful traffic evaluation, all intersection turning movements need to be included in these figures for the traffic volumes associated with the Ala Moana Boulevard/Kalia-Ena Road, Ala Moana Boulevard/Kalakaua Avenue, and the Kalakaua Avenue/Saratoga Road intersections.
- Section 6.1.3 - Existing and Projected Operating Conditions, pages III-51 through III-54. This section should indicate that the streets in this area are subjected to extended evening peak-hour conditions, i.e., approximately 3:30 PM to 6:30 PM (and later on Fridays and Saturdays). This condition may be verified with the Hawaii Department of Transportation and/or the City and County of Honolulu.
- The four-year (1994) projection of traffic is too short for an adequate impact evaluation. A 20-year design period for traffic impact evaluation is recommended.
- Section 6.4.2, pages III-65 through III-66. The section on implementation of off-site improvements does not address the cost of traffic mitigations nor does it identify the responsible party(ies) and the projected schedule for implementation.

6. The draft EIS only evaluates traffic impacts in the immediate vicinity of the Ala Moana Boulevard/Ena-Kalia Road and Kalakaua Avenue/Saratoga Road intersections. The proposed project will attract significant traffic through other arterial streets and collector roads, thus exacerbating the adverse impacts of increased traffic on these facilities in the Waikiki central business district bounded by the Ala Wai Canal and Kapahulu Avenue. A system impact analysis of the street network in the Waikiki area needs to be performed to address the traffic impacts of the proposed project.

7. Section 5.3 - Technical Studies, pages I-4 and I-5. The Fort DeRussy Armed Forces Recreation Center Traffic Impact Study by Wilbur Smith Associates, October 1989, should be included in its entirety as part of the final EIS technical appendix.

Mr. Glenn Yasui in our Hawaii Division Office in Honolulu is the FHWA contact for project activities in the City and County of Honolulu, Hawaii. Should you have any questions regarding the above comments or the FHWA concerns with the proposed project, please contact Mr. Yasui by telephone: FTS 551-2700 / (808) 541-2700, or by correspondence: Mr. William R. Lake, Division Administrator, Federal Highway Administration, Box 50206, Honolulu, Hawaii 96850.

We appreciate this opportunity to review the subject draft EIS. Please send two copies of the final statement to this office when it becomes available.

*Willis Kisselburg, Jr.*  
Willis Kisselburg, Jr.  
Director, Office of Planning  
and Program Development

617



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96339-5440

August 9, 1990

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

Mr. Willis Kisselburg, Jr., Director  
Office of Planning and Program Development  
U.S. Department of Transportation  
Federal Highway Administration  
Region Nine

Dear Mr. Kisselburg:

Thank you for your letter of March 5, 1990, regarding the Draft Environmental Impact Statement (EIS) Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

The highway and roadway designations and jurisdictions are duly noted.

The traffic information included on the figures noted in your letter have been extracted directly from the traffic impact assessment report prepared for the proposed project. A copy of that report is available in our offices for your review. The figures indicate traffic volumes in terms of vehicles per hour for each roadway and intersection.

The traffic volumes projected in the Draft EIS were provided via the above referenced traffic assessment. The traffic assessment included both actual field counts of traffic at key points in the study area and analysis of historical data from the City and County of Honolulu Department of Transportation Services. Based on the analysis conducted, there are three "peak" traffic periods; 7:00 to 8:00 a.m. and 4:00 to 5:00 p.m. during the week and from 4:00 to 5:00 p.m. on Saturday.

Our traffic consultant was only required to project traffic impacts to the year 1994 because of the many unknowns regarding other possible projects in the Waikiki area. For example, a new convention center is being discussed as are other hotel projects in the vicinity of Fort DeRussy. Given the lack of definitive information regarding these projects, it is not possible to accurately project traffic beyond the 1994 time period.

-2-

Any costs associated with off-site roadway improvements resulting from the proposed Fort DeRussy project would be borne by the project developer and would be scheduled to minimize traffic interruptions.

A system impact study would not be useful because of the uncertainties associated with other proposed development projects in the Waikiki area.

Thank you for your comments and participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Kisuk Cheung  
Director of Engineering

618

JOHN WAINEE  
GOVERNOR



State of Hawaii  
DEPARTMENT OF AGRICULTURE  
1428 So. King Street  
Honolulu, Hawaii 96814-2512  
March 2, 1990

*(M) 2:20-45*  
YUKIO KITAGAWA  
CHAIRPERSON, BOARD OF AGRICULTURE  
SUZANNE D. PETERSON  
DEPUTY TO THE CHAIRPERSON

FAX: 548-6100  
Mailing Address:  
P. O. Box 22159  
Honolulu, Hawaii 96822-0159



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, COMPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

PLEASE TO  
ATTENTION OF

Installation Support Branch  
Military Division

Mr. Kiseuk Cheung  
Chief, Engineering Division  
Department of the Army  
U. S. Army Engineer District, Honolulu  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Draft Environmental Impact Statement (DEIS) for  
Development of the Armed Forces Recreation  
Center - Fort DeRussy  
TMK: 2-6-05: 1 Waikiki, Oahu  
Area: approximately 74 acres

The Department of Agriculture has reviewed the subject  
document and has no comments to offer.

Thank you for the opportunity to comment.

Sincerely,

*Yukio Kitagawa*  
YUKIO KITAGAWA  
Chairperson, Board of Agriculture

CC: OEQC



Mr. Yukio Kitagawa,  
Chairperson, Board of Agriculture  
State of Hawaii  
Department of Agriculture  
1428 South King Street  
Honolulu, Hawaii 96814-2512

Dear Mr. Kitagawa:

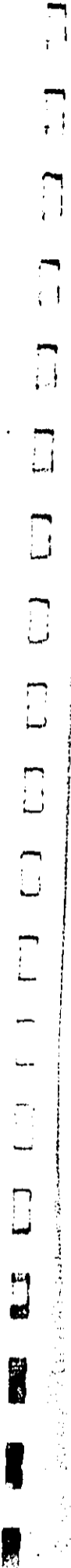
Thank you for your letter of March 2, 1990  
regarding the Draft Environmental Impact Statement  
(EIS) for Development of the Armed Forces Recreation  
Center, Fort DeRussy, Waikiki, Hawaii. We appreciate  
your review and participation in the Draft EIS review  
process. Your letter and this response will be  
included in the Final EIS.

Sincerely,

*C. Cheung*

Kisuk Cheung  
Director of Engineering

619





STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ADJUTANT GENERAL  
3949 DIAMOND HEAD ROAD, HONOLULU, HAWAII 96816-5440

ALEXIS T. LUM  
MAJOR GENERAL  
ADJUTANT GENERAL  
OFFICE OF THE ADJUTANT GENERAL



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96816-5440

MAIL TO  
ATTENTION OF

CEPOD-ED-HI (200)

9 August 1990

HIENG

27 Feb 90

MEMORANDUM FOR Chief, USA Engineer District, Honolulu, ATTN: CEPOD-ED-HI,  
Fort Shafter, Hawaii 96816-5440

SUBJECT: Public Hearing on the Draft Environmental Impact Statement (DEIS)  
for the Armed Forces Recreation Center - Fort DeRussy (AFRC-FD), Honolulu,  
Oahu, Hawaii

1. Reference letter, CEPOD-ED-HI, 12 Jan 90, SAB.
2. We find that the proposed project will not have an impact on our plans in the future in the Waikiki area.
3. POC is LTC Tomoyasu, Phone No. 735-4659.

FOR THE ADJUTANT GENERAL:

*Jerry M. Fralund*  
JERRY M. WATSUDA  
LTC, HIENG  
Contr & Engr Officer

CF:  
Dept of General Planning  
(City & County of Honolulu)  
Office of Environmental Quality

MEMORANDUM FOR Adjutant General, State of Hawaii Department of  
Defense, ATTN: HIENG, 3949 Diamond Head Road,  
Honolulu, Hawaii 96816-4495

SUBJECT: Draft Environmental Impact Statement (EIS) for  
Development of the Armed Forces Recreation Center, Fort DeRussy,  
Waikiki, Hawaii

1. Reference letter, HIENG, 27 February 1990.
2. Thank you for your participation in the EIS review process. Your Memorandum and this response will be included in the Final EIS.

FOR THE COMMANDER:

*C. Fyfe*  
KISUK CHEUNG  
Director of Engineering



DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

ENERGY DIVISION, 335 MERCHANT ST., RM. 302, HONOLULU, HAWAII 96813 FAX (808) 538-5243

JOHN WILKIE, DIRECTOR; ROGER A. UYELING, DEPUTY DIRECTOR; BARBARA B. DANON, ASST. DIR. FOR POLICY; LESLIE M. BIRCH, ASST. DIR. FOR ADMIN. & FINANCE; JOHN A. BROWN, ASST. DIR. FOR ENERGY

DHM inc.

land use and environmental planning

1188 Bishop Street, Suite 2405, Honolulu, HI 96813, Ph. (808) 521-9855, Fax (808) 538-3865

90:793c

February 27, 1990

2 MAR REC'D

Lt. Col. Donald T. Wynn, District Engineer, Military Branch, U.S. Army Engineer District, Honolulu, Fort Shafter, Hawaii 96858-5440

Dear Lt. Col. Wynn:

Subject: Draft Environmental Impact Statement for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii

The Energy Division has received the subject Draft Supplemental Environmental Impact Statement (DEIS) and has the following comments:

To bring in constraints - specs. - DEIS does not commit.

We note that in Chapter III, page 97, the DEIS refers to energy conservation measures for this project as follows: "...the US Army will strive to reduce peak demand through energy load management techniques and energy conservation techniques. In addition, opportunities to incorporate active or passive solar systems into the design of future developments will be investigated at the time such developments are proposed."

While this reference indicates an intent to consider energy conservation issues in the design and construction of the project, it does not signal a commitment to design and construct an energy-efficient project. In the place of the tentative language used in the DEIS, we would like to see language that commits the developer to the use of energy conservation design and technologies to help meet the project's energy requirements. We are enclosing a copy of recent correspondence we received from DHM inc., regarding our comments on a DEIS for the Waikiki Landmark project. We would recommend specific language similar to that in the DHM letter for inclusion in the final EIS on the Fort DeRussy project.

Thank you for this opportunity to comment. I hope these comments will be useful to you.

Sincerely, Tom O'Brien, Mr. Maurice H. Kaya, Energy Program Administrator

MHK/PE:do Enclosure

January 11, 1990

Mr. Maurice H. Kaya, Energy Program Administrator, Department of Business and Economic Development, Energy Division, State of Hawaii, 335 Merchant Street, Room 310, Honolulu, Hawaii 96813

Dear Mr. Kaya:

Subject: Revised Draft Environmental Impact Statement for Waikiki Landmark

Thank you for your letter commenting on the Revised Draft Environmental Impact Statement (Revised DEIS) for the Waikiki Landmark.

The proposed Waikiki Landmark Development has an estimated electrical energy consumption of 500,000 kwh/month or 1,428.6 kwh/day. The Waikiki Landmark development will incorporate the most recent energy saving technology so as to minimize the cost of energy to occupants of the commercial space and the residential units. The following features will be provided:

- 1) Each fan coil air conditioning unit in each unit will be separately controlled so that the occupant has the choice of cooling different areas in his/her unit at alternative times of the day.
2) A heat pump will be used to heat the building's hot water system. Studies have shown that this is the most efficient method of heating the hot water.
3) The condenser heat from the central chilled water system will be recovered by the heat pump to heat the building's hot water.
4) High efficiency motors will be used on most of the motor driven equipment.
5) High efficiency chillers will be used for the residential towers.
6) A variable speed secondary chilled water pumping system will be used for the residential fan coil units.

C21



AUGUST 9, 1990



MAIL TO  
ATTENTION OF

Installation Support Branch  
Military Division

Mr. Maurice H. Kaya  
Energy Program Administrator  
Department of Business and Economic Development  
335 Merchant Street, Room 110  
Honolulu, Hawaii 96813

Dear Mr. Kaya:

Thank you for your letter of February 27, 1990 to Lieutenant Colonel Donald T. Hynn, District Engineer, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

The U.S. Army fully agrees with the State of Hawaii's energy policies and the need to include energy efficient devices and equipment in all new buildings. The Final EIS will be revised to indicate that the Army will require the proposed project's design architects and engineers to include energy conservation measures in their designs. Solar water heating, heat pumps, and energy efficient lighting will be required to the maximum extent possible.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fuy*

Kisuk Cheung  
Director of Engineering

Mr. Maurice H. Kaya  
January 11, 1990

Page 2

Electrical energy conservation measures which will be provided as part of the proposed development include:

- 1) Light sources to be used primarily are fluorescent and H.I.D. (High Pressure Sodium and Metal Halide). Compact fluorescent lamps will be used in place of incandescent lamps, with the exception of low-voltage accent lighting at water features, etc. A 13-watt compact fluorescent replaces a 60 watt incandescent with the same light output at a savings of 47 watts/lamp. This reduction in watts also lowers the air conditioning load.
- 2) Ballasts for all fluorescent lamps will be energy-saving type, or premium high power factor type for applications where energy-saving type are not manufactured. Energy-saving ballasts (ESB's) use 37 percent less energy than standard ballasts for the same light output. ESB's also run approximately 10 degrees cooler than standard ballasts, reducing the air conditioning load.
- 3) Reflectors for light fixtures are highly specular and contribute to overall fixture efficiency, enabling use of lower wattages and fewer fixtures to achieve desired lighting levels.
- 4) Secondary power factor correction is provided to bring the building power factor to 90 percent or greater.

Applicable sections of the State Plan's objectives, policies and guidelines for energy use and the State Energy Functional Plan will be examined and included in the Final EIS for the Waikiki Landmark.

Your comment letter is appreciated and will be included in the Final Environmental Impact Statement. If you should have any additional comments regarding these measures please feel free to contact me or Eric Parker of my staff.

Sincerely,

DHM inc.

*Dak Hee Mura*  
Dak Hee Mura (Mrs.)  
President

cc: Dr. Marvin Miura, OEQC  
Mr. Bennett Mark, DLU  
Mr. Tony Tjan, Bel-Landmark, Inc.

622

To GCA ?

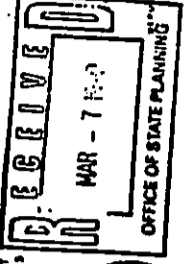


**OFFICE OF STATE PLANNING**  
Office of the Governor

STATE CAPITOL, HONOLULU, HAWAII 96813 TELEPHONE: (808) 548-5477

DEPARTMENT OF GENERAL PLANNING  
**CITY AND COUNTY OF HONOLULU**

450 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK P. PASH  
DIRECTOR

March 12, 1990

March 5, 1990

MH/DGP 1/90-206

Mr. David Sox  
EIS Technical Manager  
(CEPOD-ED-MI)  
U.S. Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Honorable Harold S. Masumoto, Director  
Office of State Planning  
Office of the Governor  
State Capitol  
Honolulu, Hawaii 96813

Dear Mr. Sox:

**SUBJECT:** Hawaii State Process Recommendation/Areawide Clearinghouse:  
Development of the Armed Forces Recreation Center--  
Fort DeRussy, Waikiki, Hawaii

State Application Identifier: HI900129-013-0

In accordance with Presidential Executive Order 12372, the rules and regulations established to implement that Order, and my capacity as the designated single point of contact, I am transmitting herein the State Process Recommendation and related comments received from the Areawide Clearinghouse, City and County of Honolulu, for the subject proposal.

If, in keeping with the Executive Order, a response related to the subject proposal is required, please forward that response to me, attention State Clearinghouse, and a copy of that response to the Areawide Clearinghouse, City and County of Honolulu.

Sincerely,  
*Harold S. Masumoto*  
Harold S. Masumoto  
Director

Enclosures

cc: Dept. of General Planning,  
City and County of Honolulu

Dear Mr. Masumoto:

**Areawide Clearinghouse Review for the  
Development of the Armed Forces Recreation  
Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0**

Attached herewith are the State process comments and recommendation prepared by the Areawide Clearinghouse in connection with the above proposal.

Under federal regulations promulgated to implement Presidential Executive Order 12372, the State Clearinghouse, as the single point of contact is responsible for transmitting these comments to the appropriate federal agency.

Sincerely,  
*Benjamin B. Lee*  
Benjamin B. Lee  
Chief Planning Officer

BBL:js  
Attachment

023

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

DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

490 SOUTH KING STREET  
HONOLULU HAWAII 96813



FRANK J. SOX  
DIRECTOR

BRUCE J. LEE  
CHIEF PLANNING OFFICER  
ROLAND D. LIBBY, JR.  
DEPUTY CHIEF PLANNING OFFICER

MH/DGP 1/90-206

March 5, 1990

Mr. David Sox  
EIS Technical Manager (CEPOD-ED-MI)  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

Areawide Clearinghouse Review for the  
Development of the Armed Forces Recreation  
Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

This is to inform you that the Areawide Clearinghouse, City  
and County of Honolulu, has completed its review of your  
agency's proposal for the development of the Armed Forces  
Recreation Center--Fort DeRussy, Waikiki, Hawaii.

In accordance with established clearinghouse procedures, we  
disseminated your notification to the agencies and  
organizations listed below for their review and comment.

CITY AND COUNTY OF HONOLULU

Board of Water Supply\*  
Building Department\*  
Department of Housing and Community Development\*  
Department of Land Utilization\*  
Department of Parks and Recreation\*  
Department of Public Works\*  
Department of Transportation Services\*  
Fire Department\*  
Office of Human Resources\*  
Police Department

\*Agencies which submitted comments.

Mr. David Sox  
Page 2  
March 5, 1990

STATE OF HAWAII

Department of Business and Economic Development\*  
Department of Defense\*  
Department of Education\*  
Department of Health\*  
Department of Land and Natural Resources\*  
Department of Transportation\*  
Housing Finance and Development Corporation\*  
Office of Environmental Quality Control  
Office of Hawaiian Affairs

OTHER ORGANIZATIONS

Ala Moana/Kakaako Neighborhood Board No. 11  
American Lung Association  
Citizens to Save Fort DeRussy\*  
Club 100  
442nd Veterans Club  
Gasco, Inc.  
Hawaii Audubon Society  
Hawaii Hotel Association  
Hawaii Visitors Bureau  
Hawaiian Electric Company, Inc.  
Hawaiian Telephone Company, Inc.  
Hilton Hawaiian Village Joint Venture  
McCully/Moiliili Neighborhood Board No. 8  
Outdoor Circle  
Waikiki Improvement Association  
Waikiki Neighborhood Board No. 9  
Waikiki Residents' Association

From the list above, fourteen (14) agencies and one (1)  
organization submitted comments as of February 28, 1990. Those  
comments (see attachment) were considered in the compilation of  
this review.

We wish to direct your attention to the following comments.

Board of Water Supply (BWS)

The BWS concurs in the development of the proposed  
project and provided the following comments:

"We will require the replacement of our existing 8-inch  
main with a new 12-inch main on the realigned Kala  
Road. The construction plans should be submitted for  
our review and approval."

024

Mr. David Sox  
Page 4  
March 5, 1990

"As this is a Federal undertaking, compliance with the National Historic Preservation Act, Section 106, is required. Compliance was initiated between the Historic Sites Section and the Corps of Engineers.

"To date, a subsurface archaeological survey has taken place, and archaeological data recovery and monitoring of construction is slated to follow. Completion of the archaeological program is expected to result in a determination of 'no adverse effect.'"

In the interest of providing timely and concurrent reviews for both the Areawide Clearinghouse and NEPA EIS processes, the following City Agencies (Department of General Planning (DGP), Department of Land Utilization (DLU), Department of Parks and Recreation (DPR), Department of Public Works (DPW) and Department of Transportation Services (DTS)) reviewed and collectively compiled their comments. See the attachment entitled "City Agencies' Comments to the Draft Environmental Impact Statement (EIS) for the Proposed Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Oahu, Tax Map Key 2-6-5: 1."

The following agencies (Fire Department, Department of Housing and Community Development, Department of Business and Economic Development, Housing Finance and Development Corporation and Department of Education) concurred or had no comments with regard to the development of the proposed project.

Citizens to Save Fort DeRussy

With regard to concurring in the development of the proposed project, Citizens to Save Fort DeRussy commented on four issues in a testimony dated January 28, 1990 (see attachment). Those four issues concern:

1. Realignment of Kalia Road;
2. Access to the Chapel;
3. Presence of Military Police (MP); and
4. Charge for Parking.

Mr. David Sox  
Page 3  
March 5, 1990

"However, the necessary system improvements may change if another alternative is selected.

"The availability of water will be confirmed when the building permit applications are submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for source-transmission and daily storage.

"If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval."

Building Department

The Building Department does not concur in the development of the proposed project and stated that "Our department feels that Waikiki needs more open space and Fort DeRussy should be developed as a park."

Office of Human Resources

The Office of Human Resources commented on the proposed project as follows:

"The proposed project does not have any direct impact on programs initiated out of the Office of Human Resources at this time.

"The Office of Human Resources has no opposition to the proposed project. We advise that current UFAS (Uniform Federal Accessibility Standards) guidelines be incorporated in the construction of the proposed project. This would allow full participation for persons with disabilities in utilizing the proposed recreation center."

Department of Land and Natural Resources

"The DEIS does not address, however, impacts due to construction of the development itself. We suggest that mitigation of potential impacts adverse to the marine environment from construction, realignment of Kalia Road, and modifications of the stormwater drainage system be addressed and considered for implementation."

025

Mr. David Sox  
Page 6  
March 5, 1990

Thank you for complying with clearinghouse procedures.

CLEARINGHOUSE COMMENTS

The attachment entitled "City Agencies' Comments to the Draft Environmental Impact Statement (EIS) for the Proposed Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Oahu, Tax Map Key 2-6-5: 1" presents a summary of our concerns with the project and its Draft EIS.

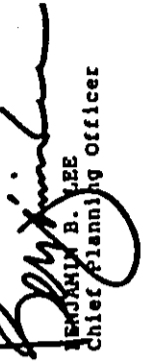
We are also concerned with the potential for future development on the remainder of the Fort DeRussy site and would like to see the remaining undeveloped lands dedicated to open space and park use. This would be consistent with the City's policy for the site which calls for a future park as depicted on the Primary Urban Center Development Plan (PUC DP) Public Facilities Map and the PUC DP Special Provisions which states "The open space character of Fort DeRussy shall be preserved." [Section 32-2.2.(b)(2)(H)]. The Fort DeRussy area serves as a gateway to Waikiki and provides important open space and visual relief from the more intensely developed core area of Waikiki.

Another major concern is the traffic impact of the proposed development. A total of 2,600 parking stalls would encourage more vehicles to use the heavily burdened roadway system in Waikiki. Therefore, we recommend that an overall "Traffic Control Plan" including specific commitments to onsite and offsite improvements be submitted to the Department of Transportation Services for review and approval. All costs for implementation, monitoring and updating of this "Traffic Control Plan" shall be paid for by the proposing agency and/or its developer.

RECOMMENDATION

Based on the significant concerns relating to visual resources, parking structures and height limitation, central open space and view corridors, archaeological resources report, traffic impacts and planned Kalua Road improvements, sewer relief lines, the project's relationship to the Development Plan and the Waikiki Special Design District outlined and discussed in this review and the attachment entitled "City Agencies' Comments to the Draft Environmental Impact Statement (EIS) for the Proposed Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Oahu, Tax Map Key 2-6-5: 1." We recommend that approval of the Proposed Development of the Armed Forces Recreation Center at Fort DeRussy be conditioned on the resolution or mitigation of these concerns with review and approval by the appropriate agencies.

Sincerely,



BENJAMIN B. LEE  
Chief Planning Officer

BBL:js

Attachments

cc: Managing Director's Office

OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL ORDINANCE CODE BOOK 9 0229-0141



FRANK F. FASI  
MAYOR

March 1, 1990

Mr. Kisuk Cheung  
Chief, Engineering Division  
Department of the Army  
U.S. Army Engineer District  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Thank you for your letter of January 12, 1990 requesting our review of the Draft Environmental Impact Statement (EIS) for the development of the Armed Forces Recreation Center at Fort DeRussy.

Representatives from City and County of Honolulu Departments of Land Utilization, Public Works, Parks and Recreation, General Planning and Transportation Services have reviewed the Draft EIS and specific comments are attached. In general, the proposed project's major impacts concern visual impacts, especially as they relate to the parking structures, and traffic concerns due to greatly increased parking and use.

The visual impacts of the proposed parking structures are of considerable concern. The justification for two large parking structures totaling 2,600 parking spaces is not clear. The parking structures should not exceed the 25-foot height limit. If possible, portions of the parking structures should be constructed below grade. Because of the obtrusiveness of the structures, berms and other mitigative measures should be incorporated to reduce their visual impacts.

Kalia Road should be improved and widened, and consideration should be given to the impacts of the road realignment in relation to surrounding businesses and apartment dwellings.

Warm personal regards.

Sincerely,

FRANK F. FASI, Mayor  
City and County of Honolulu

FFF:sj  
Attach.

City Agencies' Comments to the  
Draft Environmental Impact Statement (EIS) for the  
Proposed Development of the Armed Forces Recreation Center -  
Fort DeRussy, Waikiki, Oahu, Tax Map Key 2-6-5: 1

City agencies have reviewed the Draft EIS, and their comments have been compiled herein. Reviewing agencies include the Departments of Land Utilization (DLU), General Planning (GDP), Public Works (DPW), Parks and Recreation (DPR), and Transportation Services (DTS). The reviewing agency(ies) responsible for each comment is(are) identified in parenthesis after each comment.

1. There are concerns relating to the drainage system with respect to the nearshore waters off Fort DeRussy. The nearshore waters in this area are classified "A" in the State Department of Health Water Quality Regulations. The Draft EIS also states that the reduced paved surfaces will decrease the runoff level and, therefore, the pollution level reaching the nearshore waters. The action alternatives state, however, that there will be an increase in the level of pollution. Please clarify this discrepancy. (DLU)
2. The Visual Resources Analysis (Appendix A) included photosimulations to assess the impacts of the proposed project on existing views. Based on Appendix A, Section 3.1 should elaborate on design mitigative measures to reduce the bulk of the 12-story hotel especially as seen from Kalia Road. (DLU, GDP)
3. The parking structures should not exceed 25 feet in height. Parking levels may be located below grade to reduce the height of the parking structures. The bulk of the parking structures should be broken up with offsets or changes in material to provide visual relief and interest. In addition, there should be a 20-foot front yard setback along all streets. (DLU)
4. Alternative B-1 proposes the same development scheme as the proposed action with the exception of leaving Kalia Road as a two-lane facility. This Alternative B-1 best meets the objectives of the Waikiki Special District (WSD) if the terraced parking structures in Alternative B-2, as shown in Figure II-2, are incorporated into Alternative B-1. (DLU)
5. The parking structures should have berms around them. The chain-link fences located next to the proposed parking structures along Kalia Road and Saratoga Road should be replaced with open railings or other more visually aesthetic barriers. (DLU)

027

6. The proposed project and alternatives place a walled swimming pool and luau complex directly on the boundary of the sandy beach and in the central view corridor of the site. We recommend that the swimming pool and luau complex be relocated back from the beach and out of the dominant view plane. It is our experience that the general public and visitors prefer to use sandy beach and green lawn areas directly adjacent to beaches. The central open space/view corridor should extend from the beach area to Kalakaua Avenue and be reinforced by appropriate plantings of trees along its perimeter. (DPR)
7. A view study from the beach looking mauka should be included in Appendix A and in the text of the Final EIS. (DPR, DLU)
8. The updated archaeological report or, at a minimum, an executive summary covering major points and recommendations should be included as an appendix in the Final EIS.
9. Chapter III-5 should include an exhibit indicating where the archaeological trenches were located on the project site and findings for each trench site. (DLU, DGP)
10. With regard to the Wilbur Smith Associates (WSA) traffic study mentioned on Page III-4B, which month(s) and how many days were required to complete the study? Was the data collected during the low, mean, or peak of the tourist season? Is the 4:00-5:00 p.m. measurement period the peak hour on weekdays and weekends? Were traffic counts plotted on a 24-hour cycle to determine the peak usage?
- A discussion of how Levels of Service (LOS) relate to Volume-to-Capacity (V/C) should be included in the Final EIS. LOS figures should be included for each of the considered alternatives and intersections. The LOS figures for the proposed project and onsite improvements, shown in Table III-13 indicate that the V/C ratio increases beyond the figures shown for the "without project" condition at most of the intersections. The text, however, states on Page III-58 that the traffic operations at all of the intersections either improve or remain the same. Please clarify the basis for this statement.
- Plans for the internal circulation of traffic within Fort DeRussy, at its interface to streets under the jurisdiction of the City, should be provided for review in the Final EIS or when it is available.
- The traffic study should be included as an appendix in the Final EIS. (DTS, DLU, DGP)
11. The proposed Kalifa Road, at the Ewa end of Fort DeRussy, should be modified and the radius of the first curve increased to provide a smoother alignment. Provisions for a vehicular turnaround should be

provided at the makai end of Saratoga Road. Access from Kaluhia Street to Kalakaua Avenue should be maintained but limited to right turn movements. The property owners directly affected by the new intersection of Kalifa Road with Saratoga Road should be contacted. (DTS)

Kalifa Road should be widened, and roadway improvements designed and constructed in accordance with the current City standards. (DPR)

Chapter III.7 should include a discussion of the proposed project's impacts on air quality at all intersections studied in the Draft EIS. Section 7.2.1.2, Page III-69 states that only one air sampler is located in Waikiki along Kalakaua Avenue about three miles from Fort DeRussy. This air sampler is located too far from Fort DeRussy to be used in an air quality analysis for this site. Was an air sampling site used within Fort DeRussy? If so, an air sampler site location map should be included in the Final EIS.

The Final EIS should be distributed to agencies and organizations which have demonstrated an interest in air quality, including the State Department of Health, the American Lung Association, and the University of Hawaii Environmental Center.

The Air Quality Impact Report should be included as an appendix in the Final EIS. (DLU, DGP)

12. The existing 36-inch sewer line on Kapiolani Boulevard is inadequate for the proposed project. The City has no plans to relieve the line in its present 6-year Capital Improvement Program (CIP) budget. Therefore, the Department of the Army will be required to install relief lines on Kapiolani Boulevard to service the proposed project. (DPR)

13. A justification for an additional 1,267 parking stalls should be included in the Final EIS. The proposal for 1,200 public parking spaces requires more information regarding possible fees and times available to the public. (DTS, DLU, DPR)

14. Tennis and other hard-surfaced play courts are recommended to be located on top of the parking garages or outside of the main landscaped areas. (DPR)

15. The redevelopment of Fort DeRussy presents the opportunity to expand the beach area mauka of the existing pedestrian path. The area seaward of the Army Museum could be better utilized for related beach use and courts. (DPR)

16. The information contained in Section 12.4.1, General Plan, of the Draft EIS refers to the Development Plan (DP) and not to the General Plan. The DP Land Use Map for the Primary Urban Center designates Fort DeRussy as Resort, Park and Military. (DLU, DGP)

If you have any questions, please contact Diane E. Borchardt, Department of Land Utilization, at 527-5349.

DE 64-599

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : KAZU HAYASHIDA, MANAGER AND CHIEF ENGINEER  
BOARD OF WATER SUPPLY

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation  
Center--Fort DeRussy, Makiki, Hawaii  
State Application Identifier No. H1900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

No.

3. Does this agency concur in the development of the proposed project?  
No.  
See page 3.

RECEIVED

FEB 23 AM 9:02

DEPARTMENT OF  
GENERAL PLANNING  
C & C HONOLULU

- (11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

a) No.

b) No.

c) No.

029



3. We concur.


We will require the replacement of our existing 8-inch main with a new 12-inch main on the realigned Kalia Road. The construction plans should be submitted for our review and approval.

However, the necessary system improvements may change if another alternative is selected.

The availability of water will be confirmed when the building permit applications are submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for source-transmission and daily storage.

If a three-inch of larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

If you have any questions, please contact Robert Chun at 527-6122.

  
Signature of Agency Head  
KAZU HAYASHIDA  
Manager and Chief Engineer

2/21/90  
Date

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : BUILDING DEPARTMENT  
SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center—Fort DeRussy, Waikiki, Honolulu  
State Application Identifier No. HI900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

No

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

N/A

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630

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No

3. Does this agency concur in the development of the proposed project?

No. Our department feels that Waikiki needs more open space and Fort DeRussy should be developed as a park. Item 1.(i) was answered in the negative because we have not formulated any plans in connection with development in this area.

  
Signature of Agency Head  
HERBERT K. MURAOKA  
Director and Building Superintendent

February 9, 1990

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center—Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?  
No.

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90 FEB 9 PM 2:39  
DEPT. OF  
GENERAL PLANNING  
C & C HONOLULU

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

No.

C31

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No.

3. Does this agency concur in the development of the proposed project?

Yes.

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : HONOLULU FIRE DEPARTMENT  
SUBJECT: AGENCY PROJECT REVIEW

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GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. H1900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?  
No.

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

*J. J. Anderson*      2/8/90  
Signature of Agency Head      Date

141-543

OFFICE OF HUMAN RESOURCES  
**CITY AND COUNTY OF HONOLULU**  
HONOLULU MUNICIPAL BUILDING, 8TH FLOOR  
810 SOUTH KING STREET  
HONOLULU, HAWAII 96813 • PHONE 527-3311



PLANNING  
SECTION

MARIA VICTORIA R. BUNYI  
DIRECTOR  
VICIOLA GUILLET  
DEPUTY DIRECTOR

February 14, 1990

RECEIVED  
90 FEB 16 PM 4:46  
GENERAL PLANNING  
C & C HONOLULU

MEMORANDUM

TO: BENJAMIN B. LEE, CHIEF PLANNING OFFICER  
DEPARTMENT OF GENERAL PLANNING  
FROM: MARIA VICTORIA R. BUNYI, DIRECTOR  
OFFICE OF HUMAN RESOURCES

SUBJECT: AREAWIDE CLEARINGHOUSE REVIEW FOR THE DEVELOPMENT OF  
THE ARMED FORCES RECREATION CENTER  
FORT DERUSSY, WAIKIKI, HAWAII  
STATE APPLICATION IDENTIFIER NO. HI900129-013-0

The Office of Human Resources has reviewed the above cited request and has completed the attached Agency Project Review form provided by your department.

Thank you for the opportunity to comment on this matter.

attachment

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No.

3. Does this agency concur in the development of the proposed project?

Yes

*Janet L. Cannon*  
Signature of Agency Head

2/17/90  
Date

053

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : OFFICE OF HUMAN RESOURCES

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-O

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

The proposed project does not have any direct impact on programs initiated out of the Office of Human Resources at this time.

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No

3. Does this agency concur in the development of the proposed Project?

The Office of Human Resources has no opposition to the proposed project. We advise that current UFAS (Uniform Federal Accessibility Standards) guidelines be incorporated in the construction of the proposed project. This would allow full participation for persons with disabilities in utilizing the proposed recreation center.

February 9, 1990  
Date

Signature of Agency Head



DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

LAMAHANA BUILDING, 250 KOWLOO ST., HONOLULU, HAWAII 96813  
MAILING ADDRESS: P.O. BOX 2134, HONOLULU, HAWAII 96813 TEL: 522-2444 FAX: 522-2444

JOHN WILSON  
GOVERNOR  
ROGER A. UIVELLING  
DIRECTOR  
DARAJALEM STATION  
HONOLULU  
LENE S. MAHELA  
STAFF DIRECTOR

February 9, 1990

RECEIVED  
'90 FEB 13 AM 10:52  
DEPT. OF  
GENERAL PLANNING  
C & C HONOLULU

MEMORANDUM  
TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT  
SUBJECT: AGENCY PROJECT REVIEW

Mr. Benjamin B. Lee  
Chief Planning Officer  
Department of General Planning  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

RECEIVED  
'90 FEB 13 AM 10:51  
DEPT. OF  
GENERAL PLANNING  
C & C HONOLULU

Re: Areawide Clearinghouse Reviews:  
Fort DeRussy, State Application No. HI900129-013-0  
Aiea Post Office, State Application No. HI900129-012-0

Dear Mr. Lee:

The Department of Business and Economic Development, has no comments to the development of the Armed Forces Recreational Center at Fort DeRussy in Waikiki, Hawaii or the building of a new post office in Aiea.

Sincerely,  
*Roger A. Uivelling*  
Roger A. Uivelling

RAU:dm  
Enclosures

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0  
1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?  
No

(1) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

035

Dep 2/15 - 1990

Dep/eng/cf:

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90 MAR 2 PM 1:41

STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ASSISTANT CHIEF OF STAFF  
FOR LOGISTICS SUPPORT, CAMP HANALEI

DEPT. OF  
GENERAL PLANNING  
& C HONOLULU

HIENG

27 Feb 90

MEMORANDUM FOR Chief, USA Engineer District, Honolulu, ATTN: CEPOD-ED-HI,  
Fort Shafter, Hawaii 96858-5440

SUBJECT: Public Hearing on the Draft Environmental Impact Statement (DEIS)  
for the Armed Forces Recreation Center - Fort DeRussy (AFRC-FD), Honolulu,  
Oahu, Hawaii

1. Reference letter, CEPOD-ED-HI, 12 Jan 90, SAC.
2. We find that the proposed project will not have an impact on our plans in the future in the Waikiki area.
3. POC is LTC Tomoyasu, Phone No. 735-6659.

FOR THE ADJUTANT GENERAL:

JERRY K. MATSUDA  
LTC, HIENG  
Contr & Engr Officer

CF:  
Dept of General Planning  
(City & County of Honolulu)  
Office of Environmental Quality

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No

3. Does this agency concur in the development of the proposed project?

Yes

*Roy A. [Signature]*  
Signature of Agency Head

2-9-90

Date

130

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

Office of State Planning (CZM Program)  
City & County of Honolulu (Parks and Recreation)

3. Does this agency concur in the development of the proposed project?

The proposed project would not have an impact on our plans.

*Jerry M. Matsuda*  
Signature of Agency Head  
2/21/90

Jerry M. Matsuda  
Lieutenant Colonel  
Hawaii Air National Guard  
Contracting & Engineering Officer

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : DEPARTMENT OF DEFENSE, STATE OF HAWAII  
SUBJECT: AGENCY PROJECT REVIEW

RECEIVED  
FEB 27 PM '90

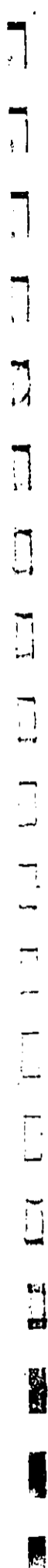
Project Title: Development of the Armed Forces Center--Fort DeRussy, Waikiki, Honolulu  
State Application Identifier No. H800129-713-0

1. (i) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

No, this project is not related to our programs, projects or plans.

(ii) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

657





2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No

3. Does this agency concur in the development of the proposed project?

No comment.

RECEIVED

'90 FEB 23 AM 10:52

DEPT. OF GENERAL PLANNING  
C & CHONGLOU

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARING HOUSE  
FROM : DEPARTMENT OF EDUCATION  
SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?  
No

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

*Charles T. Toiyuchi*  
Signature of Agency Head

Charles T. Toiyuchi  
Superintendent  
Department of Education

2/20/90  
Date

OTHER SUBJECTS  
CONTAINED HEREIN

RECEIVED

'90 FEB 28 AM 10:17



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
GENERAL PLANNING  
C & C HONOLULU  
P. O. BOX 271  
HONOLULU, HAWAII 96808

WILLIAM W. PATY, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

KEITH M. AHUE  
CHIEF PLANNING OFFICER  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
HONOLULU, HAWAII 96808

AGRICULTURE DEVELOPMENT  
ADULTIC RESOURCES  
CONSERVATION AND  
ENVIRONMENTAL AFFAIRS  
HONOLULU, HAWAII 96808  
CONSTRUCTION  
FORESTRY AND WILDLIFE  
LAND MANAGEMENT  
PLANNING  
WATER AND LAND DEVELOPMENT

File No. 90-475  
Doc. No. 7563E

The Honorable Benjamin Lee  
Chief Planning Officer  
City and County of Honolulu  
Department of General Planning  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Lee:

Subject: Areawide Clearinghouse Review for the Development of  
the Armed Forces Recreation Center--Fort DeRussy,  
Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

Thank you for giving our Department the opportunity to comment on  
this matter. We have reviewed the materials you submitted and have  
the following comments.

The Draft EIS (DEIS) contends that the primary impacts on the  
marine environment will be near-shore effects due to increased  
recreational use of the area. Since the Waikiki area is already  
heavily used by visitors and residents for marine recreation, it is  
unlikely that additional limited impacts will be significant.

Further, the DEIS has addressed potential effects of stormwater  
runoff after construction is completed and does not consider the  
marine impacts to be significantly different from the present  
situation.

The DEIS does not address, however, impacts due to construction of  
the development itself. We suggest that mitigation of potential  
impacts adverse to the marine environment from construction,  
realignment of Kalila Road, and modifications of the stormwater  
drainage system be addressed and considered for implementation.

As this is a Federal undertaking, compliance with the National  
Historic Preservation Act, Section 106, is required. Compliance  
was initiated between the Historic Sites Section and the Corps of  
Engineers.

Honorable Benjamin Lee - 2 - File No. 90-475

To date, a subsurface archaeological survey has taken place, and  
archaeological data recovery and monitoring of construction is  
slated to follow. Completion of the archaeological program is  
expected to result in a determination of "no adverse effect."

If you have any questions, please feel free to call me or Cathy  
Tilton at our Office of Conservation and Environmental Affairs at  
548-7837.

Very truly yours,

WILLIAM W. PATY, Chairperson  
Board of Land and Natural Resources  
State Historic Preservation Officer

cc: DAR, Historic Preservation Program

039



*Please see enclosed testimony.*

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : CITIZENS TO SAVE FORT DERUSSY

SUBJECT: AGENCY PROJECT REVIEW

RECEIVED

90 FEB 8 PM  
GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

Project Title: Development of the Armed Forces Housing  
Center--Fort Derussy, Waikiki, Honolulu  
State Application Identifier No. 72000129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

3. Does this agency concur in the development of the proposed project?

*(See Testimony Enclosed)*

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

*James McLeary*  
Signature of Agency Head  
Date *2-6-90*  
Chair

(31)



469 Ema Road #2207  
Honolulu, HI 96815  
January 28, 1990

Mr. David Sox  
EIS Technical Manager  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr Sox:

Thank you for including the Chairman of Save Fort De Russy  
Initiative on the list to receive the DEIS.

After reviewing it, there are four main points which appear to me  
critical for long-term success in the Armed Forces Recreation Center  
at Fort De Russy.

Here are the four issues which will be discussed:

- 1) Realignment of Kalia Road
- 2) Access to the Chapel
- 3) NPs presence
- 4) Charge for parking

Realignment of Kalia Road (p2:1.3)

Three options are offered. Option B3 serves best long-term  
approval and approbation for a "parklike site". Option B2 is absolutely  
unacceptable. Option B1, while workable, will cause much debate and  
polarization. Please take a strong positive position for Option B3.

Here are some reasons to support this choice and to oppose the  
others. Traffic studies done by experts report again and again that  
more lanes and wider roads result only in a heavier traffic flow. No  
one wants such an outcome. Further if eight lanes were provided, that  
would receive invidious remarks from the same persons, usually city  
administrators, who do not have land power concerning the De Russy acres.

(1)

Traffic flow of commercial buses, tour buses, and private cars  
already produce too much noise and pollution. Commercial buses and  
tour buses are not only environmentally harmful but the projected B2  
(4 lane) with heavy usage and concomitant pollution and noise will  
destroy the parklike planned environment promised in the project and  
eagerly awaited by residents. Additionally, users of the recreational  
facilities will be subjected to this unpleasant and unnecessary health  
peril.

Further, the size of these acres wave another danger signal with  
additional commercial traffic noise and pollution. Users of the area  
cannot be freed from these fumes. Consider especially children, the  
disabled and the elderly, as well as everyone else seeking to maintain  
good health and to avoid health hazards.

Option B3 possesses the most appeal. It offers a natural method  
for pacing vehicular use while giving access and egress to the facility.  
Pollution and noise can be controlled because traffic will be limited  
to those using the De Russy recreational facilities. Go for it!

Option B2 is unacceptable. Why are those favoring it not confront-  
ing pollution and noise and destruction of the parklike ambience? Perhaps  
the option accommodates certain needs, but the price is too high. Conven-  
ience for some, a short term profit for others obfuscates the long term  
common good. Too long, such pressures have dominated planning. Now is  
the time for De Russy planners to place foremost long term effects,  
especially for users of the recreational facilities.

Chapel III-131, 11.2.4.1

Installation of lighting, pathways, and signage to improve access  
to on post facilities does not suffice the requirements of the Post  
Chapel. Here vehicle access is critical. While many of the congregation  
walk, many veterans and senior citizens are unable to walk the distance.

(2)

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30 FEB -2 AM:49

DEPT. OF  
GENERAL PLANNING  
& ZONING  
MEMORANDUM  
CITY AND COUNTY OF HONOLULU

OFFICE OF ENVIRONMENTAL QUALITY CONTROL

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : OFFICE OF ENVIRONMENTAL QUALITY CONTROL

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Port DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

1. (i) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

The Armed Forces Recreation Center Development document has been published in the February 8, 1990, OEQC Bulletin.

(ii) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

For example, a regular attendee is a paraplegic veteran who operates his specially made vehicle. We cannot deny him access without deserved unfavorable criticism. There are other functions like funerals, weddings, and circumstances requiring an ambulance; these MUST be accommodated. To be concise, a road providing ingress and egress to the chapel is needed and ought to be in the plan. One wonders what effect the amphitheatre will have on this open chapel where people come to pray? The chapel is utilized for meetings ancillary to services, for example, choir rehearsal, music preparation, parish meetings and get togethers. Add vehicle access in the configuration, for our Post Chapel.

Retaining MPs allays many anxieties. Their presence acts as an immediate control and an ongoing deterrent to crime moving into De Russy. The low crime record of De Russy, as compared to Waikiki, attests to the effectiveness of MP presence. Although the detaining building will be removed, the visibility of the MPs will alleviate local fears about crime destroying the recreational aspects of the projected plan.

Fee Charge for Parking

Why is this being considered? The many service personnel and community participants will react adversely. It imposes another cost on an already burdened group. Why add complications to what is now free of charge for those using the facilities? No parking should be on roof space. Make this "green space."

Again thank you and be assured of my expressed concerns about the De Russy I love. Please keep me informed about the Public Meeting. I regret the Waipuna has its annual meeting at the Hale Koa the same time, and I am a board member. Again, thank you.

Sincerely,

*Frances Delany*  
Frances Delany, Ph.D.

(3)

043

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'90 MAR 1 PM 1:59 TE-572  
PL90.1.041

DEPT. OF February 28, 1990  
GENERAL PLANNING  
C & C HONOLULU

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

Waikiki Convention Center Authority

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : DEPARTMENT OF TRANSPORTATION SERVICES, CITY & COUNTY  
SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center—Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0  
1. (d) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

3. Does this agency concur in the development of the proposed Project?

No comment at this time.

Yes.

(d) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

The proposed project will increase traffic along the surrounding street system in the vicinity of the Fort DeRussy area. We are currently assessing the associated impact to determine whether the proposed mitigative measures will adequately alleviate traffic concerns resulting from the proposed development.

*Spina...*  
Signature of Agency Head  
Date 2-28-90

644



RECEIVED

'90 MAR 1 PM 1:54 THE OUTDOOR CIRCLE

Established 1922  
A Non-profit Organization  
1110 University Avenue, Suite 205  
Honolulu, Hawaii 96826  
(808) 943-9658

DEPT. OF  
GENERAL PLANNING  
C & C HONOLULU

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No.

DATE : February 27, 1990

TO : Department of General Planning  
Ren Lee, Chief Planning Officer


FROM : The Outdoor Circle

SUBJECT: Agency Project Review - Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii

Please accept a copy of the following statement as The Outdoor Circle's comments on the above EIS.

3. Does this agency concur in the development of the proposed project?

Yes, provided our concerns are adequately addressed.

  
Signature of Agency Head  
ALFRED J. THIBODEAU, Director

2/28/90  
Date

HAWAII ISLAND  
KANEHONNE  
KAUAI  
KONA  
LANAI  
MAUI  
NORTH SHORE  
LANAI-KAI  
GARDEN CIRCLES  
LANAI-KAI  
LANAI-KAI  
MAUI  
WAIKALAE KAHALA

045







**THE OUTDOOR CIRCLE**

Established 1912  
A Non-profit Organization  
1110 University Avenue, Suite 203  
Honolulu, Hawaii 96826  
(808) 943-9658

Department of Army  
Fort DeRussy - EIS  
Page 2  
February 27, 1990

February 27, 1990

Donald T. Hynn, Lt. Col.  
District Engineer  
Department of the Army  
U.S. Army Engineer District  
Fort Shafter, Hawaii 96858-5440

**SUBJECT: Draft Environmental Impact Statement - Armed Forces  
Recreation Center, Fort DeRussy**

Dear Sir:

The Outdoor Circle has followed the planning and development of Fort DeRussy for a number of years through representation and participation on succeeding Waikiki Task Forces and presently through the Waikiki Improvement Association.

The Outdoor Circle has long been on record supporting the need for the military recreation area and the preservation of its green park like setting.

Fort DeRussy has always provided a unique visual relief in contrast to the surrounding blocks of concrete. It provides the residents as well as the visitors a true feeling of Hawaii.

We have reviewed the draft EIS which we have found to be very thorough. Although there are no "Exceptional Trees" on the site, the area has a large number of very fine specimen trees. We are pleased to note these mature trees will be preserved.

We have real concern with the planned parking structures. We were literally shocked with the visual impact of these structures and with the loss of open space. We feel these buildings present a fort-like barricade between Waikiki and the ocean.

The Outdoor Circle strongly recommends the Army review its plans with the thought of constructing the parking structure below grade to the maximum extent possible.

We strongly support those Mitigation Measures, 4.4.1 - Parking Structures and 4.4.2 - Open Space Character page III-36 i.e. preserve the open space character and reduce the "potential height and massing incompatibilities" of these parking structures.

The Outdoor Circle appreciates this opportunity to express our concern and asks your serious consideration of our request.

Sincerely,

Betty Crocker  
President

Susan Fristoe  
Landscape & Planting

HAWAIIAN ISLANDS  
KONA MAUI  
KOHALA (HAWAII)  
LANI-KU  
BRANCHES  
LANI-KU  
NORTH SHORE MAUI  
GARDEN CIRCLES  
LANI-KU  
WAIKALAE MAHOLA

W-1140-100

Department of General Planning  
Page 2

In reply refer to:  
90-14-0182

February 22, 1990

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : DEPARTMENT OF PUBLIC WORKS

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. H1900129-013-0

1. (i) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?  
Yes.

RECEIVED  
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GENERAL INVESTIGATIVE  
DIVISION  
C & C HONOLULU

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?  
No.

3. Does this agency concur in the development of the Proposed Project?  
Yes, if the 36-inch sewer line on Kapiolani Boulevard is relieved. We also strongly recommend that Kalia Road be widened.

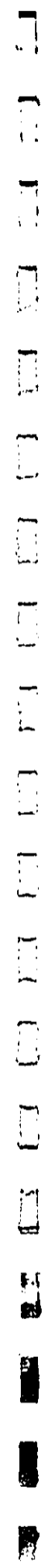
- (ii) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

- (a) Yes, the existing 36-inch sewer line on Kapiolani Boulevard is inadequate for the proposed development.
- (b) Yes.
- (c) The City presently has no plans to relieve the inadequate line.

*C. Michael Callejo*  
Signature of Agency Head  
Date: 2/26/90

*for SAH CALLEJO*  
Director and Chief Engineer.

047



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

JOHN WILKIE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
160 FERNBUSH STREET  
HONOLULU HAWAII 96813

FEB 20 1990

DEPT 740-483  
EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
JOHN K. UCHIDA  
RONALD N. HIRANO  
DAN T. KOCH  
JEANNE K. SCHULTZ

WHENEVER REFER TO  
HHV-PS  
2.0473

Mr. Benjamin B. Lee  
Chief Planning Officer  
Department of General Planning  
City and County of Honolulu  
650 So. King Street  
Honolulu, Hawaii 96813

Dear Mr. Lee:

Areawide Clearinghouse Review for the  
Development of the Armed Forces Recreation Center  
Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. H1900129-013-0

Thank you for your letter of January 29, 1990, informing us of  
the proposed project.

Our comments to the DEIS and the attached responses to the  
agency clearinghouse questionnaire should be addressed and  
considered during project implementation.

Very truly yours,

*Edward Y. Hirata*  
Edward Y. Hirata  
Director of Transportation

Enclosure

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : DEPARTMENT OF TRANSPORTATION, STATE OF HAWAII

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation  
Center—Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. H1900129-013-0

1. (i) Is the proposed project (described in the enclosed  
notification of intent) related to the current programs,  
projects, or plans of this agency?

YES

DEPT OF  
GENERAL PLANNING  
C & C HONOLULU

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'90 FEB 26 PM 3:34

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'90 FEB 26 PM 3:34

DEPT OF  
GENERAL PLANNING  
C & C HONOLULU

- (ii) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?
- a. Yes. The traffic generated from this project may require improvements at the Ala Moana Boulevard/Kalia Road intersection and other roadway segments in the area.
  - b. Yes. The above intersection and other street intersections in the vicinity will be impacted.
  - c. Yes. Applicants/owners are required to provide, at their cost, traffic mitigation measures to correct/minimize any adverse affects caused by their project, including, if necessary, the widening of Ala Moana Boulevard.

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

No

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : HONOLULU POLICE DEPARTMENT

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-O

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

The project structure itself is not directly related to any specific programs/projects/plans for our department. However, certain aspects of the project may affect our on-going efforts against crime and hazardous traffic conditions in that area.

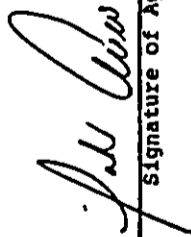
Parking structures sometimes create an opportunity for unwanted or criminal activities (e.g., loitering, congregating, vandalism, trespassing, robbery, and thefts from cars). Also, traffic congestion on nearby roadways will be compounded by the additional traffic that will be generated by the new center.

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

With assistance from the military, the overall impact on our department will be minimal. At this time, our facilities and personnel can adequately service the foreseeable increase in calls for that area.

3. Does this agency concur in the development of the proposed project?

We have no objections to the proposed development



Signature of Agency Head

2-12-90

Date

649

Doc No-632

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?

MEMORANDUM  
TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE  
FROM : GASCO, INC.  
SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. H1900129-013-0

1. (i) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

yes

3. Does this agency concur in the development of the proposed project?

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90 FEB 26 AM 9:06  
DEPT. OF  
GENERAL PLANNING  
C & CHONOLULU

(ii) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

- (a) yes
- (b) yes
- (c) yes

2/23/60  
Date

*Ray Y. Johnson*  
Signature of Agency Head

Existing gas supply line in Kalia Road.

650

DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU

Department of General Planning  
Page 2



BENJAMIN B. LEE  
CHIEF PLANNING OFFICER  
ROLAND D. LIBBY, JR.  
DEPUTY CHIEF PLANNING OFFICER

DEF. PLAN  
SECTION

May 30, 1990  
AC 5/90-1594

2. Is this agency aware of other agencies whose programs or plans may be affected by this project? Which agencies?  
City Department of Transportation Services

Mr. David Sox  
EIS Technical Manager (CE90D-FD-MI)  
U.S. Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96958-5440

3. Does this agency concur in the development of the proposed project?

Yes. Submittal of plans for roadway and other related improvements along Ala Moana Boulevard at the project site is required.  
Our comments to the DEIS should also be addressed and considered during project planning.

Dear Mr. Sox:

Areawide Clearinghouse Review for the Development of the Armed Forces Recreation Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI90N129-013-0

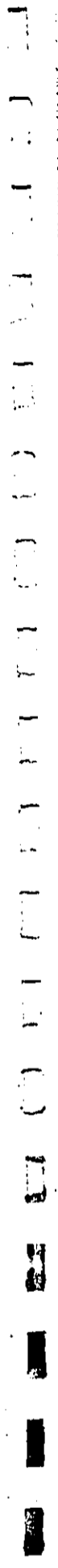
The enclosed comments were received too late for forwarding with our letter to you of March 5, 1990 concerning the subject project.

Sincerely,  
*Roland D. Libby, Jr.*  
ROLAND D. LIBBY, JR.  
Deputy Chief Planning Officer

*Edmund J. [Signature]*  
Signature of Agency Head  
Date: 2/20/90

RDL:ft  
Enclosure

051



RECEIVED

'90 MAY 25 PM 4:24

GENERAL PLANNING  
C. C. CHENGELU

MEMORANDUM

TO : DEPARTMENT OF GENERAL PLANNING  
CITY AND COUNTY OF HONOLULU, AREAWIDE CLEARINGHOUSE

FROM : DEPARTMENT OF HEALTH, STATE OF HAWAII

SUBJECT: AGENCY PROJECT REVIEW

Project Title: Development of the Armed Forces Recreation  
Center--Fort DeRussy, Waikiki, Hawaii  
State Application Identifier No. HI900129-013-0

1. (1) Is the proposed project (described in the enclosed notification of intent) related to the current programs, projects, or plans of this agency?

No.

3. Does this agency concur in the development of the Proposed Project? Yes.

While the proposed development may be beneficial to military personnel and civilian community, there are concerns toward noise emanating from activities during the construction phase, in addition to potential impacts from stationary sources (air conditioning units, exhaust fans, generators), vehicular traffic noise from parking structures and recreation facilities. Noise from activities associated with the proposed development should be monitored to minimize any adverse impacts to the neighboring residents.

Wastewater flows from the project should be connected to the public sewer system. No other means of wastewater disposed should be allowed as the project is within a county sewer area.

(11) If so, (a) will the proposed project influence the demand for current services and/or facilities provided by agency programs, (b) will it affect agency plans for the provision of services and/or facilities in the future, or (c) will the agency be required to develop services and/or facilities at some future date as a result of the project?

N/A

*Bruce S. Anderson*  
Signature of Agency Head

BRUCE S. ANDERSON, PH.D.  
Deputy Director for  
Environmental Health

MAY 21 1990  
Date

689



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96358-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Mr. Harold Masumoto, Director  
Office of State Planning  
Office of the Governor  
State Capitol  
Honolulu, Hawaii 96813

Dear Mr. Masumoto:

Thank you for your letter of March 12, 1990 to the Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. Per your request, a copy of this letter is being forwarded to the Area-wide Clearinghouse, City and County of Honolulu. The following is provided in response to your letter.

This letter is in response to those agencies, organizations, or individuals whose comments were highlighted in your March 5, 1990 City and County Area-wide Clearinghouse letter. This letter also contains a direct response to the general Area-wide Clearinghouse comments. Individual responses were sent to each of these and the other agencies, organizations, or individuals that commented directly to us. The comment letters and our responses will be published in the Final EIS.

a. Board of Water Supply. Your comment regarding the sizing of the water main will be addressed in the Final EIS. The Army will comply with applicable State and local construction-related regulations and codes for the proposed project.

b. Building Department. The proposed project has been designed to increase the amount of open space and the park-like setting of Fort DeRussy. This will be accomplished by removing many of the old, single-story buildings and extensively landscaping the new facilities. The Saratoga Road parking structure has been scaled down from three levels to one level, will be no more than 10 feet above grade, and will be extensively landscaped. The proposed changes to the development plan have been worked out through intensive discussions with the City and County, Departments of General Planning, Land Utilization, Recreation, and Public Works.

-2-

c. Office of Human Resources. The proposed facilities will comply with all applicable Federal regulations including the Uniform Federal Accessibility Standards.

d. Department of Land and Natural Resources. As indicated in the Draft EIS, all work will comply with applicable Federal and State environmental protection regulations and rules. This includes measures to prevent adverse impacts during construction to the near shore marine environment. Similarly, as indicated in the Department's letter to the Army, the Army has been working with the State Historic Preservation Officer staff in the formulation of an acceptable mitigation plan. This plan will be approved and implemented prior to initiation of construction activities.

e. Citizens to Save Fort DeRussy. We have reviewed the testimony provided by the Citizens to Save Fort DeRussy (Dr. Francis Delany) and offer the following: (1) The present Kalia Road/Saratoga Road intersection will be maintained and the number of parking stalls to be provided has been decreased from 2,600 to a minimum of 1,650. Kalia Road will be retained as a two-lane roadway with left-turn storage lanes at the entrances to the new parking structures and bus turnouts for loading/unloading city bus passengers. It is our desire to effect smooth, safe and efficient flow of traffic through Fort DeRussy; (2) Access to the Chapel for the elderly and handicapped will be provided adjacent to the Chapel; (3) the final disposition of the present Military Police detachment billeted at Fort DeRussy is still under discussion. Twenty-four hour police security will be provided at Fort DeRussy and measures will be taken, such as increased security lighting, to avoid creating potential danger spots within the base; (4) parking fees have not been determined but they will be competitive with other Waikiki parking facilities.

f. Clearinghouse Comments. The comments presented have been addressed directly with the agencies or through our response to the combined City and County of Honolulu Departmental comments. In brief, the Army has been working with various City and County agencies to resolve differences in the proposed project. These discussions have led us to reevaluate the size and number of parking structures, wastewater collection and disposal issues, traffic issues and visual impact issues. As a result of our reevaluations, we have reduced the number of parking stalls from 2,600 to a minimum of 1,650 and reduced the size of the Saratoga Road parking structure from three levels to a single-level, bermed- and landscaped-over structure that would be no more than 10 feet above grade. In addition, the hotel parking structure would be three-levels, no more than 25 feet in



height. The first level will be bermed where feasible, and the second and third levels (with top level parking) will be terraced and landscaped. An option would provide for three one-level, bermed- and landscaped-over parking structures, mauka of Malia Road with the same minimum capacity. These changes were made to improve the open space, park-like setting of the area. The mitigation measures included in your recommendations have been or will be put into effect prior to construction of the proposed facilities.

Thank you for your assistance in the Clearinghouse Review process. A copy of the Final EIS will be sent to all agencies, organizations, and individuals who provided substantive comments on the Draft document. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fung*

Kisuk Cheung  
Director of Engineering

MI  
M.D.S.



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P. O. BOX 2075  
HONOLULU, HAWAII 96820

February 15, 1990

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

In reply, please refer to:  
File:

Mr. Kisuk Cheung  
Chief, Engineering Division  
Department of Army  
U.S. Army Engineering District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Thank you for your letter of January 12, 1990, to Governor Waiahee, regarding the Draft Environmental Impact Statement (DEIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. We have shared your draft with the appropriate state agencies.

At this time the Department of Health have no comments.

Very truly yours,

*John C. Lewin*  
JOHN C. LEWIN, M.D.  
Director of Health

WILLIAM W. PAST, CHAIRMAN  
GROUP OF LEAD AND ALL-STATE MEMBERS

KEITH N. ABUE  
DIRECTOR  
MILITARY BRANCH

RECREATION DEVELOPMENT PROGRAM  
ADAPTIVE RECREATION  
CONSERVATION AND RESTORATION  
COMMUNITY DEVELOPMENT  
COUNSELING  
COURT REPORTS  
FOOD SERVICE  
LAND AND WATER  
WATER AND LAND DEVELOPMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
P. O. BOX 517  
HONOLULU, HAWAII 96801

File No. 90-449  
Doc. No. 7520E

7/27/90

Mr. Kisuk Cheung  
Chief Engineering Division  
Military Branch  
Installation Support Section  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Draft EIS for Development of the Armed Forces Recreation Center-Port DeRussy, Waikiki, Hawaii

Thank you for giving our Department the opportunity to comment on this matter. We have reviewed the materials you submitted and have the following comments.

The Draft EIS (DEIS) contends that the primary impacts on the marine environment will be near-shore effects due to increased recreational use of the area. Since the Waikiki area is already heavily used by visitors and residents for marine recreation, it is unlikely that additional limited impacts will be significant.

Further, the DEIS has addressed potential effects of stormwater runoff after construction is completed and does not consider the marine impacts to be significantly different from the present situation.

The DEIS does not address, however, impacts due to construction of the development itself. We suggest that mitigation of potential impacts adverse to the marine environment from construction, realignment of Kalia Road, and modifications of the stormwater drainage system be addressed and considered for implementation.

In addition, an archaeological subsurface survey in connection with this project has identified the remains of Hawaiian fishponds and cultural/habitat deposits. These remains are identified as significant under criterion 'd' of the National Register, and the proposed construction will have an adverse impact.

John Lewin  
Director of Health

DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

Installation Support Branch  
Military Division

ATTENTION OF



Dr. John C. Lewin, Director  
State of Hawaii  
Department of Health  
P. O. Box 3378  
Honolulu, Hawaii 96801

Dear Dr. Lewin:

Thank you for your letter of February 15, 1990 to Mr. Kisuk Cheung, Director of Engineering, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

As indicated in several sections of the Draft EIS, the proposed project would be constructed and operated in compliance with all applicable State of Hawaii environmental and health protection regulations.

Thank you for your participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fyfe*  
Kisuk Cheung  
Director of Engineering

(56)

Mr. Risuk Cheung

. - 2 -

File No. 90-449

Mitigation measures, therefore, will include a data recovery program and archaeological monitoring of construction-related excavation. We concur that these measures will suffice to mitigate the adverse effect.

If you have any questions, please feel free to call me or Cathy Tilton at our Office of Conservation and Environmental Affairs at 548-7837.

Very truly yours,

*Kirk W. Albre*

BY WILLIAM W. PATY

cc: DAR, Historic Preservation Program

056



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

REG. TO  
ATTENTION OF

Installation Support Branch  
Military Division

Mr. William W. Paty, Chairman and Director  
State of Hawaii  
Department of Land and Natural Resources  
P. O. Box 621  
Honolulu, Hawaii 96809

Dear Mr. Paty:

Thank you for your letter of February 27, 1990, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

As indicated throughout the Draft EIS, all construction activities would be performed in compliance with all applicable federal, state and county environmental protection rules and regulations. This requirement will be a part of the construction contract documents. As such, construction activities themselves and/or the construction of individual components of the proposed project are not expected to impact the marine environment. The potential impacts of construction and rehabilitation of the storm drainage system are provided in Chapter III, Section 2.2, pages III-14 through III-17 of the Draft EIS as well as in Section 3.3, pages III-29 through III-32.

An archaeological data recovery program and plan are being formulated by our archaeologists in consultation with your department. We appreciate the assistance your staff has provided. The data recovery plan and program will be implemented prior to construction activities.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Cheung*

Kisuk Cheung  
Director of Engineering

JOHN WALSH  
DIRECTOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
185 FULFORD ROAD, STE 111  
HONOLULU, HAWAII 96813-5007

FEB 12 1990

IN REPLY REFER TO  
HWY-PS  
2.0370

*Copy to S.H. 7/14*  
*M.I. R.*

Mr. Kisuk Cheung  
Chief, Engineering Division  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Draft Environmental Impact Statement (DEIS)  
for the Development of the Armed Forces  
Recreation Center, Fort DeRussy, Waikiki, Hawaii

Thank you for your letter of January 12, 1990, requesting our review of the subject document.

We have the following comments:

1. We recommend option B-2 (Four-Lane Realigned Configuration) for the Kalua Road Alignment Alternatives. We object to option B-3 (Elimination of Kalua Road). Alternative B-3 will cause inefficient traffic operations within the development and severe congestion may occur on Ala Moana Boulevard.
2. The location of the parking attendant's booth in the proposed parking structure should provide for adequate storage space from the roadway to avoid vehicle backups onto adjacent streets.
3. For better traffic operation at the parking structures access points, a separate ingress/egress for hotel occupants, military personnel or patrons with assigned parking stalls should be considered.

100



August 9, 1990

MR. KIEUK CHEUNG  
ATTENTION OF


Installation Support Branch  
Military Division

HWY-PS 2.0370

Mr. Kieuk Cheung  
Page 2

4. Revisions to existing traffic signal systems should be coordinated with the City.
5. Submittal of plans for roadway and other related improvements along Ala Moana Boulevard at the project site is required.
6. The Developer shall pay for and construct all recommended off-site and on-site roadway improvements before proceeding with his project.
7. We would like to have a copy of the Final EIS when it is finalized.

Very truly yours,

  
Edward Y. Hirata  
Director of Transportation

Mr. Edward Y. Hirata, Director  
State of Hawaii  
Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Dear Mr. Hirata:

Thank you for your letter of February 12, 1990 to Mr. Kieuk Cheung, Director of Engineering, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

a. Recommended Kalia Road Alignment. Thank you for your recommendation regarding Kalia Road (Option B-2, Four-lane realigned configuration retaining the present Kalia Road/Saratoga Road intersection). Based on discussions with the City & County and due to various other comments, we have relocated the Kalia Road's intersection with Saratoga Road back to its original or current site. Kalia Road will still wind through Fort DeRussy similar to the configuration of Alternative B-2 in the Draft EIS. We propose constructing the road as a two lane road with provision for future widening by the City & County of Honolulu. We do not believe that the elimination of Kalia Road through Fort DeRussy would be in the best interests of the public.

b. Location of Parking Attendant's Booth. The final design of the parking structures will take into account locating the parking attendant's booth such that traffic flow is not impeded.

c. Parking Assignments. It is quite likely that hotel guests and others will be issued passes or other identifying marks to allow their facilitated flow into and out of the structures. Land availability and circulation patterns may restrict separate ingress/egress points for hotel and other visitors.

158



# University of Hawaii at Manoa

Environmental Center  
Crawford 317 • 2550 Campus Road  
Honolulu, Hawaii 96822  
Telephone (808) 948-7201

March 6, 1990  
RE:0548

d. Coordination With City and County. Our planners and engineers are coordinating all elements of the proposed project with the appropriate City and County agencies.

e. Submittal of Improvement Plans. Any project elements that may affect Ala Moana Boulevard will be submitted to your department for review and approval.

f. Roadway Improvement Costs. On- and off-site roadway improvements required to serve the proposed project will be phased to minimize disruptions to existing traffic. The costs for any improvements required as a result of the proposed project will be borne by the developer.

g. Final EIS. Per your request, a copy of the Final EIS will be forwarded to your office.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Risuk Cheung  
Director of Engineering

Mr. David Sox ✓  
EIS Technical Manager (CEPOD-ED-MI)  
U.S. Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

Draft Environmental Impact Statement (EIS)  
Armed Forces Recreation Center  
Fort DeRussy, Waikiki, Oahu

The above referenced document details plans to demolish selected facilities, landscape the property, construct a 400 room hotel tower and two 1200- and 1400- stall parking structures, and realign Kalia Road. This Draft EIS was reviewed with the assistance of Michael Graves, Anthropology; George Taoka, Civil Engineering; Edwin Murabayashi, Water Resources Research Center; and Robert Irwin, Environmental Center.

### Archaeology Study

We note, first, that the final archaeological report was not included in the draft document as is prescribed under State EIS Rules (Title 11, Chapter 200, DOH Administrative Rules). As this is a federal document, it may be exempt from regulations of the State of Hawaii. However, in the Hawaii Coastal Zone Management Program Assessment Form, which is appended to the Draft EIS, policy number one of the final section entitled "Managing Development" requires all proposing agencies to "effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development." The Hawaii Environmental Council Declaratory Ruling 87-1 states, in part:

"the Environmental Council finds that the inclusion of any such incomplete report in a draft environmental impact statement compromises the intent of Chapter 343, HRS (Sec. 343-1) and the EIS Rules (Sec. 11-200-15(a) and 17(g)) by denying both public and private agencies and individuals the opportunity for a thorough review of the proposed action and its potential impacts." (Annual Report of the Environmental Council, 1987, page 92).

A Unit of Water Resources Research Center

AN EQUAL OPPORTUNITY EMPLOYER

059

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

Mr. David Sox

- 2 -

March 6, 1990

The omission of the final archaeological report has effectively excluded public participation in assessing the adequacy of this study, thereby undermining the fundamental purpose of the EIS public review process.

On page IV-3 of the Draft EIS it is explained that the "final archaeological report was not completed at press time for the DEIS, but its reviewed and corrected summary findings have been incorporated into the DEIS." "reviewing and correcting" of scientific data should be done by evaluating agencies and individuals as well as the proposing agency. We suggest that complete documentation of all pertinent data should be the determinant of "press time for the DEIS," rather than predetermined planning deadlines. Consequently, we find this document to be both premature and inadequate by established State standards.

#### Traffic Projections

Although traffic consultants for this project are well regarded throughout the Midland United States, they apparently lack familiarity with local traffic patterns in Waikiki. Our reviewers note that the reported peak traffic hours of 4:00 to 5:00 p.m. on Friday afternoon (the time of heaviest use in most American cities) are not applicable to the Waikiki area. In fact, Waikiki traffic density is highest during the "night life" hours of 7:00 to 10:00 p.m. on Friday and Saturday evenings.

The data set forth in Table III-13 on page III-58 of the Draft EIS are based on the erroneous assumption of 4:00-5:00 p.m. as the period of heaviest use. In addition, the recorded figure for "Saturday PM Peak" use of the Ala Moana and Kalia/Ewa intersection anticipates traffic densities at 127 percent of the intersection's capacity. Figures one or two-percent above maximum capacity are sometimes accepted for lack of alternative, but anything higher must be re-examined and addressed by sounder planning. Before responsible replanning can occur, true peak-hour data must be collected.

#### Flood Water Control

Our reviewers have noted that the comments presented by the U.H. Water Resources Research Center (WRRC), mailed on February 27, 1989, and included in the Draft EIS, have as yet received no response. That letter expressed concern about disposing storm runoff directly onto Waikiki beach, and possible impacts to nearshore water quality. It was suggested that, rather than installing new subsurface drain pipes and cleaning existing lines to the coastline, the runoff be rerouted to the existing city and County storm drain which empties into the Ala Wai Canal. The canal serves as a settling basin while the waters move towards the ocean.

Mr. David Sox

- 3 -

March 6, 1990

As mentioned in the WRRC letter:

"The outfalls off of Ft. DeRussy are two of the very few that still drain directly onto the beach. It would be truly unfortunate to continue the practice, not to mention increasing the outfall, which this project will do as presently conceived."

Finally, the section of the Draft EIS which discusses probable impacts of the proposed storm runoff scheme focuses on the marine biotic community but makes no mention of impacts to nearshore bathers and the aesthetics of water quality in Waikiki Bay--a primary tourist destination. Such impacts are specific concerns of WRRC's letter.

We are grateful for this opportunity to have commented; and we look forward to hearing from you and reviewing the revised document.

Yours truly,



John T. Harrison, Ph.D.  
Environmental Coordinator

cc: OEQC

L. Stephen Lau  
Michael Graves  
George Taoka  
Edwin Murabayashi  
Robert Kai Irwin

060



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96822-5440

August 9, 1990

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

Dr. John T. Harrison, Environmental Coordinator  
University of Hawaii at Manoa  
Environmental Center  
Crawford 317, 2550 Campus Road  
Honolulu, Hawaii 96822

Dear Dr. Harrison:

Thank you for your letter of March 6, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

a. **Archaeology Study.** The final archaeological inventory survey report is available in our offices for your review. The archaeological survey work was performed outside the EIS contract and was not available in final form at the time the Draft EIS was published. Under federal guidelines and regulations, use of the Draft archaeological report in the Draft EIS is acceptable. Subsequent to publication of both the archaeological inventory survey report and the Draft EIS, the State Department of Land and Natural Resources, Historic Sites Section, State Historic Preservation Office (DLNR/HSS/SIPO) has reviewed the archaeological survey report and concurred with the significance assessments made in the report. This information will be included in the Final EIS. We regret any inconvenience you may have been caused by not reviewing the archaeological survey report.

b. **Traffic Projections.** Based on the actual traffic counts made by our traffic consultant, in conjunction with our consultant's analysis of City and County of Honolulu Department of Transportation Services historical traffic counts at the key intersections in the Fort DeRussy area, there are two "peak" traffic hours during the week, one from 7:00 to 8:00 a.m. and one from 4:00 to 5:00 p.m., and one "peak" hour on Saturday from 4:00 to 5:00 p.m. Only those for the week day and Saturday p.m. peak hour were included in the Draft EIS. The full traffic impact study is available in our offices for your review. We agree that additional planning regarding traffic patterns is required for the project area. During the design stages of the project, the Army will develop and implement an overall Traffic Control Plan, including specific commitments to onsite and offsite improvements.

-2-

c. **Flood Water Control.** We apologize for not responding to your letter of February 23, 1989. Our standard practice is to respond to such letters in the Draft EIS through careful consideration of the points raised. Our EIS consultant carefully reviewed your EISPN comment letter and we believe that given the extent of State, City and County and private citizen group pressure to clean up the Ala Wai Canal, it would be unwise to redirect surface water runoff from Fort DeRussy into the canal. Further, given the relatively low rainfall of the project area, about 20 inches annually, the potential adverse socioeconomic impacts to businesses, residents and tourists while installing a new storm drain system, and the added costs to the proposed project, we believe that rehabilitation of the existing storm drainage system is the most sensible method of disposing of Fort DeRussy storm water. Based on our experiences at Fort DeRussy, what little storm water runoff that enters the nearshore environment is rapidly dispersed with little or no impact on bathers and/or water quality.

Thank you for your comments and participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Kisuk Cheung  
Director of Engineering

061



OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU

HONOLULU MAYOR BUILDING AREA CODE 908 8 832-1141



FRANK F. FASI  
MAYOR

March 1, 1990

Mr. Kimuk Cheung  
Chief, Engineering Division  
Department of the Army  
U.S. Army Engineer District  
Ft. Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Thank you for your letter of January 12, 1990 requesting our review of the Draft Environmental Impact Statement (EIS) for the development of the Armed Forces Recreation Center at Fort DeRussy.

Representatives from City and County of Honolulu Departments of Land Utilization, Public Works, Parks and Recreation, General Planning and Transportation Services have reviewed the Draft EIS and specific comments are attached. In general, the proposed project's major impacts concern visual impacts, especially as they relate to the parking structures, and traffic concerns due to greatly increased parking and use.

The visual impacts of the proposed parking structures are of considerable concern. The justification for two large parking structures totaling 2,600 parking spaces is not clear. The parking structures should not exceed the 25-foot height limit. If possible, portions of the parking structures should be constructed below grade. Because of the obtrusiveness of the structures, berms and other mitigative measures should be incorporated to reduce their visual impacts.

Kalia Road should be improved and widened, and consideration should be given to the impacts of the road alignment in relation to surrounding businesses and apartment dwellings.

Warm personal regards.

Sincerely,

*Frank F. Fasi*  
FRANK F. FASI, Mayor  
City and County of Honolulu

Attach.  
FFF:je

City Agencies' Comments to the  
Draft Environmental Impact Statement (EIS) for the  
Proposed Development of the Armed Forces Recreation Center -  
Fort DeRussy, Waikiki, Oahu, Tax Map Key 2-6-5: 1

City agencies have reviewed the Draft EIS, and their comments have been compiled herein. Reviewing agencies include the Departments of Land Utilization (DLU), General Planning (OGP), Public Works (DPW), Parks and Recreation (DPR), and Transportation Services (DTS). The reviewing agency(ies) responsible for each comment is(are) identified in parenthesis after each comment.

1. There are concerns relating to the drainage system with respect to the nearshore waters off Fort DeRussy. The nearshore waters in this area are classified "A" in the State Department of Health Water Quality regulations. The Draft EIS also states that the reduced paved surfaces will decrease the runoff level and, therefore, the pollution level reaching the nearshore waters. The action alternatives state, however, that there will be an increase in the level of pollution. Please clarify this discrepancy. (DLU)
2. The Visual Resources Analysis (Appendix A) included photosimulations to assess the impacts of the proposed project on existing views. Based on Appendix A, Section 3.1 should elaborate on design mitigative measures to reduce the bulk of the 12-story hotel especially as seen from Kalia Road. (DLU, OGP)
3. The parking structures should not exceed 25 feet in height. Parking levels may be located below grade to reduce the height of the parking structures. The bulk of the parking structures should be broken up with offsets or changes in material to provide visual relief and interest. In addition, there should be a 20-foot front yard setback along all streets. (DLU)
4. Alternative B-1 proposes the same development scheme as the proposed action with the exception of leaving Kalia Road as a two-lane facility. This Alternative B-1 best meets the objectives of the Waikiki Special District (WSD) if the terraced parking structures in Alternative B-2, as shown in Figure II-2, are incorporated into Alternative B-1. (DLU)
5. The parking structures should have berms around them. The chain-link fences located next to the proposed parking structures along Kalia Road and Saratoga Road should be replaced with open railings or other more visually aesthetic barriers. (DLU)

062

6. The proposed project and alternatives place a walled swimming pool and luau complex directly on the boundary of the sandy beach and in the central view corridor of the site. We recommend that the swimming pool and luau complex be relocated back from the beach and out of the dominant view plane. It is our experience that the general public and visitors prefer to use sandy beach and green lawn areas directly adjacent to beaches. The central open space/view corridor should extend from the beach area to Kalakaua Avenue and be reinforced by appropriate plantings of trees along its perimeter. (DPR)
7. A view study from the beach looking mauka should be included in Appendix A and in the text of the Final EIS. (DPR, OLU)
8. The updated archaeological report or, at a minimum, an executive summary covering major points and recommendations should be included as an appendix in the Final EIS.
9. Chapter III.5 should include an exhibit indicating where the archaeological trenches were located on the project site and findings for each trench site. (DLU, OGP)
10. With regard to the Wilbur Smith Associates (WSA) traffic study mentioned on Page III-48, which month(s) and how many days were required to complete the study? Was the data collected during the low, mean, or peak of the tourist season? Is the 4:00-5:00 P.M. measurement period the peak hour on weekdays and weekends? Were traffic counts plotted on a 24-hour cycle to determine the peak usage?
11. A discussion of how Levels of Service (LOS) relate to Volume-to-Capacity (V/C) should be included in the Final EIS. LOS figures should be included for each of the considered alternatives and intersections. The LOS figures for the proposed project and onsite improvements, shown in Table III-13 indicate that the V/C ratio increases beyond the figures shown for the "without project" condition at most of the intersections. The text, however, states on Page III-58 that the traffic operations at all of the intersections either improve or remain the same. Please clarify the basis for this statement.
12. Plans for the internal circulation of traffic within Fort DeRussy, at its interface to streets under the jurisdiction of the City, should be provided for review in the Final EIS or when it is available.
13. The traffic study should be included as an appendix in the Final EIS. (DTS, OLU, OGP)
14. The proposed Kalia Road, at the Ewa end of Fort DeRussy, should be modified and the radius of the first curve increased to provide a smoother alignment. Provisions for a vehicular turnaround should be

provided at the makai end of Saratoga Road. Access from Maluhia Street to Kalakaua Avenue should be maintained but limited to right turn movements. The property owners directly affected by the new intersection of Kalia Road with Saratoga Road should be contacted. (DTS)

Kalia Road should be widened, and roadway improvements designed and constructed in accordance with the current City standards. (DPM)

Chapter III.7 should include a discussion of the proposed project's impacts on air quality at all intersections studied in the Draft EIS. Section 7.2.1.2, Page III-69 states that only one air sampler is located in Waikiki along Kalakaua Avenue about three miles from Fort DeRussy. This air sampler is located too far from Fort DeRussy to be used in an air quality analysis for this site. Was an air sampling site used within Fort DeRussy? If so, an air sampler site location map should be included in the Final EIS.

The Final EIS should be distributed to agencies and organizations which have demonstrated an interest in air quality, including the State Department of Health, the American Lung Association, and the University of Hawaii Environmental Center.

The Air Quality Impact Report should be included as an appendix in the Final EIS. (DLU, OGP)

The existing 36-inch sewer line on Kapiolani Boulevard is inadequate for the proposed project. The City has no plans to relieve the line in its present 6-year Capital Improvement Program (CIP) budget. Therefore, the Department of the Army will be required to install relief lines on Kapiolani Boulevard to service the proposed project. (DPM)

A justification for an additional 1,267 parking stalls should be included in the Final EIS. The proposal for 1,200 public parking spaces requires more information regarding possible fees and times available to the public. (DTS, OLU, DPR)

Tennis and other hard-surfaced play courts are recommended to be located on top of the parking garages or outside of the main landscaped areas. (DPR)

The redevelopment of Fort DeRussy presents the opportunity to expand the beach area mauka of the existing pedestrian path. The area seaward of the Army Museum could be better utilized for related beach use and courts. (DPR)

The information contained in Section 12.4.1, General Plan, of the Draft EIS refers to the Development Plan (DP) and not to the General Plan. The DP Land Use Map for the Primary Urban Center designates Fort DeRussy as Resort, Park and Military. (DLU, OGP)

If you have any questions, please contact Diane E. Borchardt, Department of Land Utilization, at 527-5349.



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHARPER, HAWAII 96348-5440

August 10, 1990

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

The Honorable Mayor Frank F. Fasi  
City and County of Honolulu  
Honolulu Hale  
Honolulu, Hawaii 96813

Dear Mayor Fasi:

On March 21, 1990, I provided an interim response to your letter of March 1, 1990 regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii. The comments raised in that March 1, 1990 letter relative to visual, traffic, and recreational impacts were subsequently clarified in a March 19, 1990 letter from Mr. Benjamin B. Lee, Chief Planning Officer. This letter updates my interim response based on the considerable discussions held with your departments during the March-May 1990 period and because of other comments received on the Draft EIS.

#### GENERAL COMMENTS

1. Visual Concerns. Based on your comments, as well as those received from others, we have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two alternative mitigation options are evaluated in the Final EIS, both of which involve a lower number of new parking spaces and lower heights. Under the first and preferred option, the Saratoga Parking Structure would become a one-story, bermed and landscaped parking structure, with a parking capacity of a minimum of 350 spaces. Its height would not exceed 10 feet above grade. As part of that option, the Hotel Parking Structure would not exceed 25 feet above grade and would have increased landscaping around the facility to reduce visual intrusiveness. The first level would be bermed where feasible, and the second and third levels (with top level parking) would be terraced and landscaped. It would have a parking capacity of a minimum of 1,300 spaces. A second option would create three one-story bermed and landscaped parking structures on the mauka side of Fort DeRussy, including one on the site of the hotel parking structure and one on the site of the Saratoga Road structure. The combined parking capacity of this second option would be a minimum of 1,650 spaces.

-2-

2. Kalia Road Improvements. We are cognizant of the potential effects of the realignment on existing residences and businesses. Based on our discussions with your departments and other comments received on the Draft EIS, we have relocated the proposed intersection of Kalia Road and Saratoga Road back to its original or current site. Kalia Road will still wind through Fort DeRussy similar to the configuration of Alternative B-2 in the Draft EIS. We propose constructing the road as a two lane road with provision for future widening by the City & County of Honolulu.

#### SPECIFIC DEPARTMENTAL COMMENTS

1. Surface Water Runoff (DAU). As indicated in the Draft EIS (Chapter III, Section 2.2.3, pages III-15 through III-17), the proposed action, which includes the new hotel tower, parking structures, realigned Kalia Road and increased open space, is expected to result in a net decrease in contaminated surface water runoff. This is due to elimination of some paved parking lots, the covering of the parking structures, and removal of the present motor pool, thereby resulting in less contaminants exposed to rainfall runoff, as well as increased open space and improvements to the drainage system. The low-rise hotel Alternative C would increase the amount of impervious surfaces exposed to rainfall and decrease the amount of open space. As a result, as noted in the Draft EIS, increased runoff volumes would occur resulting in the potential for increased pollutant loading of the nearshore waters.

2. Visual Resources Analysis (DAU and DCF).

a. The purpose of the Visual Resources Analysis was to define the potential visual impacts of the proposed facilities. As a result of this analysis our planners, architects and engineers have increased insight on design factors that must be taken into consideration during the final design and development of the architectural treatment for the buildings. Further, the proposed new hotel wing was sited and configured to minimize the obstruction of mauka-makai views. It will be about the same height as the existing tower and is lower than most nearby hotels and apartment buildings.

b. See the general comments above regarding visual impacts of proposed parking structures.

CGA

3. Kalia Road Configuration (DLU). See the general comments above regarding Kalia Road Improvements.

4. Parking Structure Design (DLU). See the general comments above regarding visual impacts of proposed parking structures.

5. Pool/Luau Complex (DPR). During preparation of the Army's Environmental Assessment for the pool/luau complex, the location of the complex was thoroughly discussed with the Directors and staff of the Departments of General Planning and Land Utilization. The site selected was agreed upon by your staff and the operators of the Hale Koa Hotel. Mr. Lee Riley, General Manager of the Hale Koa Hotel (telephone 955-0555), has indicated his willingness to discuss that project with the City and County government agencies at any time.

6. Visual Analysis from the Sea (DPR and DLU). Following extensive field investigations, our EIS Technical Manager, EIS Contractor and Visual Analysis Contractor determined that because of the existing vegetation and facilities within Fort DeRussy, views mauka from the beach were severely obstructed by the existing large trees near the shoreline. Similarly, it was determined that views mauka from the ocean would reveal that the majority of the proposed new facilities would be overshadowed by existing high rises adjacent to and behind Fort DeRussy. Based on the comments received during the Draft EIS review process, the major view concerns are those from Ala Moana, Kalakaua and Kalia Road toward the ocean.

7. Archaeological Report (DLU and DCP). The archaeological report information included in the Draft EIS is a summary of the complete report. The mitigation measures included in the Draft EIS are derived from the consulting archaeologist's recommendations. The archaeological report and findings regarding significance assessments, has been reviewed and concurred in by the State Department of Land and Natural Resources, Historic Sites Section, State Historic Preservation Office (DLNR/HSS/SHPO). Upon written request, the report will be provided to appropriate agencies, organizations, and individuals in accordance with the Archaeological Resources Protection Act of 1979 (PL 96-95). Figures showing the locations and findings of the archaeological test excavations are included in the archaeological report.

8. Traffic Analysis (DTS, DLU and DCP).

a. Existing traffic volumes were developed using available intersection turning movement traffic count data obtained from the Department of Transportation Services (DTS) together with supplemental turning movement count data collected by our traffic consultant. Our traffic consultant collected additional turning movement count data during April 1989. Turning movements were manually counted and recorded every fifteen minutes during the weekday morning peak period (7:00 to 8:30 a.m.), weekday afternoon peak period (3:30 to 5:30 p.m.) and/or Saturday afternoon peak period (3:00 to 5:30 p.m.). A copy of the traffic impact study will be made available upon written request.

b. Both the DTS and our traffic consultant's data were analyzed to identify the weekday peak hour (7:00 to 8:00 a.m.), weekday afternoon peak hour (4:00 to 5:00 p.m.) and Saturday afternoon peak hour (4:15 to 5:15 p.m.). Current (1988/1989) intersection turning movement traffic volumes were developed for each of the three peak hours.

c. A discussion of Levels of Service relative to Volume to Capacity is provided in Chapter III, Section 6.1.3, page III-52 of the Draft EIS. The differences in 1994 LOS without and with the project are shown in Tables III-12 and III-13 respectively. As shown, the differences are between the two conditions are very small, resulting in the generalized statement that traffic operations at all of the intersections either improve or remain the same.

9. Kalia Road Design (DTS and DCP). The final design of Kalia Road will take into account your comments regarding curve radii, turn-arounds, access and resident concerns.

10. Air Quality (DLU and DCP).

a. The Air Quality Impact Report was revised to model the air quality impacts of the two optional parking structure mitigation measures.

b. The statement regarding the location of the Department of Health Kalakaua air sampler is in error and will be corrected in the Final EIS. The Department of Health Waikiki air sampler is located within two blocks of Fort DeRussy. Data from this station was supplemented by on-site air sampling, as noted in Table III-18, page III-72. The locations of the on-site air sampling will be included in the Final EIS.

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C. The Draft EIS was distributed to both the American Lung Association as well as the University of Hawaii Environmental Center and State Department of Health. It is instructive to note that neither the Department of Health nor Environmental Center had any comments regarding the air quality section of the Draft EIS. A copy of the Air Quality Impact Report will be made available as a separable appendix to these agencies for review.

11. Kapiolani Boulevard Sewer Line (DPW). We appreciate the information regarding the 36-inch Kapiolani Boulevard sewer line. Our planners and engineers will continue to work with the Department of Public Works with regard to the wastewater collection system.

12. Parking Structure Size (DTS, DJJ and DPR). The size of the two parking structures as noted in the Draft EIS was based on the Master Plan developed for the proposed project. Based on various comments on the Draft EIS, a reanalysis of parking requirements has resulted in an opportunity to reduce the number of new parking spaces now believed needed to support the Master Plan and operation of a new hotel tower. Instead of 2,600 spaces, we now propose the hotel parking structure to have a minimum capacity 1,300 spaces and the Saratoga Road structure a minimum capacity of 350 spaces. Parking fees are still under consideration and probably would not be determined until just prior to opening the structure. The fees would be competitive with other Waikiki area parking facilities. At this time, we are planning on contracting the operation of the structure to a private contractor. A portion of the Saratoga Road parking structure would be open to the public.

13. Recreational Facilities (DPR). A recreational plan which integrates recreational facilities, open green space, landscaping, and other proposed facilities will be included as part of the Request for Proposal document.

14. Beach Expansion (DPR). While we agree that the redevelopment of Fort DeRussy may present the opportunity to expand other elements of the Fort, the subject Draft EIS is only for the proposed new hotel tower and related facilities. Our planners will continue to examine other possible improvements to the Fort.

15. General Plan (DCP and DJJ). The Draft EIS statements referring to the General Plan will be corrected to reflect that they refer to the Development Plan.

We appreciate your participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*Donald T. Wynn*

Donald T. Wynn  
Lieutenant Colonel, U.S. Army  
District Engineer

**CITY AND COUNTY OF HONOLULU**  
FIRE DEPARTMENT  
1455 SOUTH BERETANIA STREET, ROOM 303  
HONOLULU, HAWAII 96814



FRANK PARI  
MAYOR



**DEPARTMENT OF THE ARMY**  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-3440

August 9, 1990

SENT TO  
ATTENTION OF

Installation Support Branch  
Military Division

LIONEL E. CAMARA  
FIRE CHIEF  
DONALD S. CHUNG  
DEPUTY FIRE CHIEF

February 2, 1990

Lionel E. Camara, Chief  
Fire Department  
City and County of Honolulu  
1455 South Beretania Street, Room 303  
Honolulu, Hawaii 96814

Dear Chief Camara:

Mr. Kisuk Cheung, Chief  
Engineering Division  
Department of the Army  
U. S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-3440

Dear Mr. Cheung:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT  
ARMED FORCES RECREATIONAL CENTER--FORT DERUSSY

We have reviewed the subject material provided and foresee no adverse impact in Fire Department facilities or services, planned or now provided, existing fire protection is considered adequate.

Should you have any questions, please contact Battalion Chief Michael Zablan of our Administrative Services Bureau at 943-3838.

Sincerely,

*Lionel E. Camara*  
LIONEL E. CAMARA  
Fire Chief

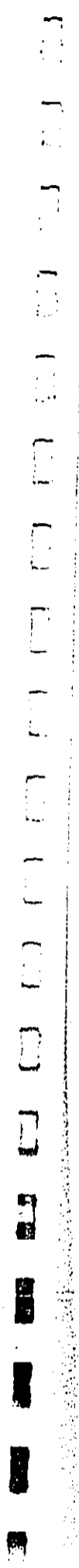
MZ:ny

Thank you for your letter of February 2, 1990 regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. We appreciate your participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Chung*  
Kisuk Cheung  
Director of Engineering

007



*To Gerald Chapman  
17/No-180*

DEPARTMENT OF GENERAL PLANNING  
**CITY AND COUNTY OF HONOLULU**

490 SOUTHEND STREET  
HONOLULU, HAWAII 96813



FRANK F. PASTI  
DIRECTOR

BENJAMIN B. LEE  
CHIEF PLANNING OFFICER  
ROLAND D. LIBBY, JR.  
DEPUTY CHIEF PLANNING OFFICER

(MH)

March 19, 1990

Mr. David Sox  
EIS Technical Manager (CEPOD-ED-MI)  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

Armed Forces Recreation Center at Fort DeRussy

As a follow-up to our meeting with you and others from the Corps of Engineers and Western Command on March 8, 1990, a list of concerns and suggestions over proposed recreational improvement plans for Fort DeRussy are as follows:

1. The number of parking spaces (2600 stalls) should be reduced and the four-story parking structure should be reduced in height by providing a one-story parking structure placed entirely or partially below grade with an earth berm over the structure to create a large lawn and landscape open area.
2. Department of Transportation Services (DTS) has reevaluated the proposed alignment of Kalia Road and has concerns over the "T" intersection at Saratoga Road. DTS recommends that the existing alignment be maintained or reconfigured, so that the intersection meets Kalia Road at the Diamond Head end.
3. Department of Parks and Recreation recommends relocation of the proposed swimming pool and luau complex inland to further enhance the beach area.

In the spirit of working cooperatively for the best of all concerned, we believe that the development of Fort DeRussy could accomplish the mission of serving the recreational needs

Mr. David Sox  
March 19, 1990  
Page 2

of the Armed Forces of the Pacific, while also providing an important visual and recreational open space for tourists and residents of Maikiki.

We look forward to your response and welcome the opportunity to meet with Army representatives to mutually resolve these concerns before the Army finalizes its Request For Proposal (RFP) for the proposed improvements. Should you have any questions, please call me or my deputy, Roland Libby at 523-4713 or 523-4715, respectively.

Sincerely,

*Benjamin B. Lee*  
BENJAMIN B. LEE  
Chief Planning Officer

BBL:ff

cc: Galen Fox, Executive Assistant to the Mayor  
Department of Transportation Services  
Department of Parks and Recreation  
Department of Land Utilization  
Department of Public Works

008

DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96859-5440



August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Benjamin B. Lee, Chief Planning Officer  
Department of General Planning  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Lee:

Thank you for your letter of March 19, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

a. **Parking Structures.** We are aware of your concerns regarding the visual and open space aspects of the proposed project and share your concerns. Based on your comments, as well as those received from others, we have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces.

Under the first measure or option, the Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure, with parking spaces for a minimum of 350 vehicles. Its height would not exceed 10 feet above grade. Under that same option, the Hotel Parking Structure will consist of three levels not to exceed 25 feet above grade. The top level will have parking spaces but will be heavily landscaped. The ground level will be bermed where feasible and the second and third levels will be terraced and landscaped. This structure will have a capacity of a minimum of 1,300 parking spaces.

Under the second or optional mitigation measure, the Saratoga parking structure would remain as under the first option. The other parking structure would consist of two, one-story bermed and landscaped-over parking structures on the site of the present hotel parking structure and at a site mauka of Kalia Road. This structure would have a capacity of a minimum of 1,300 parking spaces.

-2-

b. **Kalia Road.** Because of the City and County Department of Transportation comments, as well as those of others, the present Saratoga Road/Kalia Road intersection will be retained. Kalia Road will be a two-lane road with bus turnouts and left-turn storage lanes at parking structure entrances. A right-of-way will be maintained on the mauka side of the road to permit possible future widening of the road by the City & County.

c. **Pool/Luau Complex.** The site of the new pool/luau complex is fixed and will soon be under construction. During the planning for the complex, the project was thoroughly discussed with your department and the Department of Land Utilization. The site selected was agreed to by all concerned as well as by the operators of the Hale Koa Hotel.

We appreciate your participation in the Draft EIS review process and will continue to cooperate with your office during the final planning and design of the proposed facilities. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Lee*  
Kisuk Cheung  
Director of Engineering

669



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

850 SOUTH KING STREET, 8TH FLOOR  
HONOLULU, HAWAII 96813  
PHONE 323-4437 • FAX 337-8490



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96855-5440

August 9, 1990

SENT TO  
ATTENTION OF

Installation Support Branch  
Military Division

MICHAEL N. SCARFONE  
DIRECTOR  
RONALD B. MUN  
DEPUTY DIRECTOR

March 6, 1990

Mr. Michael Scarfone, Director  
City and County of Honolulu  
Department of Housing and Community Development  
650 South King Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Scarfone:

Mr. David Sox  
EIS Technical Manager  
(CEPOD-ED-MI)  
U.S. Army Engineer District,  
Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

Subject: Draft Environmental Impact Statement  
Proposed Development of the Armed Forces Recreation  
Center - Fort DeRussy, Waikiki, Hawaii

Thank you for the opportunity to review and comment on the  
Draft EIS for the proposed Development of the Armed Forces  
Recreation Center-Fort DeRussy, Waikiki, Hawaii.

We have no comments at this time. We will retain a copy of  
the Draft EIS for our files.

Sincerely,

MICHAEL N. SCARFONE  
Director

Sincerely,

Kisuk Cheung  
Director of Engineering

**CITY AND COUNTY OF HONOLULU**

POLICE DEPARTMENT

1415 SOUTH BERTHEMINA STREET  
HONOLULU, HAWAII 96813 - ONE A CODE (H) 101-3311



FRANK P. FASI  
MAYOR

OUR REFERENCE KN-LK

HAROLD KAWASAKI  
CHIEF

(11)

March 8, 1990

Mr. Kisuk Cheung, Chief  
Engineering Division  
Department of the Army  
U.S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Draft Environmental Impact Statement for Development of  
the Armed Forces Recreation Center-Fort DeRussy

We have reviewed the draft environmental impact statement (DEIS) and would like to make the following comments.

We are concerned about the potential increase of traffic, which is already backing up on Kalakaua Avenue, if Kalia Road is realigned to intersect Saratoga Road by the post office. We would prefer that the Kalia Road/Saratoga Road intersection be left at the present location.

In the interest of minimizing hazardous traffic conditions posed by the expected increase in vehicular movement in that area, we concur with the proposal to develop four lanes on Kalia Road.

The removal of the perimeter fence and the military police post and the opening up of the facilities to additional activities will increase the need for civilian and military police presence.

Mr. Kisuk Cheung

-2-

March 8, 1990

We would like to continue improving our working relationship with the military to ensure that patrons of the proposed Armed Forces Recreation Center at Fort DeRussy are adequately serviced. Toward this end, we are also in support of mitigation measures spelled out in section 10.1.4 of the DEIS.

Thank you for the opportunity to comment.

Sincerely,

*H. Kawasaki*

HAROLD KAWASAKI  
Chief of Police

*But I thought  
City had Police  
ward 3 Regs.  
This paper line*

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DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

AUGUST 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU

630 SOUTH BERETANIA STREET

HONOLULU, HAWAII 96813



February 14, 1990

MI 11/20/90 M 20 D.S. (M) A.Ch.

FRANK F. FABI, Mayor  
DONNA B. GOIK, Chairman  
JOHN K. TUI, Vice Chairman  
ESTER M. DAYVON AH CHICK, O.S.F.  
SAM CALLEJO  
EDWARD Y. HIRATA  
WALTER O. WATSON, JR.  
MAURICE H. YAMASATO  
KAZU HAYASHIDA  
Manager and Chief Engineer

Mr. Harold Kawasaki, Chief of Police  
Police Department  
City and County of Honolulu  
1455 Beretania Street  
Honolulu, Hawaii 96814

Dear Chief Kawasaki:

Thank you for your letter of March 8, 1990 regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

Because of your comments regarding traffic impacts of the proposed new Fort DeRussy facilities, as well as those of others, the present Kalia Road/Saratoga Road intersection will be retained. Further, the number of parking stalls proposed has been reduced from 2,600 to 1,650 stalls. Kalia Road, however, will be retained for the present as a two-lane roadway with turnouts provided for city buses and left-turn storage lanes provided for entry into the parking structures.

The final disposition of the military police presently billeted at Fort DeRussy is still under discussion. We will pass your letter to the Fort Shafter Provost Marshal who will keep your office informed of any decisions regarding police protection at Fort DeRussy.

We appreciate your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fy*  
Kisuk Cheung  
Director of Engineering

Mr. Kisuk Cheung, Chief  
Engineering Division  
Department of the Army  
U. S. Army Engineer District, Honolulu  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Your Letter Dated January 12, 1990 Regarding the Draft Environmental Impact Statement for the Development of the Armed Forces Recreation Center at Fort DeRussy, Waikiki, Hawaii

We have the following comments on the proposed project:

1. The existing 8-inch water main along the new Kalia Road alignment should be replaced with a new 12-inch main.
2. The developer shall be required to pay for the relocation of existing services that will be affected by the project or realignment of streets.
3. The developer should submit construction drawings showing locations and numbers of all affected existing meters.
4. The availability of water will be determined when the building permit applications are submitted for our review and approval.
5. Water system facilities and other meter charges will be determined and assessed when the plans are finalized and building permit applications

Pure Water... man's greatest need - see it wisely

C72

Mr. Kisuk Cheung  
Page 2  
February 14, 1990



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT SHAFTER, HAWAII 96843-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

are submitted for our review and approval.  
Qualifying credits shall be made for demolished  
water fixture units.

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

Very truly yours,

KAZU HAYASHIDA  
Manager and Chief Engineer

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:

Thank you for your letter of February 14, 1990, regarding  
the Draft Environmental Impact Statement (EIS) for Development of  
the Armed Forces Recreation Center, Fort Detussy, Waikiki,  
Hawaii. The following is provided in response to your letter.

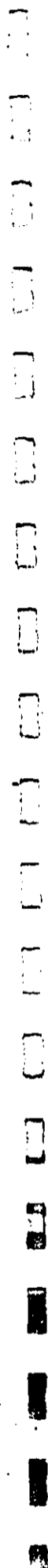
Your comments regarding the sizing of the water main and  
charges have been considered and will be addressed in the Final  
Environmental Impact Statement.

Thank you for your comments and participation in the EIS  
review process. Your letter and this response will be included  
in the Final EIS.

Sincerely,

Kisuk Cheung  
Director of Engineering

073



# ALOHA PUNAWAI

APARTMENT HOTEL 305 SARATOGA RD HONOLULU HI 96815 808-923-5211

Aloha Puna Mai Ltr, Subj: Development of the Armed Forces Recreation Center - Ft DeRussy, Waikiki, Hawaii, dtd 16 Feb 90

The Honorable Frank Fasi  
Mayor of the City & County of Honolulu

16 February 1990

Subject: Development of the Armed Forces Recreation Center - Ft DeRussy, Waikiki, Hawaii

Road and to avoid traffic congestion, the better solution would be to eliminate Kalia Road as a thoroughfare through Ft DeRussy.

Sincerely,

*Marie Laure M. Lee*  
Marie Laure M. Lee

Sir:

The proposed subject development calls for the realignment and widening of Kalia Road. As a small business operator located on Saratoga Road, we would be significantly adversely affected.

We ask your assistance to retain the existing exiting Kalia Road onto Saratoga Road. The conceptual plan as proposed by the U.S. Army Corps of Engineers would intersect Saratoga Road next to and makai of the U.S. Post Office. This proposed relocated Kalia Road would allow Ft DeRussy's traffic right and left turns access into Saratoga Road thereby:

- a. Effecting a substantial magnitude of traffic.
- b. Creating a serious bottle-neck for those attempting to enter/exit driveways or parking stalls of the small hotel/apartments located on Saratoga Road.
- c. Affecting adversely the circulation patterns to and from the U.S. Post Office.
- d. Creating a potential congestion and dangerous traffic hazard on Saratoga Road because of the cars entering/exiting the parking structure due to the proximity of the new Kalia Road intersection with Saratoga Road and because of traffic movements across the street (Breakers and Hawaiiana Hotels) and the traffic flow associated with the U.S. Post Office.
- e. Eliminating all parking for Aloha Puna Mai's owner, manager, staff, and guests.

Alternative Plan B-2 (4-Lane Realigned Configuration) would best serve the public as it would:

- a. Retain city bus routes.
- b. Better accommodate through-traffic (traffic generated by the two large parking complexes).
- c. Not change existing U.S. Post Office driveways on Saratoga Road.

However, to accommodate the small business operators situated on Saratoga

Copy to:  
Councilman Neil Abercrombie  
U.S. Army Engineer District, Honolulu  
Hil Br, Inst Spt Section  
City Traffic Engineer  
Nel Hirayama



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96854-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Ms. Marie Laura M. Lee  
Aloha Runawai  
305 Saratoga Road  
Honolulu, Hawaii 96815

Dear Ms. Lee:

Thank you for your letter of February 16, 1990 to the Honorable Mayor Frank Fasi, City and County of Honolulu, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

The realignment of Kalua Road has been proposed to facilitate the flow of traffic through Fort DeRussy and the surrounding area. We are cognizant of the potential effects of the realignment on existing residences and businesses. For this and other reasons, we have relocated the Kalua Road's intersection with Saratoga Road back to its original or current site. Kalua Road will still wind through Fort DeRussy similar to the configuration of Alternative B-2 in the Draft EIS. We propose constructing the road as a two lane road with provision for future widening by the City & County of Honolulu. We do not believe that the elimination of Kalua Road through Fort DeRussy would be in the best interests of the public.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Lee*

Kisuk Cheung  
Director of Engineering



Honolulu Chapter  
THE AMERICAN  
INSTITUTE  
OF ARCHITECTS

February 28, 1990

District Engineer  
US Army Engineer District, Honolulu  
Military Branch, Installation Support Section  
Building 230  
Fort Shafter, Hawaii 96858-5440

Attention: David G. Sox, EIS Technical Manager (CEPOD-ED-MI)

Subject: Fort DeRussy Development Plan Draft EIS

Dear Sir,

In response to the EIS Preparation Notice, we wrote a letter which is included in the back of the Draft EIS. The concerns we raised and the suggestions we made have not been addressed in the Draft EIS. We certainly hope that they will be in the Final EIS.

Since the early 1980s, we have, as policy, supported the concept of Fort DeRussy as the "central park" of Waikiki. Thus, we are in favor of as much open space at Fort DeRussy as possible and a corresponding minimum of such space-taking facilities as large massive above-ground parking structures and Army Reserve facilities both of which do not assist the mission of the fort as an Army Forces Recreation Center and a public open space. We also favor removing all fences, barriers and so forth around the perimeter of the fort as we believe this will aid the mission.

We are concerned that, rather than creating the park-like space as claimed, the proposed development will in fact have the counter-productive effect of further blocking the central open space of the fort from the surrounding public streets. The visual relief from the urban environment afforded by the natural setting of the fort will be diminished.

Currently, views into the fort are partially blocked by the Reserve buildings along Ala Moana, the outparcel structures along Kalakaua and the post office along Saratoga. The primary views into the site are across the two major existing parking lots and from the visual opening at the corner of Kalakaua and Saratoga.

As indicated by drawings and graphic studies in the Draft EIS, the addition of the two large parking structures and the new wing of the Hale Koa Hotel will significantly increase the amount of buildings around the perimeter of the fort and will almost entirely block views into its central open space from the surrounding streets. Only views in the area of the existing military police facility will be improved. In fact very little perimeter will be left for viewing into the site.

Randolph, the Hale Koa complex and the greatly subdued parking structures should remain. Support facilities such as administration, military police, maintenance, convenience and bottle shop, etc., should be located in the historically contextually renovated Maluhia Hall and the Hale Koa Hotel. Other than Kalia Road, roadways on the fort should be kept to a minimum (i.e., access to parking for Maluhia Hall and the Chapel should be off Kalakaua in as short and direct a manner as possible) to maintain the park-like setting.

Any future design of Fort DeRussy must successfully address these critical areas of concern in order to achieve a facility that is integrated into, and a good neighbor of, Waikiki.

Also, on page III-2 of the draft EIS, existing "parking for recreational facilities" is stated as 13.2 acres and, on page II-2, planned "multi-level parking" is 6 acres although figures III-3 and II-2 show less contrast in area between the existing and the planned.

Thank you for the opportunity to comment on this project of great value and impact to both the armed forces community and the Waikiki neighborhood.

Sincerely,

*Theodore E. Gardyque*  
Theodore E. Gardyque, Jr.  
President, Honolulu Chapter

We suggest two ways of addressing this situation. These should be addressed in the Final EIS.

First, in our response to the EIS Notice, we stated "Our primary concern is the impact of major parking structures on the park-like setting of the plan. We strongly recommend that the EIS consider and address the possibility of depressing the proposed parking structures to the maximum extent permitted by the water table and mounding over them in order to tie them into the landscaping (reference the City and County of Honolulu municipal parking garage on the ewa-makai corner of Beretania and Alapai Streets mauka of the municipal office building). Lower broader structures under such an earthen cover will facilitate a blending (of the parking structures) into the landscape. The pedestrian overpasses indicated over Kalia Road will be more used if thus blended into the natural flow of the landscape and the terrain."

The major impact of the proposed parking structures is addressed in the visual impact study of the Draft EIS (pages III-36 and III-37 and appendix A). They are such too massive and much too tall. Height should and can be kept under the City mandated twenty-five feet, even if mounded over. The number of parking levels and floor to floor heights can be limited to insure conformance with maximum height. Contemporary design and construction methods have allowed several recent local buildings to extend below the water table safely and economically. Our suggestions made in response to the EIS Notice will mitigate the visual impact and needs to be discussed in the Final EIS.

Second, it is a benefit both to Fort DeRussy and to the functioning of the Army Reserve to completely relocate the Reserve facilities to a location that is more central to the island, more central to the area of the Reserve mission, and more central to the population center of Reserve personnel, especially as our island population shifts ewa. Such a relocation is planned to Fort Shafter. The timing of the relocation in relation to the development of the Fort DeRussy master plan and the use of the site in the vicinity of Bruyeres Quadrangle and Kalani Center both in the period prior to the reserve relocation ("phase 1") and in the period after ("phase 2") significantly impacts the plan for Fort DeRussy and thus should be thoroughly addressed in the EIS. Opening this portion of the site will greatly add to views into the fort. This has not been addressed in the Draft EIS and should be in the Final EIS.

Ultimately, to maximize open space and views into the site, only Maluhia Hall, the Chapel, the Army Museum at Battery



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96158-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Mr. Theodore E. Carduque, President  
Honolulu Chapter  
The American Institute of Architects  
1128 Nuuanu Avenue  
Honolulu, Hawaii 96817

Dear Mr. Carduque:

Thank you for your letter, February 28, 1990, to U.S. Army Corps of Engineers, Honolulu Engineer District, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

a. EIS Preparation Notice Letter. The EIS was prepared on a "worst case" scenario, which includes construction of the parking structures above grade. Additionally, as noted in the Draft EIS, in keeping with your suggestions, the parking structures would be extensively landscaped, including landscaping on the top decks. Similarly, the Draft EIS discusses the results of both the visual analysis and traffic studies performed for the proposed project, including the potential visual impacts and measures to mitigate those impacts and recommended intersection and roadway improvements to facilitate the flow of traffic through Fort DeRussy.

b. Parking Structures. We agree that the two parking structures will partially block views through the site. Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

-2-

The size of the two parking structures as noted in the Draft EIS was based on the Master Plan developed for the proposed project. A re-analysis of parking requirements has resulted in an opportunity to reduce the number of new parking spaces now believe needed to support the Master Plan and operation of a new hotel tower. Parking fees are still under consideration and probably would not be determined until just prior to opening the structure. The fees would be competitive with other Waikiki area parking facilities. At this time, we are planning on contracting the operation of the structure to a private contractor. A portion of the Saratoga Road parking structure would be open to the public.

c. Relocation of Army Reserve. As indicated in the Draft EIS, the relocation of the US Army Reserve facilities will be fully described and discussed in a separate environmental document. Plans for relocation of the facilities are being developed and will include consideration of your timely comments. For the most part, we agree with your suggestions and will strive to adopt them in our final design and engineering efforts.

d. Other Parking Area Comments. As noted on Page III-2, present parking for recreational facilities, which includes all facilities on Fort DeRussy including the Hale Koa Hotel, is 13.2 acres. With adoption of the recommended project, a total of 7 acres would be dedicated to parking, i.e., the two parking structures. Although two parking lots are shown on Figure III-3, Kuroda Parade Ground and the Infantry Field are also used for parking. In addition, Figure III-3 does not accurately depict the other areas of existing parking space around the Post Office, at Freedom and Chaplain Fields, and on the Ala Moana Boulevard side of Bruyeres Quadrangle and Kalani Center.

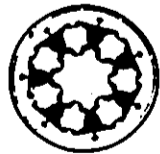
Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fagan*  
Kisuk Cheung  
Director of Engineering

077





# HAWAII CONVENTION PARK COUNCIL



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

SENT TO  
ATTENTION OF

Installation Support Branch  
Military Division

February 5, 1990

## 1989-1990 EXECUTIVE COMMITTEE

- Don Thompson, Chair  
Tutor Production
- John Brogan, Chair-Elect  
Sheraton Waikiki Hotel
- Robert T.K. Ho, Past-Chair  
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Hawaii, Inc.
- Thomas J. Mirano, President  
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- Marshall Spradell, Treasurer  
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& Ikaika
- William Alexander  
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- Elmer Akimichi  
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- Henry Charles  
Mary Charles & Associates
- James Christensen  
Professional Cultural Center
- W. Lawrence "Cory"  
Wicks, Improvement Association
- Donald DeLorenzo  
Emerald Management Company
- John F. Fineman  
Hawaii Hotel Association
- Robert Haskel  
Hawaii Hotels House
- Barbara M. Johnson  
Belle of Hawaii
- William Kagan  
Pac & Telephone Communications  
Pacific, Inc.
- John Kuroki  
Dana, Inc.
- Richard Kellie  
Outrigger Hotels House
- Wesley Manning  
Waikiki, Outrigger Hotels Association
- Robert McCumber  
Economic Development Corp  
of Honolulu
- William Myers  
Hawaii Visitors Bureau
- John O'Connell  
Hawaii Visitors Bureau
- William O'Connell  
Hawaii Visitors Bureau
- Thomas P. O'Connell  
Number of Committees of Hawaii  
Hotel Association
- Robert O'Connell  
Number of Committees of Hawaii  
Hotel Association
- Ed S. Telford  
Hawaii Hotels & Resorts  
Hawaii Visitors Bureau

Mr. David Sox  
EIS Technical Manager  
Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

The Hawaii Convention Park Council is a non-tax supported advocacy group that encourages building a world class convention facility for Hawaii in or next to Waikiki.

At present, it appears that one, or possibly even two, convention centers will be built near Fort DeRussy. As a result, the Army's actions at Fort DeRussy will impact any convention center development. With that in mind, we offer our council's opinion on the proposed plan for the mauka portion of Fort DeRussy.

We oppose what appears to be a plan to reduce the open space on the mauka portion of Fort DeRussy. Even when our council was proposing construction of a convention center at Fort DeRussy, our plans called for retaining over the structure itself and the removal of all surface construction, in order to enhance the shrinking inventory of open space in Waikiki. Your plan frustrates a desperate community need for more open space.

At the same time, we are mindful of the appropriateness of providing for the recreational needs of our active and retired military community. Hawaii has long been an eager host to our armed services personnel and their families. The members of the council ask you to understand that we divorce a criticism of your plan from a sincere support for your goal.

Please vigorously seek a way to improve and augment recreational facilities for our military personnel that can also support the resident community's need for open space in Waikiki. To paraphrase an often-cited aphorism, if Waikiki is not a beautiful place to live, it is not a beautiful place to visit.

Thank you for allowing the council an opportunity to share its opinion on your important undertaking.

Very truly yours,

*Gailene Wong*  
Gailene Wong  
Executive Assistant

Ms. Gailene Wong, Executive Assistant  
Hawaii Convention Park Council  
Pacific Tower, Suite 1900  
1001 Bishop Street  
Honolulu, Hawaii 96813

Dear Ms. Wong:

Thank you for your letter of February 5, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

We appreciate and share your concerns regarding any reduction of open space at Fort DeRussy. The proposed project has been planned to increase the amount of open space within Fort DeRussy by removing many of the one- and two-story buildings that are now spread out over a wide area of the mauka portion of the post, as well as removing the present open paved parking areas and replacing them with extensively landscaped parking structures. In addition, new landscaping will be provided as will new paths and recreational facilities. One aim of the proposed project is to increase the park-like setting of Fort DeRussy so that it remains as a community recreation area.

Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

ENV 2-1  
JA/G

-2-

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*CA*  
Kinuk Cheung  
Director of Engineering

William A. Bonnet  
Manager  
Environmental Department



February 26, 1990

Mr. David SOX  
EIS Technical Manager (CEPOD-ED-HI)  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. SOX:

Subject: Draft Environmental Impact Statement (EIS) for the Development of the Armed Forces Recreation Center-Fort DeRusey, Waikiki, Hawaii

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

1. We have attached a copy of the proposed development site plan (see Attachment 1) that shows the location of HECO's existing electrical facilities within the project area. As you will note, a HECO switching vault is located near the Kalakaus Avenue boundary. Disposition of this vault is not discussed in the draft EIS.  
This vault, ductlines, and access to the vault are presently covered by HECO easement document R/W 67-23 which expires in 2017. The vault is an integral component of the Waikiki 12 kv distribution system in the area and must be maintained. If the development requires the relocation of the vault, it would be at the Military's cost.

If the development does not require the relocation of the vault, the following HECO notes are to be included in the project drawings:

- a. The location of HECO's underground facilities shown on the plans are from existing records with varying degrees of accuracy and are not guaranteed as shown. The Contractor shall exercise extreme caution whenever construction crosses or is in close proximity of these lines.
- b. When trench excavation is adjacent to or beneath our existing HECO structures or facilities, the Contractor is responsible for:

An HEI Company

679

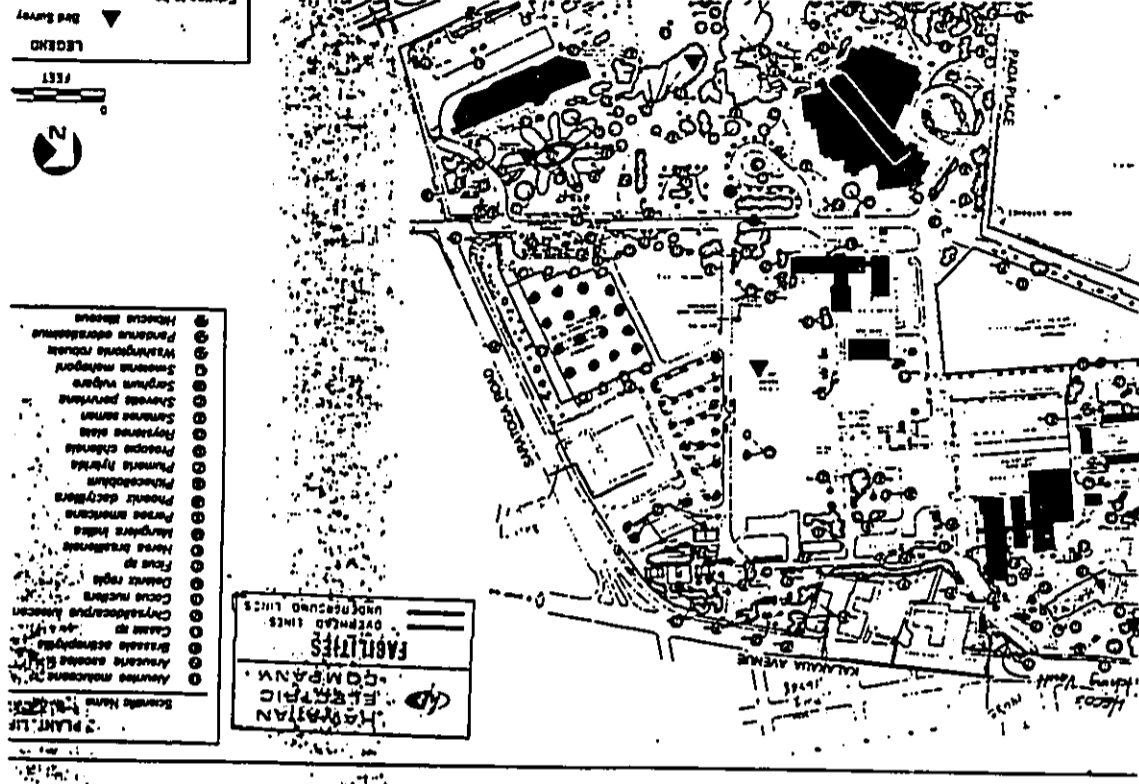
Mr. David Sox  
February 26, 1990  
Page 2

- \* Sheeting and bracing the excavation to prevent slides, cave-ins, and settlements, and
- \* Protecting existing structures or facilities with beams, struts, or under-pinning.
- c. Any work required to relocate HECO facilities shall be done by HECO. The Contractor shall be responsible for all costs and coordination. In addition, should it become necessary for the Contractor to temporarily relocate any HECO facilities, these temporary locations will be done by HECO or by the Contractor under HECO supervision and all costs will be borne by the Contractor.
- d. Any damage to HECO's facilities will be reported immediately to HECO's Trouble Dispatcher at 543-7874. The Contractor shall be liable for any damages to HECO's facilities.
- e. The Contractor shall obtain an excavation permit from HECO's Mapping and Records Division located at 820 Ward Avenue, 4th floor, two weeks prior to starting construction.

Sincerely,

William A. Bonnet

Attachment



000

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



REPLY TO  
ATTENTION OF

August 11, 1990

Installation Support Division  
Military Division

Mr. William A. Bonnet  
Manager, Environmental Department  
Hawaiian Electric Company, Inc.  
P.O. Box 2750  
Honolulu, Hawaii 96840-0001

Dear Mr. Bonnet:

Thank you for your letter of February 26, 1990 to Mr. David Sox, EIS Technical Manager, regarding the Draft Environmental Impact Statement for Development of the Armed Forces Recreation Center-Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

Thank you for noting the location of the existing HECO electrical facilities within the project area. The location of these facilities will be included in the Final EIS. Although design of the proposed project is only in the preliminary stages, we do not anticipate relocating the existing HECO switching vault. This information will also be included in the Final EIS.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Cheung*  
Klausk Cheung  
Director of Engineering



McCULLY/MOILILI NEIGHBORHOOD BOARD NO. 8  
610 NEIGHBORHOOD COMMISSION • CITY HALL, ROOM 400 • HONOLULU, HAWAII 96813

Mr. David Sox  
EIS Technical Manager (CEP00-ED-M1)  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

Subject: DRAFT EIS: Armed Forces Recreation Center - Fort DeRussy

Thank you for the opportunity to review your Draft EIS. We note the need for your proposed action and are sympathetic to your efforts to alleviate the present "turning away of room requests of about 24,735 per year because of insufficient accommodations."

Comments from our Physical Planning Committee included the following:

1. Given the potential of significant archaeological remains on the site and the historical importance of Waikiki in our island's development, we hope that appropriate Federal and State Historic Preservation methods will be implemented during the proposed excavation and construction. Artifacts that are discovered could be displayed in your new lobby as an interpretive and educational way of introducing your guests to local history.
2. Given the alternative between a proposed structure that blocks viewplanes but offers more street level open space, or structures that conform to the local 25-foot height zoning standard but offer little street level open space, we hope that you will supplement your Chapter 11 "Socioeconomic Factors" with surveys to determine public preference towards a preferred alternative.
3. Given your proposed removal of the MP quarters on-post and observation on page III-98 that "Military police cannot be effectively provided from Fort Shafter due to the excessive response time of at least 25 minutes..." we hope that roving military policemen or private security guards will be provided around the clock to assure public safety on-site.
4. Given your proposed increase in on-site guests and increased vehicular traffic, we hope that you will alleviate the need for private cars by offering military bus service from popular points of origin to DeRussy on a more frequent schedule.

Sincerely,  
*Michael Shiroma* 03/06  
Michael Shiroma, Chair

Susan Lee, Vice-Chair



Oahu's Neighborhood Board System - Established 1973

081

DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96338-5440



August 9, 1990

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

Public preference in the EIS process is revealed through the public review of the Draft and Final EIS. We do not see any need to revise the social impact assessment work previously completed or conduct additional surveys.

Mr. Michael Shiroma, Chair  
Ms. Susan Lee, Vice-Chair  
McOully/Moiliili Neighborhood Board No. 8  
c/o Neighborhood Commission  
City Hall, Room 400  
Honolulu, Hawaii 96813

The final disposition of the Military Police currently billeted at Fort DeRussy is still under discussion. Regardless of the outcome of these discussions, 24-hour security will be provided at Fort DeRussy.

We appreciate your participation in the Draft EIS review process and will continue to cooperate with your office during the final planning and design of the proposed facilities. Your letter and this response will be included in the Final EIS.

Dear Mr. Shiroma and Ms. Lee:

Thank you for your letter of March 6, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your comments.

As indicated in the Draft EIS, a complete archaeological survey of the Fort DeRussy area has been conducted and reviewed with the State Historic Preservation Office (SHPO). A Mitigation plan is being formulated in compliance with appropriate federal and state archaeological site protection and preservation rules and regulations. This plan, which will require approval by the SHPO, will be implemented prior to construction of the proposed facilities.

Based on the comments received from various state and City and County of Honolulu agencies, as well as those received from various private citizens and groups, we are in the process of revising the parking structure designs to include two structures, neither of which will be more than 25 feet above grade and both will be heavily landscaped to improve the visual aspects and open space character of Fort DeRussy. The Saratoga Parking Structure will become a one-story, bermed and landscaped-over parking structure, with a minimum of 350 parking spaces. The Hotel Parking Structure will consist of three levels with berms around the ground level, and terraced and landscaped 2nd and 3rd levels, all measures to reduce visual intrusiveness. It will have a capacity of a minimum of 1,300 parking spaces. A second option would create two one-story bermed and landscaped-over parking structures on the mauka side of Fort DeRussy plus the one-story bermed-over Saratoga Parking Structure. The parking capacities of these structures would be the same as the first option.

Sincerely,

*C. Feyer*

Risuk Cheung  
Director of Engineering

082



### THE OUTDOOR CIRCLE

Established 1912  
A Non-profit Organization  
1110 University Avenue, Suite 205  
Honolulu, Hawaii 96826  
(808) 943-9658

February 27, 1990

Donald T. Wynn, Lt. Col.  
District Engineer  
Department of the Army  
U.S. Army Engineer District  
Fort Shafter, Hawaii 96858-5440

**SUBJECT: Draft Environmental Impact Statement - Armed Forces  
Recreation Center, Fort DeRussy**

Dear Sir:

The Outdoor Circle has followed the planning and development of Fort DeRussy for a number of years through representation and participation on succeeding Waikiki Task Forces and presently through the Waikiki Improvement Association.

The Outdoor Circle has long been on record supporting the need for the military recreation area and the preservation of its green park like setting.

Fort DeRussy has always provided a unique visual relief in contrast to the surrounding blocks of concrete. It provides the residents as well as the visitors a true feeling of Hawaii.

We have reviewed the draft EIS which we have found to be very thorough. Although there are no "Exceptional Trees" on the site, the area has a large number of very fine specimen trees. We are pleased to note these mature trees will be preserved.

We have real concern with the planned parking structures. We were literally shocked with the visual impact of these structures and with the loss of open space. We feel these buildings present a fort-like barricade between Waikiki and the ocean.

*RAYD MS 9/27/90 Katochima*

*PLEASE IN MY OPINION TO THE GROUP TO ASK IF  
HAWAII THE CONSENT ONE OF THE AN.AN  
APPROX. 100% IN THE MEETING WE FEEL  
GIVE THEM AN INTERIM ANSWER IN THE LETTER*

MANEOHE KAUIA KONA  
HAWAII KAHALA (HAWAII)

Department of Army  
Fort DeRussy - EIS  
Page 2  
February 27, 1990

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The Outdoor Circle strongly recommends the Army review its plans with the thought of constructing the parking structure below grade to the maximum extent possible.

We strongly support those Mitigation Measures, 4.4.1 - Parking Structures and 4.4.2 - Open Space Character page 111-36 i.e. preserve the open space character and reduce the "potential height and massing incompatibilities" of these parking structures.

The Outdoor Circle appreciates this opportunity to express our concern and asks your serious consideration of our request.

Sincerely,

*Betty Crocker*

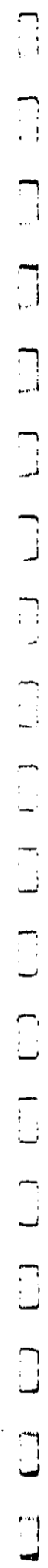
Betty Crocker  
President

*Susan Fristoe*

Susan Fristoe  
Landscape & Planting

4 1/2

083





DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96358-5400

August 9, 1990

REG-10  
ATTENTION OF

Installation Support Branch  
Military Division

Ms. Betty Crocker, President  
Ms. Susan Fristoe, Landscape and Planting  
The Outdoor Circle  
1110 University Avenue, Suite 205  
Honolulu, Hawaii 96826

Dear Ms. Crocker and Ms. Fristoe:

Thank you for your letter of February 27, 1990 to Lieutenant Colonel Donald T. Wynn, District Engineer, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

a. Outdoor Circle Involvement With Fort DeRussy. Please be assured that the U.S. Army appreciates the efforts of the Outdoor Circle with respect to Fort DeRussy specifically and in general with the maintenance of the beauty of our islands.

b. Parking Structures. Based on your comments, as well as those received from others, our planners and engineers are investigating the possibilities of constructing a portion of the parking structures below grade. Several technical areas, such as dewatering problems, as well as economic concerns, will be addressed in the final planning and design stages of the proposed project.

Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

KISUIK CHEUNG  
Director of Engineering

469 Ena Road #2207  
Honolulu, HI 96815  
January 28, 1990

Mr. David Sox  
EIS Technical Manager  
US Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr Sox:

Thank you for including the Chairman of Save Fort De Russy Initiative on the list to receive the DEIS.

After reviewing it, there are four main points which appear to me critical for long-term success in the Armed Forces Recreation Center at Fort De Russy.

Here are the four issues which will be discussed:

- 1) Realignment of Kalia Road
- 2) Access to the Chapel
- 3) MPs presence
- 4) Charge for parking

Realignment of Kalia Road (p2;1.3)

Three options are offered. Option B3 serves best long-term approval and approbation for a "parklike site". Option B2 is absolutely unacceptable. Option B1, while workable, will cause much debate and polarization. Please take a strong positive position for Option B3.

Here are some reasons to support this choice and to oppose the others. Traffic studies done by experts report again and again that more lanes and wider roads result only in a heavier traffic flow. No one wants such an outcome. Further if eight lanes were provided, that would receive invidious remarks from the same persons, usually city administrators, who do not have land power concerning the De Russy acres.

(1)

Traffic flow of commercial buses, tour buses, and private cars already produce too much noise and pollution. Commercial buses and tour buses are not only environmentally harmful but the projected B2 (4 lane) with heavy usage and concomitant pollution and noise will destroy the parklike planned environment promised in the project and eagerly awaited by residents. Additionally, users of the recreational facilities will be subjected to this unpleasant and unnecessary health peril.

Further, the size of these acres wave another danger signal with additional commercial traffic noise and pollution. Users of the area cannot be freed from these fumes. Consider especially children, the disabled and the elderly, as well as everyone else seeking to maintain good health and to avoid health hazards.

Option B3 possesses the most appeal. It offers a natural method for pacing vehicular use while giving access and egress to the facility. Pollution and noise can be controlled because traffic will be limited to those using the De Russy recreational facilities. Go for it!

Option B2 is unacceptable. Why are those favoring it not confronting pollution and noise and destruction of the parklike ambience? Perhaps the option accommodates certain needs, but the price is too high. Convenience for some, a short term profit for others obfuscates the long term common good. Too long, such pressures have dominated planning. Now is the time for De Russy planners to place foremost long term effects, especially for users of the recreational facilities.

Chapel III-131, 11.2.4.1

Installation of lighting, pathways, and signage to improve access to on post facilities does not suffice the requirements of the Post Chapel. Here vehicle access is critical. While many of the congregation walk, many veterans and senior citizens are unable to walk the distance.

(2)

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DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96844-3400

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Dr. Frances Delany  
469 Ena Road #2207  
Honolulu, Hawaii 96815

Dear Dr. Delany:

Thank you for your letter of January 28, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

a. Realignment of Kalia Road. While we agree that the closure of Kalia Road would have the effect of creating the most open, park space within Fort DeRussy, other reviewers, including the City and County of Honolulu Department of Transportation Services and State Department of Transportation, have recommended against closure of Kalia Road because of adverse effects on traffic flow through the Fort DeRussy area. Your comments were forwarded to our planners and engineers for their consideration and inclusion in the discussions with the City and County and State. Based on those discussions and other comments on the Draft EIS, we have relocated the Kalia Road's intersection with Saratoga Road back to its original or current site. Kalia Road will still wind through Fort DeRussy similar to the configuration of Alternative B-2 in the Draft EIS. We propose constructing the road as a two lane road with provision for future widening by the City & County of Honolulu.

b. Access to Chapel. Limited parking for the Post Chapel will be provided as an aid to the elderly and handicapped. We appreciate your comments in this regard.

c. Retention of Military Police. The retention of the Military Police on Fort DeRussy is still under consideration with the appropriate Army commands. We agree that their presence is a deterrent to crime as is noted in the Draft EIS (see Chapter III, Section 10.1.1.1, pages III-98 and III-99).

d. Parking Fees. Parking fees for the two new parking structures have not been determined at this time. It is our intention to contract the operation of the parking structures to a private company and the fees that would be charged would be

For example, a regular attendee is a paraplegic veteran who operates his specially made vehicle. We cannot deny him access without deserved unfavorable criticism. There are other functions like funerals, weddings, and circumstances requiring an ambulance; these MUST be accommodated. To be concise, a road providing ingress and egress to the chapel is needed and ought to be in the plan. One wonders what effect the amphitheatre will have on this open chapel where people come to pray? The chapel is utilized for meetings ancillary to services, for example, choir rehearsal, music preparation, parish meetings and get togethers. Add vehicle access in the configuration, for our Post Chapel.

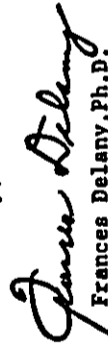
Retaining MPs allays many anxieties. Their presence acts as an immediate control and an ongoing deterrent to crime moving into De Russy. The low crime record of De Russy, as compared to Waikiki, attests to the effectiveness of MP presence. Although the detaining building will be removed, the visibility of the MPs will alleviate local fears about crime destroying the recreational aspects of the projected plan.

Fee Charge for Parking

Why is this being considered? The many service personnel and community participants will react adversely. It imposes another cost on an already burdened group. Why add complications to what is now free of charge for those using the facilities? No parking should be on roof space. Make this green space.

Again thank you and be assured of my expressed concerns about the De Russy I love. Please keep me informed about the Public Meeting. I regret the Waipuna has its annual meeting at the Hale Koa the same time, and I am a board member. Again, thank you.

Sincerely,

  
Frances Delany, Ph.D.

(3)

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competitive with other Waikiki area parking facilities. It is possible that hotel guests would be granted a special parking fee.

Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,



Kisuik Cheung  
Director of Engineering

087



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96854-540

August 9, 1990

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

April 2, 1990  
Mr. David Sox  
U.S. Army Honolulu Engineer District  
Installation Support Section  
Building 230  
Fort Shafter, Hawaii 96858

Attention David Sox,

*I am a six month winter resident and wish to make a comment on the proposed redevelopment of Ft. De Russy. I feel that the present motor vehicle parking at the water frontage should be eliminated. The close proximity of the enlarged public parking facilities will surely increase the day use of the immediate beach area.*

*If an access road is required to the beach it should be very restrictive, this would keep the area in back of the Army Museum in a park atmosphere.*

Sincerely,  
Paul R. Olson  
726 Marine View Drive  
Longview, Washington  
98632

P.S. THINK GREEN FOR DERUSSY!

Mr. Paul R. Olson  
726 Marine View Drive  
Longview, WA 98632

Dear Mr. Olson:

Thank you for your letter of April 2, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

Public parking will only be provided in the two new parking structures to be constructed as part of the proposed project, except for limited space at the Chapel. A vehicle turn around area will be provided in front of the U.S. Army Museum (Battery Randolph). No parking will be allowed in this area. It is our desire to create as much open space as possible within Fort DeRussy and to improve the park-like setting of the facilities.

Thank you for your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

Kisuk Cheung  
Director of Engineering

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DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

August 9, 1990

PLEASE  
ATTENTION OF

Installation Support Branch  
Military Division

411 Kaloa St. #705  
Honolulu, Hawaii 96815  
March 2, 1990

Mr. David Sox  
EIS Technical Manager (CEPOD-ED-HI)  
U.S. Army Engineer District, Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Dear Mr. Sox:

After considering your DEIS carefully, I would like you to have my deliberations for the record.

I strongly support Alternative No. 1., No Action, for the following reasons:

1. Drastically changing the environment.

Traveling Kalia Road as well as Saratoga Road there would be walls of concrete cutting off views. I refer you to:

Figure 10, Visual Simulation  
Figure 11, Visual Simulation  
Figure 12, Visual Simulation  
Figure 16, Visual Simulation

2. Traffic mess - the document admits there will be many.

3. Hotel room overload for Waikiki - with Hawaii Prince now being opened, and two other hotels being proposed besides Hale Koa, it would seem you would want to put Hale Koa #2 somewhere else, if at all, on the island.

4. Employee shortage - the labor force in the kinds of jobs created by the hotel industry is very short as I am sure you are aware.

These reasons but most especially #1 which even though the DEIS claims more open space, I question if they have considered the blocked views that would occur.

Thank you for your consideration.

Sincerely,  
*Mary E. Pickel*  
Mary E. Pickel  
Resident-Owner

Ms. Mary E. Pickel  
411 Kaloa Street #705  
Honolulu, Hawaii 96815

Dear Ms. Pickel:

Thank you for your letter of March 2, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

We agree that the proposed parking structures would have a significant visual impact on the Fort DeRussy area. One purpose of the Draft EIS is to present a "worst case" scenario and describe the potential environmental impacts resulting from that scenario. Because of your comments and those of others, we have reviewed the plans described in the Draft EIS with the intent of lessening the visual impact. Reductions in the size or configuration of the final project's parking structures will generally have less impact than the "worst case" scenario.

We also agree that traffic problems in and around the Waikiki area need to be solved. Based on the analyses we have performed, we believe that the proposed reconfiguration of Kalia Road as well as other improvements to the roadways in and around Fort DeRussy will improve the flow of traffic in and out of Waikiki. Please note that the present intersection of Kalia Road and Saratoga Road will remain in the recommended plan.

As indicated in the Draft EIS and at the public hearing held on the Draft EIS, the proposed new hotel tower, along with the existing Hale Koa Hotel, derive their clientele from active duty and other eligible military personnel. The guests of the Hale Koa are charged according to their ability to pay. That is, a general pays more than a private for the same accommodations. In this manner, many service personnel are able to bring their families to Hawaii for vacations when they normally would not be able to afford.

080

The management of the Hale Koa Hotel and other services in the existing Fort DeRussy complex is well aware of the present labor shortage. It is possible that by the time the new hotel tower is constructed the labor shortage will be solved. It is also possible that the shortage will still exist, which will mean that the new facilities will have to compete for workers just as other hotels and services.

We appreciate your review and participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. Fung*

Kisuk Cheung  
Director of Engineering

419 Keoniama Street, PH-3  
Honolulu, HI 96815  
February 25, 1990

David Sox  
Building 230  
Fort Shafter, HI 96858-5440

Dear Sir:

I am writing with regard to the environmental impact the Army's plans for Fort DeRussy will have on the Waikiki community.

Your proposal to build two four-story parking structures and re-route a widened Kalis Road smack through the middle of the reservation will produce enough additional vehicular traffic to strangle the area - which is already choking on traffic.

Have you forgotten that this is the time when environment-conscious planners are seeking rapid transit and increased bus service to ease the vehicular strangulation of Waikiki? Providing additional parking space for thousands of additional cars (far more than an expanded Hale Koa would require) is unconscionable, given the present state of affairs. This is not a time when bigger is better.

The Army has always been a good custodian of what little open space remains in Waikiki. Please don't spoil the record!

Very sincerely yours,

*Joseph R. Ruth*

Joseph R. Ruth  
Secretary, Oahu Surf I Board of Directors



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96330-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

Mr. Joseph R. Ruth  
419 Keoniana Street, PH-3  
Honolulu, Hawaii 96815

Dear Mr. Ruth:

Thank you for your letter of February 25, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter.

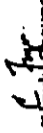
a. Proposed Project. The proposed project has been designed to accommodate increased numbers of the military who wish to vacation and relax in Hawaii. The realignment of Kalia Road has been proposed to facilitate the flow of traffic through Fort DeRussy and the surrounding area. Based on comments received on the Draft EIS and discussions with the City & County of Honolulu, we have relocated the Kalia Road's intersection with Saratoga Road back to its original or current site. Kalia Road will still wind through Fort DeRussy similar to the configuration of Alternative B-2 in the Draft EIS. We propose constructing the road as a two lane road with provision for future widening by the City & County of Honolulu.

b. Parking Structures. Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

-2-

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

  
Kiatuk Cheung  
Director of Engineering

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DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT SHAFTER, HAWAII 96833-5440

August 9, 1990



ATTENTION

Installation Support Branch  
Military Division

Mr. Stephen Starzetski  
1240 Autumn Lane  
Anchorage, AK 9504-2222

Dear Mr. Starzetski:

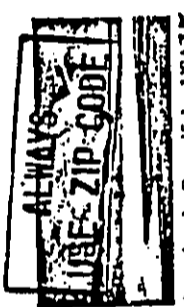
Thank you for your letter of February 19, 1990 to Mr. David Sox, Environmental Impact Statement (EIS) Technical Manager, regarding the Draft EIS for Development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. We appreciate your support for the proposed project.

Thank you for your participation in the Draft EIS review process. Your letter and this response will be included in the Final EIS.

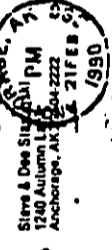
Sincerely,

*C. J. J.*

Kisuk Cheung  
Director of Engineering



America the Beautiful USA 15



MR. DAVID SOX  
EIS TECHNICAL MANAGER (CEPOD-ED-MI)  
US ARMY ENGINEER DISTRICT, HONOLULU  
BED 6 230  
FORT SHAFTER, HAWAII  
96833-5440

DEAR MR. SOX, FEB 19-90  
REF. EIS DEVELOPMENT AREA FOR  
DERUSSY. I VOTE FOR THIS EX-  
PANSION OF FT DERUSSY, THE EX-  
PANSION SHOULD BE BUILT TO  
SERVE AS MANY MILITARY PERSONNEL  
AS POSSIBLE. THE 400 ROOM HOTEL TOWER  
IS SURELY NEEDED.  
WE THANK YOU. BET WIKET  
STEPHEN STARZETSKI JR  
AIR FORCE MSgt (RET)

002

7 February 1990

Commander, U.S. Army Honolulu Engineer District  
ATTN: CEPOD-ED-MI  
Installations Support Branch  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

Dear Sir:

Reference is made to the public hearing that was held at Jeffers Elementary School at 7p.m. on February 5, 1990 in regard to proposed modifications to the Fort DeRussy Military Reservation in Waikiki.

It is appreciated that the public is being given a chance to comment on the proposed changes to this 72-acre site which is about one sixth the size of the entire area of Waikiki bounded by the ocean, the Ala Wai Canal and Ke-pahulu Avenue. It appears, tho, that decisions have already been made that are probably irrevocable. However, I would like to make the following comments for whatever they are worth.

It has been the obvious procedure in the past for the military to attempt to make use of the entire site by spreading the one and two story structures presently on the site out over the maximum amount of the area in an attempt to justify retention of the site under their control. This is very inefficient use of some of the most valuable land in the state of Hawaii! They have now apparently decided to relocate some of the facilities to where they will be more functional with the military units that they serve. This is certainly a step in the right direction! However, then they turn right around and want to spend more of our taxes to construct parking structures, a new 12-story hotel and re-

align Kalia Road. This will permit turning some of the present parking areas and the sites of some minor structures into green space but with very little improvement to the visual environment except from the surrounding high rise structures. The representative from the AIA who spoke at the meeting had some cogent remarks about recessing the parking structures into the ground as far as possible and providing planting on the roofs of the structures. However, providing planting on the tops of these structures will probably mean either taller structures or structures that are spread out over larger areas.

It seems that very little is really being accomplished to improve the site at not inconsiderable new cost at a time when we are trying to eliminate the perpetual national deficits and start paying off our national debt! If we can't do better, perhaps we should leave the place alone as it is.

It is obvious that the present use of the site is for unmarried military personnel or married personnel without children for there doesn't seem to be very much provided or proposed to be provided for the recreation of families. Since so many of the service people here in Hawaii are married and living in family quarters, it can be very logically asked if the site really serves the overall military population. It can also logically be asked if it really serves very many of the public since there are no signs or other indications that the public is welcome and it is indicated on all maps that I am aware of as a "military reservation". Is this the very best site to spend our very scarce funds in providing recreational facilities for the entire military community? If the military personnel who come to the center are primarily looking for a place to stay while they visit the entertainment spots in Waikiki, perhaps they should use the parking facilities provided by the entertainment facilities they want to visit,



complete for on-street parking with the rest of us or come by bus or taxi.

If the parking structure shown to be constructed on the site for public use is intended to serve only the people visiting Fort DeRussy, a survey should be made to determine that the people now using the present parking stalls are really visiting Fort DeRussy and are not working in Waikiki unless it is intended that the parking should serve such people. The usual number of people on the beach in front of the site does not seem to justify the number of public parking stalls in the new public parking structure.

At the same time that the military is insisting on spending large sums of our taxes so they can justify hanging on to this most valuable (based on adjacent land values) piece of property, they have control of other "inactive" property such as Bellows Air Force Station that is serving no purpose or is utilized far below its actual potential. This inactive field seems to have around two miles of excellent beach and has a gross area of two or three times that of all of Waikiki. If the military is looking for a site for recreation, it is hard to imagine a more ideal place to develop low-rise hotel accommodations (there is plenty of space here to spread out), on grade parking, tent cities using surplus military tents for weekend vacations, organized auto and go-cart racing on the abandoned paved runways, ocean activities such as scuba diving, skin diving, sailing, fishing, looking for shells on the beach, body surfing, board surfing, motor-boating, volley ball, tennis, racquet ball, basketball, hiking, jogging, horseback riding and many other activities limited only by the imagination and the funds to set them up. A lot of the cost of such a development could be reduced materially by the use of the skills and labor of the military forces!

This "inactive" air field is in close proximity to Kaneohe Marine Corps Air Station and should be within an hours drive of Honolulu International Airport, Hickam Air Force Base, Pearl

Harbor, Fort Shafter and most military housing areas. With the money that it will take to construct the two parking structures, the 12-story hotel and the site work proposed at Fort DeRussy, all of the above and probably much more could be provided at Bellows Air Force Base. With proper coordination with local government officials, it might even be possible for the military to get the State and City and County to assist in the construction and, at least, help provide the required utilities for the development. Providing utilities and living quarters on the base would make it very easy to convert the base to war-time use should the need ever arise. As it is now, the base will probably continue to deteriorate over the years and may soon be of little use to anyone. In fact, if the military cannot demonstrate a real need for the base, it should be turned over for development into very badly needed housing for our ever increasing population.

With retention of only the Hale Koa Hotel and the Museum along the water front on the Fort DeRussy site, the remainder of the site could be converted into a park-like setting that would truly be an inspiring gateway to Waikiki and an open space and recreation area for all to enjoy. With the elimination of most all day parking, it should be possible to provide a small on-grade parking lot for the hotel and the Museum with the remainder of the required parking provided as at Ala Moana and Kepioleni Parks. With the addition of trees and grass in lieu of buildings, vehicles and paved areas, it should be possible to provide an area just as beautiful as the Moanalua Gardens!! I firmly believe that it is something to dream of and work towards!!

Sincerely yours,  
*Cecil R. Sult*  
Cecil R. Sult  
1570 Kanalu St  
Honolulu, HI 96816

694

1 March 1990

Commander  
U.S. Army Honolulu Engineer District  
ATTN: CEPOD-ED-WI, Installations Support Br.  
Environmental, Master Plans & Programs Section  
Building 230, Room 332A  
Fort Shafter, Hawaii 96858-5440

Dear Sir:

I would like to make the following comments concerning the draft EIS for development of the Armed Forces Recreation Center - Fort DeRussy.

First, has the military in Hawaii no shame? With the number of homeless people that we have here now numbering in the thousands and with the numbers growing every day, you want to spend millions of dollars in new construction at Fort DeRussy just to provide recreation facilities for service people? What are the stresses that these service people have to put up with that the rest of us here in Hawaii do not have that they are so badly in need of rest and relaxation? How many of these service people hold two jobs just to make ends meet? How many military families have both parents holding jobs just to meet the high cost of living here? The military has unrestricted access to all the public beaches, playgrounds, parks, campgrounds, hiking trails, sports facilities, marathons, etc the same as the rest of us. They also have access to a lot of similar facilities that are open only to the military! For instance, they can play golf on public golf courses with no questions asked but the use of military golf courses are off-limits to civilians even when there is no one playing on the courses! It seems apparent that in peacetime the military is in no more need of rest and recreation than the rest of us!

It is particularly distressing that the military wants to add to the recreation facilities at Fort DeRussy at a time when the Federal Government is running into deficit spending every year and large portions of our taxes go just to pay the interest on our national debt! It is also distressing to see how they propose to add to the recreation center! Having worked on many architectural projects in Waikiki while in private practice, I feel that the present layout of the proposed layout of facilities on the site, which is about equivalent to one-sixth of the entire built-up area of Waikiki, represent very poor examples of designing for the best and most economical use of a site. The buildings now on the site are spread out over the entire area and are used by fewer people in a year than utilize just one of the major hotels in Waikiki during an equivalent length of time! The parking for the hotel

cc:  
Mr. David Sox  
Gov. John Waihee  
Sen. Steve Cobb  
Rep Calvin Say  
Mayor Fasi  
Mr. Jeremy Harris  
Sen. Inouye  
Rep Akaka  
Sen. Matsunaga  
Rep. Saiki

is all on-grade and not designed as an integral part of the hotel building as it should have been on land that is of such extreme value. The other buildings on the site are very wasteful of space since they are all only one or two stories high and are spread out over the site so that there is very little space that could be devoted to landscaping and what there is is covered with asphalt parking areas. A large portion of the site is separated physically and visually from adjacent streets and sidewalks by fences so that any sense of open space is lost.

The best use for the Ft DeRussy property would be Hotel Resort. The military must know that the value of such property in Waikiki is skyrocketing-- up 85% in the last year alone! Instead of pouring more of our tax money into this site for a recreation center, they should consider selling it to developers and using the money to construct recreation facilities elsewhere for their service people if such facilities are really needed. Unless the primary reason for locating the recreation facilities at Ft DeRussy is so that the military personnel staying there can visit public recreation facilities throughout Waikiki, there seems little reason why the recreation facilities could not be built elsewhere on a small portion of the huge amount of property that is under military control here on Oahu. This would permit the site to be developed to its best use and the property taxes generated by the hotel resort developments would ease the tax bite on the rest of us. Since the military pays no taxes, they contribute nothing to our economy by occupying the site! They just keep asking for more and more money to use in building "affordable facilities" for their personnel -- facilities that most of us civilians could not afford even if they were open to us! The EIS makes mention of a pool-luanu area on the site -- one wonders why we should have spent money to construct a pool when there is a world famous beach just a few feet away!

If the site is not to be put to its best use as Hotel Resort, probably the next best use for it would be to create an open green space for use by all. There is no doubt that Waikiki is a concrete jungle and that more landscaping is urgently needed to make the place more liveable. It would add tremendously to the lives of those who live in the highrises adjacent to the site if they could look out on some trees and grass rather than the roofs of buildings, the tops of automobiles and the black asphalt of the parking lots. It would be a pleasure to walk or drive along Ala Moana Blvd and Kalakaua Ave and look into a beautiful green park unobstructed by fencing! It is too far for most people living in adjacent buildings to go to Ala Moana or Kapiolani Parks for health and recreation but a park at this location would give them a chance to escape from their hard and sterile concrete jungle.

If the true value of the site were to be recognized and the facilities designed accordingly making use of every square foot of available space as has been done elsewhere throughout Waikiki in recent years, probably all the recreation facilities now on the site plus a hotel addition, if absolutely mandatory, could be built on about one-third of the property. Parking should be an integral part of the design with the lowest deck recessed into the ground and with the hotel and other facilities built on top of the parking structure. This could free up two-thirds of the site for a real "Waikiki Gateway Park". 1,200 stalls of public parking seems excessive -- one wonders if the people using the stalls are not using them for parking while they are working in Waikiki. 1,400 stalls for the military also seems excessive. Personnel coming to the site from off-Oahu will probably be brought to the site by bus and there seems little reason why many of those living here on the island could not also come by bus. Neither Ala Moana or Kapiolani parks are provided with such generous parking as is indicated for this site and each of them is considerably larger in area than this property.

In lieu of building another hotel on this site with its additional parking requirement, a better solution would seem to be to provide the two-story motel type structures mentioned in Alternate C of the EIS but to construct them on the pristine beach at Bellows Field or another site under the control of the military. These could be used for R&R now but would be easily converted to barracks or other use in case of war. Bellows Field has one of the best beaches on the island plenty of additional space for other recreational use. It seems much more appropriate for family-type activities than a crowded site such as Ft DeRussy. It is often highly desirable to separate facilities for the use of adults without children from those with children. Unfortunately service people on leave are not known for their restraint or proper decorum.

Both the summary of the environmental impact statement and the article concerning Ft DeRussy in the newspaper made mention of parking for the use of the public. However, every map that I am familiar with indicates that Ft DeRussy is a military reserve with no indication that it is open to the public. If it is truly open to the public, better signing should be provided and road and other maps should be revised to so indicate. If these stalls are truly for use of the public, the area should be turned over to the City and County for them to furnish the funds and construct the parking. Parking meters should be provided on these stalls to limit the length of time that any one car can use a stall and so that the City can eventually recover the cost of providing the parking. The City should, at least,

10 April 1990

be consulted in the design of the parking if they will be responsible for the parking since they are the supposed experts in that field.

One has to wonder, if many of the Army Reserve functions are to move to Fort Shafter, why Headquarters of the Army Reserve is to remain at Ft DeRussy -- the fewer the activities occupying the site the less parking that will be required and the more space that would then be available for green area.

It is really unfortunate that the military did not give serious consideration to working with the City and County and the State toward providing a convention center on this site. It does not take much of a stretch of the imagination to envision an underground convention center with a landscaped park on top at this location central to Waikiki. Now that money, constraints for the military in the national budget may seriously restrict construction on the site to a minimum in the foreseeable future, the local governments might very well be willing to provide funds for a consolidated recreation center in exchange for permission to construct a convention center in on the remainder of the site in lieu of having to give major building regulation concessions to a developer to have a convention center in a project on another site.

Hopefully it is not too late to have major changes made in the planning of this very important site!

Sincerely,

*Cecil R. Sult*  
Cecil R. Sult  
1570 Kanalui St  
Honolulu, HI 96816

cc:

- Secretary of Defense
- Governor of Hawaii
- Senator Inouye
- Senator Matsunaga
- Representative Saiki
- Representative Akaka
- Mayor Faai

Lewis T. Turner  
Colonel, General Staff  
Executive Director  
Hospitality Management Group  
Department of the Army  
U.S. Army Community and Family Support Center  
Alexandria, VA. 22331-05

Dear Colonel Turner:

Thank you for the courtesy of a reply to my letter to the Secretary of Defense.

I am quite aware of the history of Ft DeRussy as a military recreation center for the Pacific area. It use to make sense when Waikiki was a relatively sparsely populated part of Honolulu and the tallest building was the Royal Hawaiian Hotel. Those days are gone forever, however, and we are having a big controversy over whether permission should be granted to developers to raise building heights to exceed building codes in order to get a badly needed convention center built. As you probably know, Ft DeRussy was considered as a highly desirable site for a convention center but the State and City and County were unable to convince the Army that they should release part of the site for this purpose. It just does not make sense now to have an area approximately equal to one-sixth of the entire Waikiki area containing a relatively few hotel rooms, a museum, two parking structures and several one-story buildings spread out so that very little of the site is truly open space! If the Army must hold onto this extremely valuable land just to provide for rest and recreation for less than the number of people that occupy just one of the major Waikiki hotels, they should, at least, consolidate the structures to the density that others must build to in Waikiki and really make it a park-like space by tearing out all those small buildings and planting trees and grass for a beautiful green area among all the highrises!

You state that the cost of the expansion proposed for Ft DeRussy will be primarily from non-appropriate funds. That's fine as far as it goes. However, the Army pays no property taxes on this most valuable land. Most of us here in Hawaii just had our property values increase to the point where many of us are beginning to wonder if we can still afford to live here. If the Army paid a proportionate property tax as the adjacent properties are now paying, the sum would be staggering -- enough so that the rest of us might get a reduction in the real property taxes we have to pay!

I think that you will have to admit that the primary reason that the military considers this such a desirable recreation area is not because of the facilities on the site but that

097

staying there gives them the chance to do what the tourists come here for -- to visit all the restaurants, bars, shows, shopping malls and, of course, the famous Waikiki beach with all its sunbathers, surfers, swimmers, etc. Providing hotel rooms at Ft DeRussy for this purpose still makes sense since military people, like a lot of the rest of us, just can't pay the going rates for hotel rooms in Waikiki. Parking for the hotel should be contiguous with the hotel and underground as much as possible like that at other hotels in Waikiki. Most go down to just above the water table so that some of them have two or more parking decks completely below grade. If it is constructed in this manner with the top covered with landscaping as the City and County did for their parking at City Hall, a parking structure can become a beautiful addition to the environment rather than an eyesore.

I have taken the liberty of making an overlay of the proposed layout at Fort DeRussy showing how it is quite possible to construct a new hotel with parking and keep it all on the Makai side of the existing Kalia Road. Even so, it is much more open and spacious than any other area in Waikiki. It would require the relocation of the lusu complex but this should not create any major cost or problem. It is suggested that parking for the public be severely restricted --- perhaps to just parallel parking along Kalia Road since traffic in Waikiki is very congested and the new park might best be reserved for the military and the people living in the concrete jungle on three sides of the new park. The rest of us can use Ala Moana and Kapiolani Parks if we want to go to the beach or sit in a park.

All the existing buildings on the Mauka side of Kalia Rd and all fences should be removed to create a truly open green area visible from the surrounding highrises and the adjacent streets. It could be a beautiful sight for all those coming into Waikiki along Ala Moana Blvd and Kalakaua Ave! The three small buildings could be relocated to some base where they would probably receive a lot more use than they do at this site. You may say that you do not have money for replacing these buildings on another site. Well, I would wager that if you turned all the land on the Mauka side of Kalia Rd over to the City and County with the stipulation that it was to remain as a park in perpetuate, they would take care of all the work of demolition and the designing and construction of the park. This could save you perhaps enough money to replace the buildings elsewhere. The park would be shown on all maps from now on as a public park open to the military and all the rest of us. Ft DeRussy is now shown on maps as a military reservation and most of us are unaware or unsure that we are presently welcome.

I sincerely hope that the Army can see it's way clear to sharing this most valuable property to the extent of letting a park be built here if consideration for a convention center is truly out of the picture. The military controls such a high percentage of the land on Oahu that returning this property in part to civilian control seems fair and logical.

Thanks again for the courtesy of a reply to my letter.

Sincerely,

*Oeil R. Selt*

cc: U.S. Senator Daniel K. Inouye  
Pacific Corps of Engrs  
Mayor Frank F. Fasi



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96854-5440

August 9, 1990

ATTENTION OF

Installation Support Branch  
Military Division

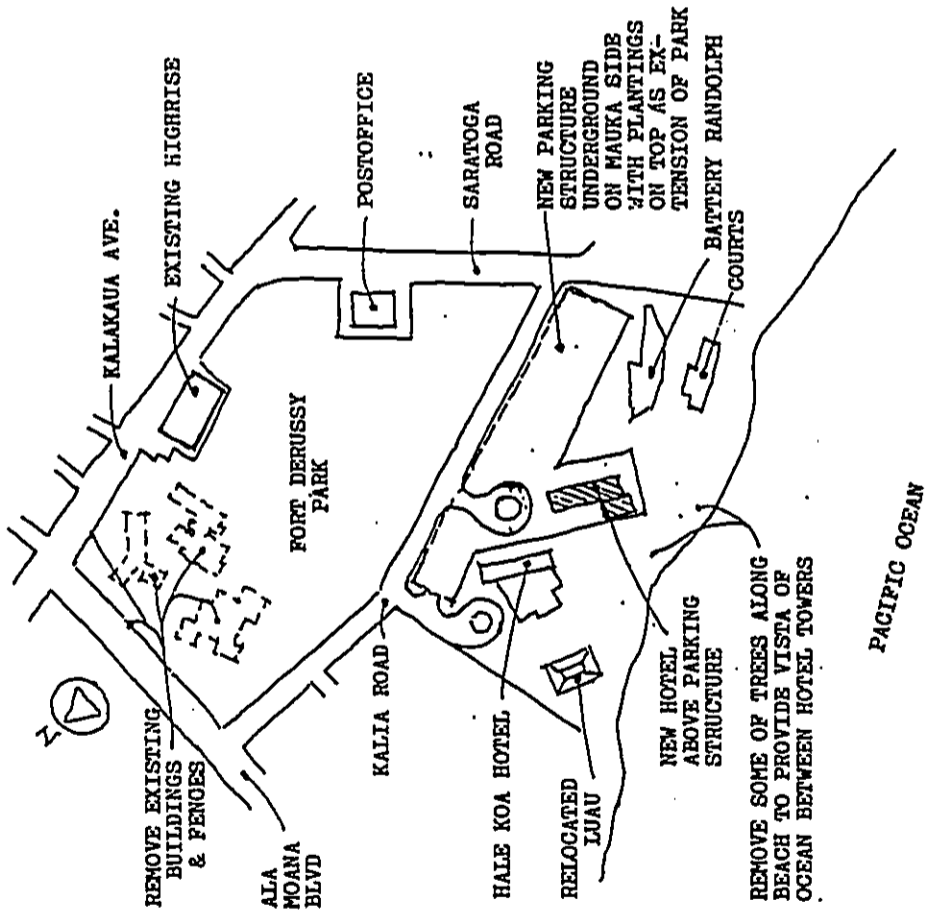
Mr. Cecil R. Sult  
1570 Kanaui Street  
Honolulu, Hawaii 96816

Dear Mr. Sult:

Thank you for your letters of February 7 and March 1, 1990 to the Commander, U.S. Army Corps of Engineers, Honolulu Engineer District, regarding the Draft Environmental Impact Statement (EIS) for Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii. The following is provided in response to your letter, and supplements the U.S. Army Community and Family Support Center's letter to you of April 5, 1990.

a. Project Funding and Purposes. Funding for the proposed Fort DeRussy facilities is provided from non-appropriated funds. That is, funds that are earned by the present facilities (Hale Koa Hotel, etc.) and not from funds that are appropriated to the Department of Defense by the U.S. Congress. As such, the funding burden falls on the users of the facilities, not the taxpayers. As noted in the Draft EIS, the purpose of the proposed facilities is to refocus the primary mission of Fort DeRussy from coequal support to the U.S. Army Reserve and all-service recreational activities towards a primary mission of recreation. Military personnel, in the performance of their duties, experience the same types of stresses and have the same recreational needs as civilians. The proposed facilities will provide a recreational outlet for the military personnel, at no or very little cost to taxpayers. Further, the facilities will be provided to the military on the basis of their ability to pay. That is, generals will pay more than privates for the same services. This allows all levels of the military to take advantage of the facilities equally.

b. Present Layout and Facilities. We agree that the present layout and mix of facilities at Fort DeRussy is less than optimum. Therefore, we commissioned the Master Plan and EIS for the facilities recommended by the Master Plan. Implementation of the master plan recommendations will allow us to remove those elements that do not serve the primary recreation mission of Fort DeRussy and replace those facilities that do allow accomplishment of the primary mission. Further, we will be able to site the new facilities in an efficient manner such that more open space is created, further adding to the park-like nature of the post.



parking facilities. At this time, we are planning on contracting the operation of the structure to a private contractor. A portion of the Saratoga Road parking structure would be open to the public.

f. Use of Bellows Beach. Bellows Air Force Base is dedicated to Air Force missions and is not available for other uses. As you may be aware, the beach is open to the general public on weekends and is heavily used for recreational activities.

g. Public Use of Fort DeRussy. We agree that additional signage is needed to inform the general public that the beach and other recreational facilities within Fort DeRussy are open to the public. The proposed project includes such signage and it is hoped that the general public will make use of the facilities.

h. Use of Site For Convention Center. As noted above, by order of Congress, the Fort DeRussy site is to remain under control of the Army. As you may recall, private and public groups have tried to obtain Fort DeRussy for a convention center site. However, the public outcry over such a use was so great that Congress mandated that the Fort would remain under military control.

Thank you for your comments and participation in the EIS review process. Your letter and this response will be included in the Final EIS.

Sincerely,

*C. J. Ma*  
Kisuk Cheung  
Director of Engineering

c. Use of Site. The Fort DeRussy site, by order of Congress, must remain under the control of the Army. We agree that if there were no facilities on-site at present or if the site were privately owned, its highest and best use probably would be for a resort hotel. However, as noted, Congress has mandated that the Fort remain under Army control and be used as the Pacific recreation center for the military.

d. Visual Character of The Site. As indicated in the Draft EIS (Chapter III, Section 4, pages III-33 through III-39), the proposed action, which includes the new hotel tower, parking structures, realigned Kalua Road and increased open space, is expected to result in a net increase in open space and a more park-like setting. New landscaped areas will be created, as would new walking trails and all new facilities would be extensively landscaped. Fencing would be removed and, to the maximum extent possible, view planes into and out of the post will be improved. The purpose of the Visual Resources Analysis conducted for the EIS was to define the potential visual impacts of the proposed facilities. As a result of this analysis our planners, architects and engineers have increased insight on design factors that must be taken into consideration during the final design and development of the architectural treatment for the buildings as well as the extent of landscaping required to achieve the park-like setting we would all like to enjoy.

e. Design of Parking Structures. Based on your comments, as well as those received from others, our planners and engineers have developed measures to mitigate the visual impacts of the parking structures presented in the Draft EIS. Two mitigation measures are evaluated in the Final EIS, both of which involve a lower number of new parking spaces. The Saratoga Parking Structure would become a one-story, bermed and landscaped-over parking structure. The Hotel Parking Structure will be slightly lower and will have increased landscaping around the facility to reduce visual intrusiveness. A second option would create a series of one-story bermed and landscaped-over parking structures throughout much of the mauka side of Fort DeRussy.

The size of the two parking structures as noted in the Draft EIS was based on the Master Plan developed for the proposed project. A reanalysis of parking requirements has resulted in an opportunity to reduce the number of new parking spaces new believe needed to support the Master Plan and operation of a new hotel tower. Parking fees are still under consideration and probably would not be determined until just prior to opening the structure. The fees would be competitive with other Waikiki area



DEPARTMENT OF THE ARMY  
U.S. ARMY COMMUNITY AND FAMILY SUPPORT CENTER  
ALEXANDRIA, VA

5 APR 1990



Hospitality Management  
Group

2 March 1990

Mr. Richard Cheney  
Secretary of Defense  
The Pentagon, Washington, DC 20301

Dear Sir:

ARE YOU AWARE THAT YOUR DEPARTMENT IS PLANNING TO SPEND MILLIONS OF DOLLARS TO MODIFY AND ADD TO PROPERTY UNDER YOUR CONTROL AND THE PROPERTY IS TO BE USED ONLY FOR RECREATION? ARE YOU AWARE ALSO THAT THIS PROPERTY IS APPROXIMATELY ONE-SIXTH OF THE TOTAL AREA OF HAWAII WHICH IS PROBABLY THE MOST VALUABLE LAND IN ALL OF HAWAII? THIS LAND INCREASED IN VALUE BY 85% IN THE LAST YEAR ALONE!

We were given the opportunity to make comments on the draft Environmental Impact Statement for this property, The Armed Forces Recreation Center - Fort DeRussy. Attached is a copy of my comments on the EIS for your information and appropriate action should you so desire.

Hawaii State and County of Honolulu governments attempted to get at least part of the site for a convention center that is needed very badly - so much so, in fact, that consideration is being given to permit a developer to raise the building height of his project from 350 to 500 feet if he will provide a convention center. Raising the building height to 500 feet for this project would be a rape of the environment and should be avoided if at all possible! I hope that you can see your way clear to making it possible by permitting construction of an underground convention center with a landscaped park on top on your property!

Sincerely,

Cecil R. Sult  
1570 Kanaolu St  
Honolulu, HI 96816

Mr. Cecil R. Sult  
1570 Kanaolu Street  
Honolulu, HI 96816

Dear Mr. Sult:

Your letter to Secretary of Defense Cheney concerning the proposed expansion of the Armed Forces Recreation Center at Fort DeRussy, Hawaii, has been referred to this office.

The morale and recreation mission at Fort DeRussy is a long standing one, extending back to WWII, retaining its appeal to popularity from service personnel and their families coming to Hawaii on rest and recuperation leave during the Vietnam conflict. We expect this recreation mission to continue to grow in economic, political, and military importance to the United States.

Fort DeRussy has been studied on numerous occasions to determine whether portions of it could be made available for release by the Army. The most recent of these studies was in 1988 when the House and Senate Armed Services Committee directed the Secretary of the Army to submit a report on the future use and development of Fort DeRussy. This report reaffirmed that the recreational mission requirements of Fort DeRussy should be expanded. It further indicated the need, because of community concerns, to maintain the open space character of Fort DeRussy, while eliminating unsightly structures and replacing them with much needed and attractive recreation facilities.

The largest source of funding for the proposed development will be with Non-Appropriated Funds. These funds are non-taxpayer dollars, and represents the Army's commitment to invest soldiers' money in Fort DeRussy to provide needed recreation for the enjoyment and benefit of both the military and local community.

Although Fort DeRussy is a military installation it is open to the general public and serves as the gateway to Waikiki Beach for millions of visitors to Honolulu each year. One of our primary objectives in the development of Fort DeRussy will be to create more open landscaped green space and to provide walking/jogging trails and park like areas. Since the master plan addresses the need to maintain the current open/green space



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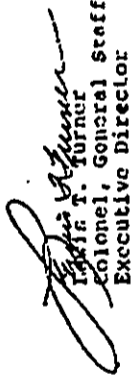
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concept of Fort DeRussy and the "shared use functions" by both the civilian and military community, have been working closely with city, county and state officials on many of the same issues addressed in your letter. We are very sensitive to the community's concerns about the future of Fort DeRussy and are making a concerted effort to be a good neighbor.

The Pacific Ocean Division, Corps of Engineers is in receipt of your letter on the Draft Environmental Impact Statement for Fort DeRussy and will separately address those comments and issues before completion of the final Environmental Impact Statement. I hope the foregoing information answers many of the questions you had with regard to the Fort DeRussy Armed Forces Recreation Center.

Sincerely,

  
Eric T. Turner  
Colonel, General Staff  
Executive Director  
Hospitality Management Group



DEPARTMENT OF THE ARMY  
PACIFIC OCEAN DIVISION, CORPS OF ENGINEERS  
FT. SHAFTER, HAWAII 96858-5440

May 14, 1991

REPLY TO  
ATTENTION OF

Installation Support Branch  
Military Division

Mr. Harold Masumoto, Director  
Office of State Planning  
Attention: State Clearinghouse  
Office of the Governor  
State Capitol  
Honolulu, Hawaii 96813

Dear Mr. Masumoto:

This letter is to update the State and Areawide Clearinghouse on the Development of the Armed Forces Recreation Center - Fort DeRussy, Waikiki, Hawaii (State Application Identifier: HI900129-013-O). Since our letter of August 9, 1990, replying to your March 12, 1990, comments on the project and the Draft Environmental Impact Statement (DEIS), the parking structure element of the project has changed.

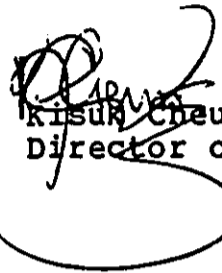
Instead of scaling down the Saratoga Road parking structure from three levels to a one-level, bermed over structure, we have eliminated any new construction there. We now plan to retain and add landscaping to the existing 540-stall parking lot along Saratoga Road that surrounds the Waikiki Post Office.

Instead of providing a three-level hotel parking structure, we now are considering two options for the hotel parking: a two-level (one-story) parking structure with a capacity of 850 stalls or the three-level (two-story) structure with a capacity of 1300 stalls.

Instead of reducing the number of stalls from the 2,600 proposed in the DEIS to 1,650 (as reported in our August 9, 1990 letter), the number now proposed, including a limited number of stalls at the chapel, Maluhia Hall, and Kalani Center, ranges from about 1,440 to 1,890, depending on the hotel parking structure option. That compares to an existing inventory of 1,325.

All these new changes will be reflected in the Final EIS (FEIS). There are no other changes to the proposed project. This letter will be included in the FEIS.

Sincerely

  
Kisu Cheung  
Director of Engineering

**CHAPTER V**

**LIST OF PREPARERS OF THIS EIS**

<u>Name/Affiliation</u>	<u>Title</u>	<u>Education</u>	<u>Area of Expertise</u>
Gordon Chapman/ Chapman Consulting Services	Owner/Project Manager	B.A. Zoology/ Economics	EIS Technical Manager, EIS Review and Editing, Soceconomic and Traffic Sections
Rodney Jeung/ ERCE*	Principal Investigator	M. Regional Planning	EIS Preparation
Kristen Knick/ERCE	Environmental Analyst	B.A., Anthropology	EIS Preparation
Lenore Pignolo/ ERCE	Environmental Analyst	M.A. History	EIS Preparation
Carol Secovitch/ ERCE	Environmental Specialist	B.A. Environmental Science	EIS Preparation
Allan Schilz/ERCE	Archaeologist	M.A. Anthropology/ Archaeology	EIS Preparation/ Archaeology Section
Hilary Maybaum/ERCE	Environmental Specialist	M.S. Oceanography	EIS Preparation/Editing
Gary O'Mary/ERCE	Graphics Specialist		EIS Graphics
Winona Char/ Char & Associates	Owner/Botanist	M.S. Botany	Botanical Survey
Phillip Bruner	Owner/Wildlife Biologist	M.S. Biology	Bird and Mammal Survey

Yosh Ebisu	Owner/Acoustical Consultant	M.S. Engineering	Noise Analysis
Sarah Butler/WRT**	Visual Consultant	B.A. Architecture	Visual Analysis
Jan Goldfluss/WRT	Visual Consultant	B.A. Landscape Arch.	Visual Analysis

\* ERCE = ERC Environmental and Energy Services Co.  
 \*\* WRT = Wallace Roberts & Todd

### LIST OF REVIEWERS OF THIS EIS

<u>Name/Affiliation</u>	<u>Title</u>	<u>Education</u>	<u>Area of Expertise</u>
David Sox/US COE*	Social-Environ Specialist	BA, MA & ABD Geography	EIS Review Socioeconomic Sec Revision Preparer of [Revised] Final EIS
Charles Streck/US COE	Archaeologist	BA, MA & ABD Anthropology	EIS Review, Archaeology
Farley Watanabe/US COE	Archaeologist	BA Anthropology	EIS Review, Archaeology
James W. Morrow/ Independent Consultant	Air Quality Consultant	MS Meteorology	EIS Review/Air Quality Section

\* US COE = US Army Corps of Engineers, Pacific Ocean Division

## CHAPTER VI

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## INDEX

- Advisory Council on Historic Preservation..... IV-2, IV-3  
Air emissions .....III-73ff., III-103  
Air quality .....II-6, II-13, III-76ff  
Air Quality Impact Report..... I-5, III-81  
Aircraft noise .....III-87  
Ala Moana Gateway..... III-124  
Ala Moana Park..... III-117  
Ala Moana Shopping Center..... III-1  
Ala Wai Boat Harbor..... III-1  
Ala Wai Field..... III-1, III-117  
Ala Wai Golf Course..... III-117  
Ambient air quality standards..... III-77  
Ambient noise..... III-83ff  
American Institute of Architects..... IV-1, Letters-75  
Archaeological studies..... III-47  
Areawide Clearinghouse..... S-10, IV-3, IV-4, Letters-23  
Armed Forces Recreation Center..... I-1, I-2, II-2, III-6  
Armed Forces Recreation Center Master Plan..... S-1, I-2  
Army Museum..... S-2, II-4, III-1, III-4, III-7,  
III-53, III-87, III-118, III-124, III-146  
  
Battery Randolph..... S-2, S-5, II-4, II-8, III-1, III-4, III-7,  
III-15, III-47, III-50, III-106, III-118  
Board of Water Supply..... III-94, IV-1  
Bruyeres Quadrangle..... I-3, III-8, III-15  
  
CERCLA..... S-13  
City and County of Honolulu Development Plan Land Use Map III-151  
Clean Water Act.....S-15, IV-4  
Clearinghouse Procedures Manual..... IV-3  
Clean Air Act..... S-13  
Climate and meteorology..... III-74  
Coastal Zone Management (CZM) Program  
Consistency Certification..... S-10, III-148, IV-4, App E  
Conservation Lands Functional Plan..... III-151  
Contaminated soil..... III-102  
Convention center..... III-68, III-154, Letters-78  
Council on Environmental Quality..... S-1, I-4  
Cultural resources..... III-43ff  
Conference Report..... I-1  
Day-night average noise levels..... III-83  
Department of Defense..... S-2, S-3, II-2, II-4, III-83, III-87  
Department of General Planning..... S-14, IV-3, Letters-23, -54  
Department of Health..... III-32, III-78, IV-3, Letters-54  
Dept of Land and Natural Resources [DLNR] III-29, IV-2, Letters-39  
& 54  
Department of Public Works..... S-7, III-97, IV-1

**INDEX**  
(Continued)

EIS Preparation Notice.....	S-8, S-12, IV-1
EIS scoping.....	IV-1
Endangered Species Act.....	S-13, III-29, IV-2
Estuary Protection Act.....	S-13
Federal Register.....	I-IV
Federal Water Project Recreation Act.....	S-13
Fish and Wildlife Coordination Act.....	S-13
Flood hazards.....	S-3, III-20
Flood Insurance Rate Map (FIRM).....	III-18
Floodplain.....	III-20
Groundwater	III-10, III-13, III-15, III-16, III-18, III-33, III-103
Hawaii Department of Business and Economic Development (HDBED)	III-121
Hawaii State Plan.....	III-150ff
Hawaiian Armed Services Police.....	III-9, III-109, III-124
Hazardous materials.....	S-3, III-100
Hilton Hawaiian Village.....	III-1, III-124
Historic Preservation Functional Plan.....	III-151
Historical and Archaeological Resources.....	II-13, III-43
Honolulu Police Department (HPD).....	III-9, III-109, Letters-71
Intergovernmental Review of Federal Programs.....	IV-3
Kalani Center.....	I-3, III-8, III-64, III-100
Kuroda Field .....	II-4, III-1, III-8, III-11, III-15, III-54
Land and Water Conservation Fund.....	S-13
Level of service.....	III-59
Maluhia Hall .....	III-9, III-50, III-97
Marine Protection, Research and Sanctuaries Act.....	S-13
Military Police... ..	II-4, III-9, III-49, III-109, III-124, III-136
National Defense Authorization Act.....	I-1
National Environmental Policy Act.....	S-1, S-14, II-1, III-50
National Flood Insurance Program.....	III-20
National Historic Preservation Act.....	S-4, S-14, III-50, IV-2
National Register of Historic Places.....	S-4, III-50ff
Noise Control Act.....	S-14
Noise levels.....	III-83ff
Notice of Intent (NOI).....	S-12, IV-1
Office of Environmental Quality Control.....	S-12, I-2, IV-5
Office of State Planning .....	S-10, III-148, IV-3, Letters-23

**INDEX**  
(Continued)

Parades..... III-129, III-145, Table III-27  
 Parking Issues & Impacts.... S-5, III-8, III-53, III-64, III-120,  
 III-126, III-138  
 Post Chapel ..... III-9, III-64, III-145  
 Post Headquarters..... III-1, III-8, III-64  
 Provost Marshal..... III-109  
 Public hearing..... S-11, IV-9  
 Public Hearing Transcript..... IV-8  
 Public involvement program..... S-12, IV-1  
 Public workshop..... S-11, IV-2

Recreation Functional Plan..... III-151  
 Record of Decision..... I-2, II-6, III-64  
 Regional Visitor Center..... III-4, III-118  
 Resource Conservation and Recovery Act..... S-14  
 River and Harbor Act of 1899..... S-14  
 Roster of [Public Workshop & Hearing] Attendance..... IV-8

Safe Drinking Water Act..... S-14  
 Sanitary sewer system..... III-97  
 Secretary of the Army..... I-1, II-2, III-9  
 Shoreline setback..... III-153  
 Social Impact Assessment..... I-5, III-119, III-121, III-127,  
 III-131, IV-1  
 Solid Waste Disposal Act..... S-14  
 State Clearinghouse Procedures..... IV-3, Letters-23  
 State Functional Plans..... III-151ff  
 State Historic Preservation Officer. S-4, S-7, S-14, III-50, IV-2  
 Tourism Functional Plan..... III-151  
 Toxic Substance Control Act..... S-14  
 Toxic waste materials..... S-3, III-100  
 Traffic impacts..... III-63ff, III-78  
 Traffic noise levels..... III-83ff  
 Transportation Functional Plan..... III-151  
 Tsunami..... S-3, III-21  
 Tsunami Tidal Zone..... III-21  
 Turner Hall..... II-4, III-8, III-51, III-101

Uniform Federal Accessibility Standards..... S-14, III-146  
 United Service Organizations of Hawaii, Inc. (USO)..... III-8  
 University of Southern Mississippi S-1, S-11, I-1, II-2, III-4,  
 III-7  
 US Army Community and Family Support Center..... S-5, S-7, I-1,  
 II-2, III-65, III-121  
 US Army Corps of Engineers..... I-6, II-2  
 US Army Reserve..... S-1, II-4, II-6, III-1, III-4,  
 III-8, III-10, III-15, III-65, III-125, III-142, III-146

INDEX  
(Continued)

US Army Western Command ..... I-1  
USASCH..... I-1, III-102, III-109, III-121  
U.S. Fish and Wildlife Service..... IV-1, IV-2, IV-8  
  
Vehicles per hour..... III-69, III-85  
Waikiki Beach..... I-3, III-1, III-31, III-118  
Waikiki Landmark Project..... III-66, III-151  
Waikiki Neighborhood Board..... III-129  
Waikiki Special Design District..... II-8, III-1, III-151  
Wastewater system..... S-6, III-97ff  
Water quality regulations..... III-32  
Water system..... III-92  
Watershed Protection and Flood Protection Act..... S-14  
WESTCOM .....I-1  
Wetlands..... IV-3  
Wild and Scenic Rivers Act..... S-14

**APPENDIX A**

**VISUAL RESOURCES ANALYSIS**



**Draft Environmental Impact Statement  
Visual Resources Analysis**

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**Development of the  
Armed Forces Recreation Center  
Fort DeRussy, Waikiki, Hawaii**

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Prepared for:  
**Chapman Consulting Services**

Prepared by:  
**Wallace Roberts & Todd**

**October 25, 1989**

## **TABLE OF CONTENTS**

### **INTRODUCTION**

Purpose  
Project Description  
Methodology

### **EXISTING VISUAL SETTING**

Physical Site Characteristics  
Public Views of the Site  
Private Views of the Site  
Existing Coastal Zone and Land Use Policies

### **VISUAL IMPACTS**

Impacts on Character of Project Site  
Impacts on Public Views  
Impacts on Private Views

### **MITIGATION MEASURES**

### **ORGANIZATIONS, PERSONS AND DOCUMENTS CONSULTED**

**LIST OF FIGURES**

<b>FIGURE</b>	<b>TITLE</b>
1	Conceptual Plan
2	CADD Computer Model
3	Existing Site Views
4	Existing Site Views
5	Existing Site Views
6	Existing Site Views
7	Existing Site Views
8	Existing Site Views
9	Visual Simulation Reference Map
10	Visual Simulation
11	Visual Simulation
12	Visual Simulation
13	Visual Simulation
14	Visual Simulation
15	Visual Simulation
16	Visual Simulation
17	Visual Simulation
18	Visual Simulation
19	Visual Simulation

## **INTRODUCTION**

### **Purpose**

The following report is the visual resources section of the Draft Environmental Impact Statement for the development of the Armed Forces Recreation Center, Fort DeRussy, Waikiki, Hawaii. This report was prepared by Wallace Roberts & Todd as subconsultants to Chapman Consulting Services. The purpose of this report is to assess the impact on visual resources which would result from the proposed project.

This report documents and evaluates the existing visual setting, existing coastal zone and land use policies, and impacts on the visual resources, as well as recommending mitigation measures to lessen the impacts.

### **Project Description**

The proposed development plan for the Armed Forces Recreation Center at Fort DeRussy is currently at a conceptual stage, with a program calling for the development of a 400-room hotel addition and two parking structures of 1200 and 1400 stalls respectively. The proposed building footprints of these structures are indicated on the conceptual plan (Figure 1).

The siting of the proposed Hotel Tower Complex requires Kalia Road to be realigned to the north and Turner Hall to be removed. Kalia Road would be widened to accommodate the increased traffic. The USAR Tactical Vehicle Motor Pool would be relocated off the site. Some of the structures in the northeast corner of the site would be removed. A new museum entrance, including a new entry road and paths would be built for Battery Randolph (see DEIS, Chapter 1, Section 5 for complete description of the proposed project). Although the project is currently at the conceptual stage, it was necessary to make assumptions regarding building configuration and appearance in order to complete the photosimulations. For purposes of this analysis, the new Hale Koa Hotel Tower Complex was depicted in the photosimulations in a design similar to the existing hotel. This produced more credible simulations than would have been possible with a simple bulk

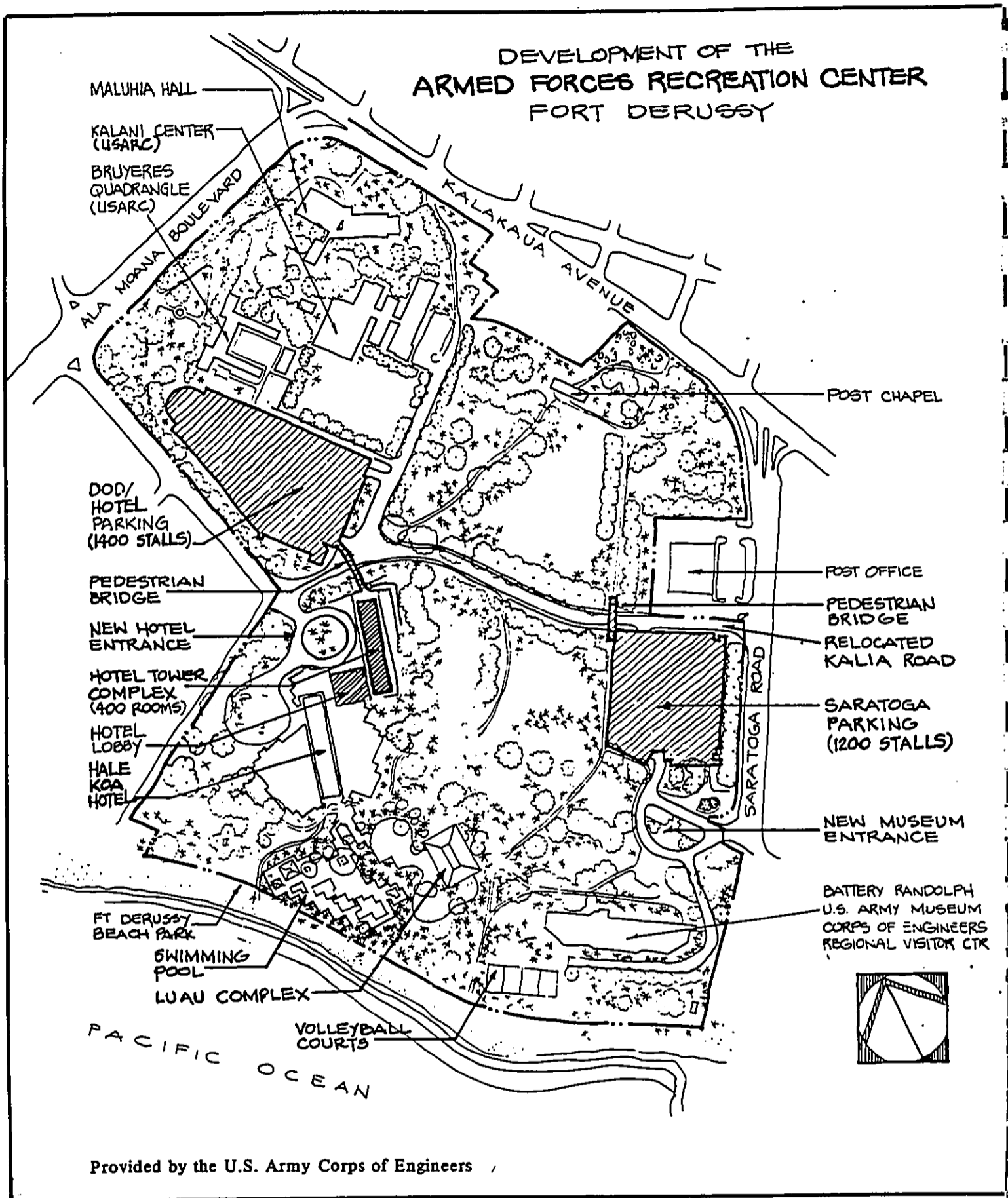


Figure #1

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989

image. Also, it was assumed that each parking structure would be four stories and approximately 34 feet in height. The two structures would accommodate the required number of spaces (1200 stalls for the Saratoga Parking and 1400 stalls for the DOD/Hotel Parking).

### Methodology

Since the proposed development is still at the conceptual stage, the emphasis of the photosimulations was on the building structures rather than the landscaping, the road realignment or other site improvements. However, both parking structures will be landscaped and landscaping will be used along Kalia Road.

Photographs were used to document the visual resources of the site. A site visit was made from July 25th through 29th, 1989. The existing setting section of this report includes photographs of the general context of the site, from both off-site and on-site locations.

In order to assess the impacts of the proposed development on existing views, photosimulations were prepared. Viewpoints were carefully selected to include views from most areas adjacent to the site and to include views from both public and private locations. Views from street-level and views from various levels in certain high-rise hotels and condominiums were also included. A view from Roundtop was included in order to assess any impact on the skyline from a distance.

The computer simulations were produced by a McDonnell-Douglas, GDS/GIS CADD Computer System. First, a computer model of the entire site (Figure 2) was created by digitizing a base map at a scale of 1"=100' (General Site Plan, Master Plan, Basic Information Maps, U.S. Army Engineer Division - Pacific Ocean, Dec. 1, 1984). The proposed development was digitized from the Conceptual Plan (Figure 1). By plotting the coordinates for each viewpoint a computer image was generated which showed the proposed development from the same location and angle from which the photograph was taken.

The computer image was then reproduced on acetate and positioned over the photograph, registering its position to existing features. A white dot screen was used to screen out those features which would be hidden from view or removed following construction. At the

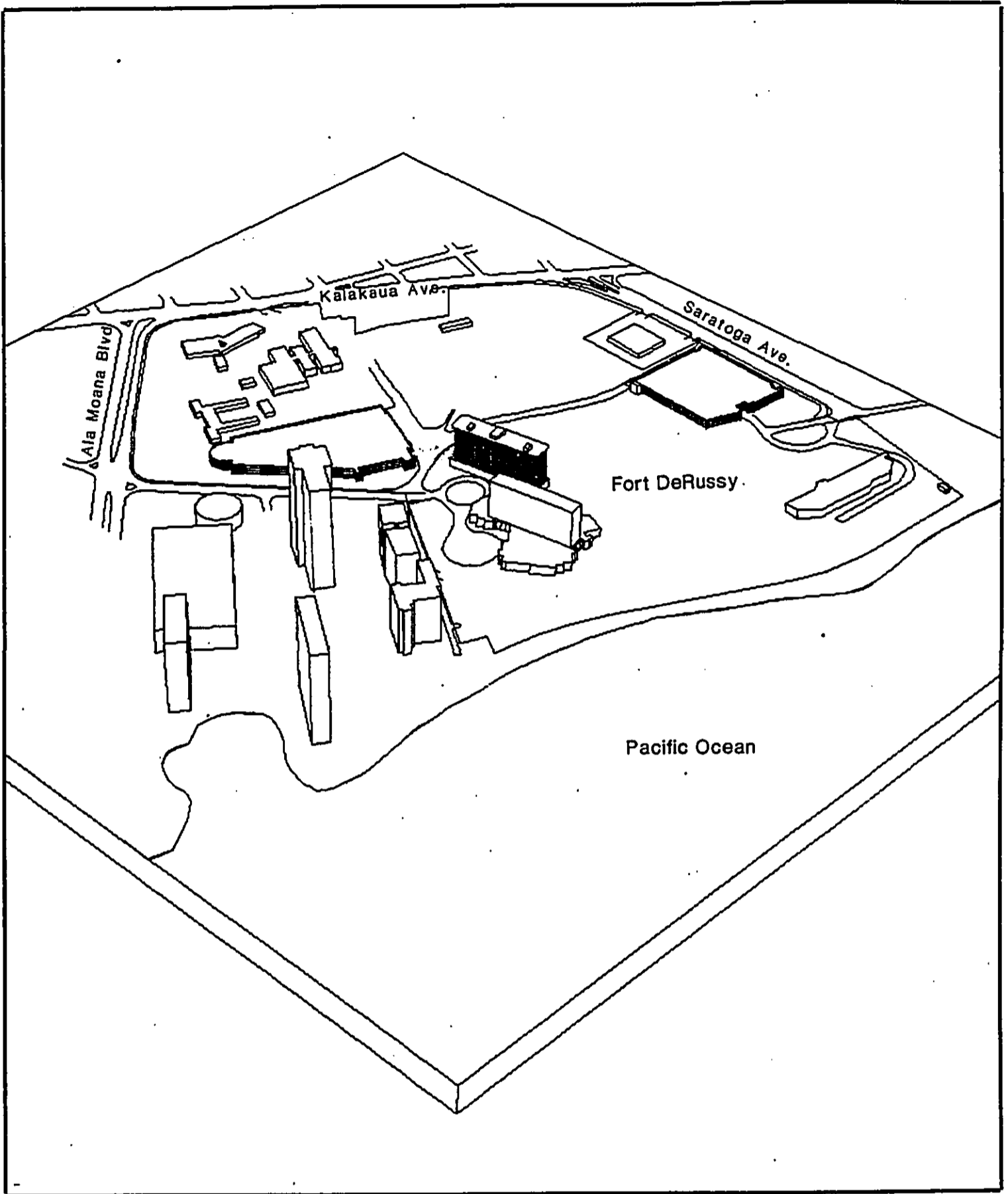


Figure # 2  
CADD Computer Model

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989

same time, the screen allows the reader to see through to the pre-existing view. This eliminated the need for "before" photographs since each simulation shows both the "before" and "after" views.

The preparation of this report has followed the U. S. Army Corps of Engineers, Visual Resources Assessment Procedure (VRAP) to the extent possible. However, the VRAP, which contains a Management Classification System (MCS) and Visual Impact Assessment Procedures (VIA), was developed primarily for use in large scale areas (COE water resource projects) and is less applicable to the analysis of smaller projects in urban settings.

## **EXISTING VISUAL SETTING**

### **Physical Site Characteristics**

The 72-acre Fort DeRussy is largely either undeveloped or developed with low rise structures and provides a visual contrast with the urbanized Waikiki area. The park-like setting for the existing Hale Koa Hotel and military complex is the last remaining open space along Waikiki Beach. The site is surrounded by high-rise development. Both Ala Moana Boulevard and Saratoga Road, located to the northwest and southeast of the site, are lined with high-rise hotels. To the north, the skyline is somewhat more varied, occasionally allowing for partial views of the mountains. The site has a predominantly open character, despite the presence of a number of low (less than three stories) military buildings, parking lots and associated landscaping.

A dominant visual feature which can be seen from certain areas of the site is the Pacific Ocean to the south. It can be seen from most of the area south of Kalia Road as shown in Figure 3. From many other parts of the site there is only the suggestion of the ocean in the distance. These glimpses of the ocean are important, however, offering the perception of an expansive view. Another dominant visual feature which can be seen from parts of the site is Diamond Head, to the southeast. The Hale Koa Hotel is the only high-rise building on the Fort DeRussy site. The surrounding area is heavily landscaped. In the area just north of the beach the tree cover acts as a landscape buffer which screens and visually separates the beach from the main portion of the site. East of the Hale Koa, however, there are views through the landscaping to the ocean.





View from Hale Koa Park south towards Fort DeRussy Beach  
Park

Figure #3

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989



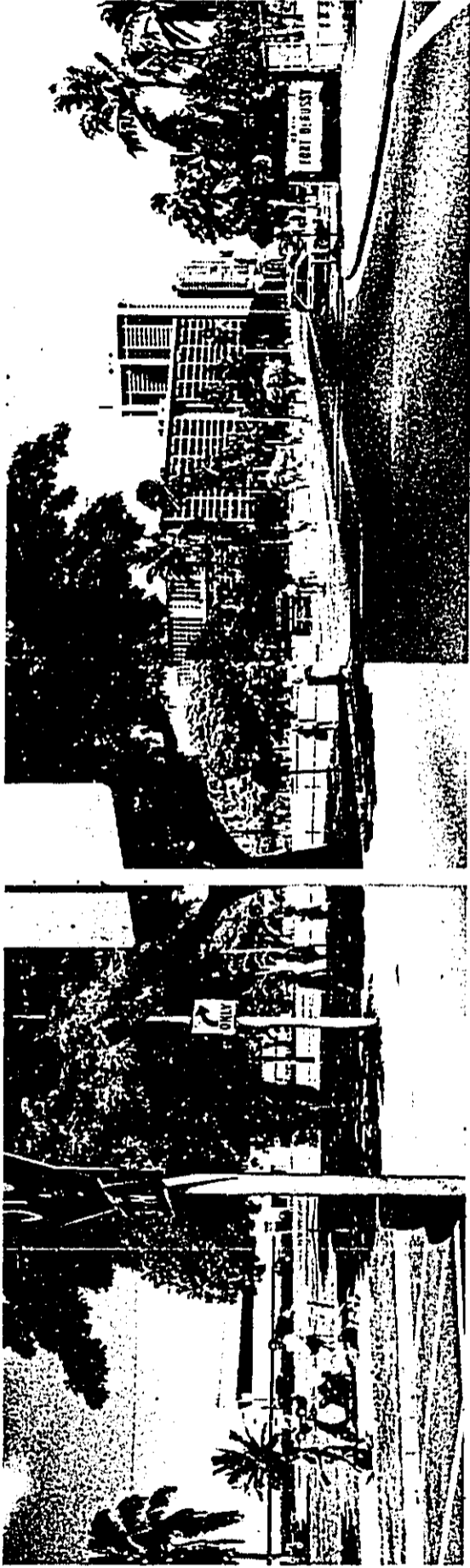
### Public Views of the Site

The principal public views of the site are from the adjacent streets--Ala Moana Boulevard, Saratoga Road, Kalakaua Avenue, and Kalia Road. Figure 4, View A shows views into the site from the intersections of Saratoga Road and Kalia Road. Figure 4, View B and Figure 5, View A show views from Kalia Road between Ala Moana Blvd. and Paoa Place. Views from Kalia Road are the most expansive and extend across the site generally to the northeast. Along Kalia Road between Paoa Place and Saratoga Road, *makai* (ocean) views can be seen to the southwest, as shown in Figure 5, View B. Intermittent views of the mountains can also be seen from this area, as shown in Figure 6, View A.

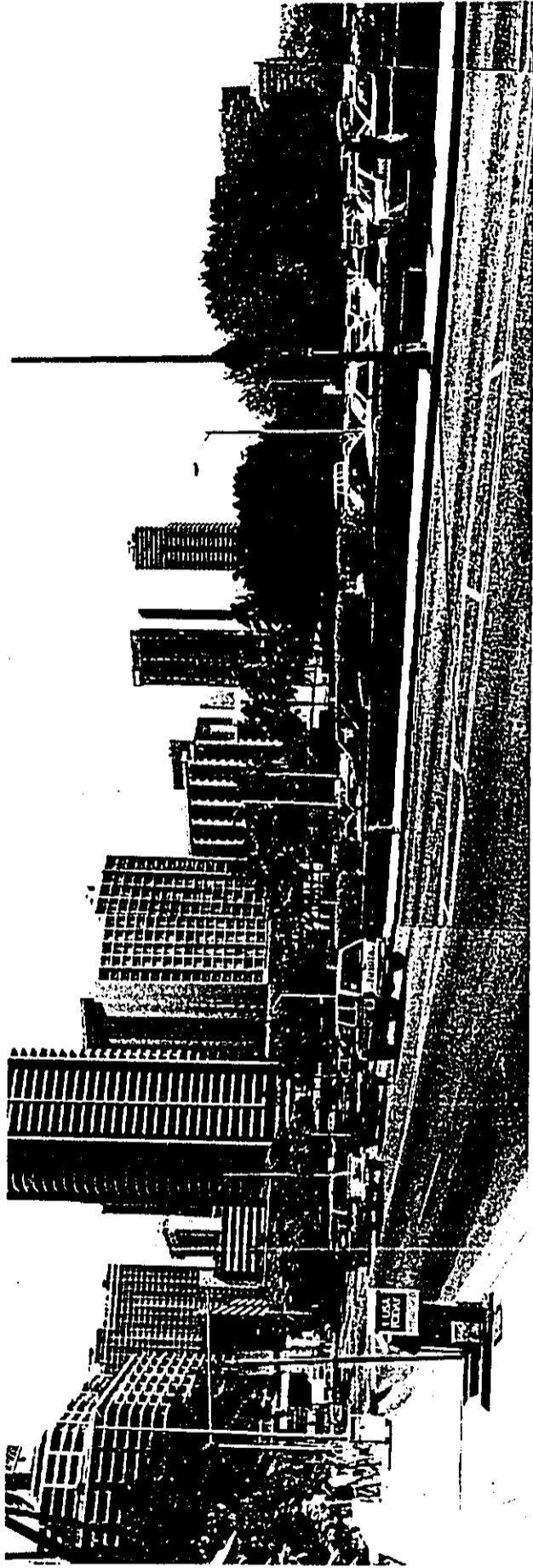
Views into the site from the highly traveled intersections of Kalakaua Avenue with Ala Moana Boulevard and Saratoga Road are very limited. Landscaping of the parking lots, fencing, and buildings, in particular the USAR Training Center on Ala Moana Boulevard and the post office, all tend to block or screen views. Views from much of Kalakaua Avenue are completely blocked by the Best Western Waikiki Plaza Hotel and adjacent buildings which are located on the south side of Kalakaua Avenue.

Site views from along Saratoga Avenue, especially from the pedestrian and vehicular levels, are screened by a cyclone fence which extends along the length of Saratoga between Kalia Road and Kalakaua Avenue (see Figure 6, View B). Due to the fencing, the parking lot and its vehicles and associated landscaping, views into the center of the site from the street are very sparse as seen in Figure 7. There are long-distance views, however, across the site to the mountains to the north.

Another area of high public use is the beach. There are views from all along the beach into the site, often framed by the numerous palm trees. There is heavy pedestrian traffic not only from the beach but across the site in many directions.

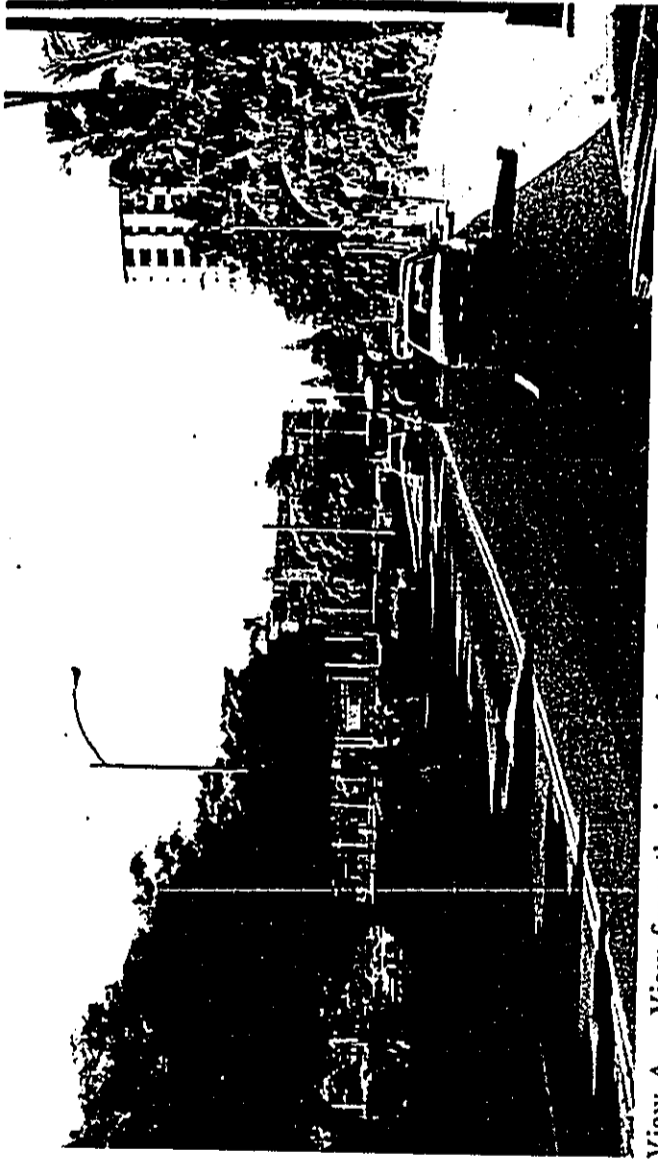


View A View from the intersection of Saratoga Road and Kalia Road looking west towards the Hale Koa Hotel and the U.S. Army Museum

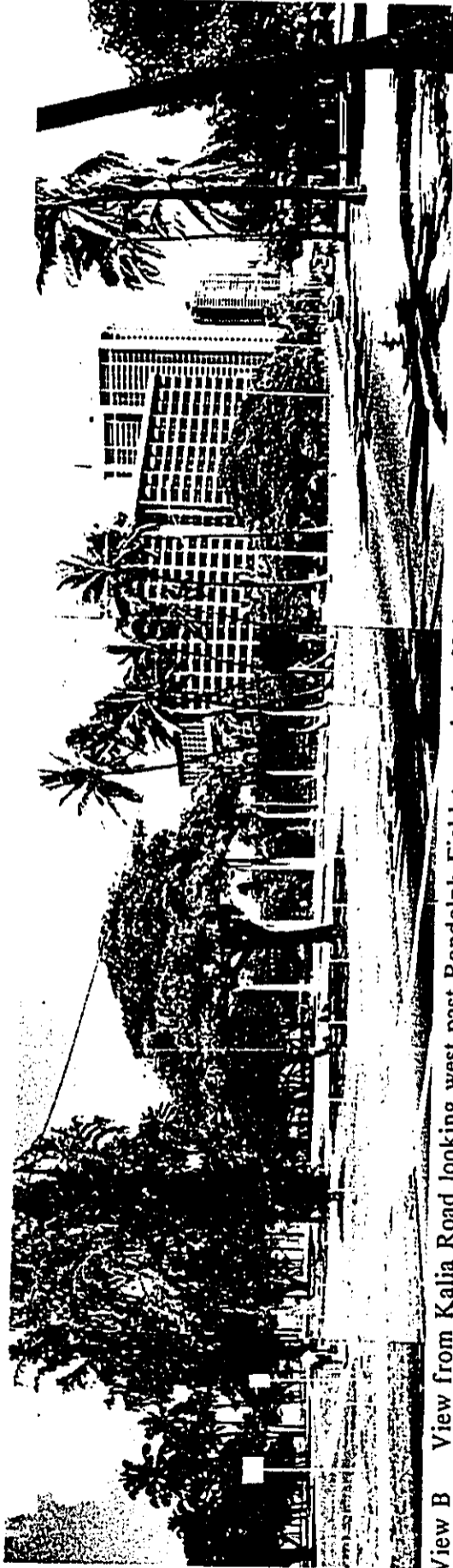


View B View from the Tapa Tower tour bus terminal looking northeast towards existing base parking and Ala Moana Blvd.

Figure # 4



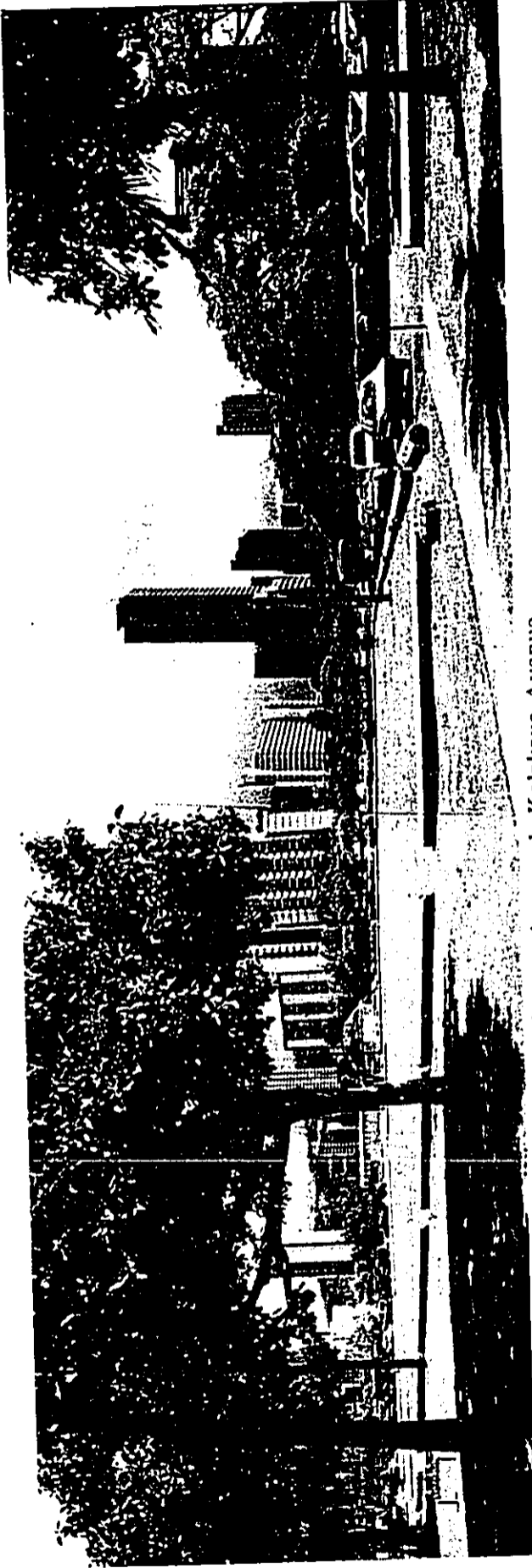
View A View from the intersection of Kalia Road and Ala Moana Blvd. looking south towards existing base parking and the Hale Koa Hotel



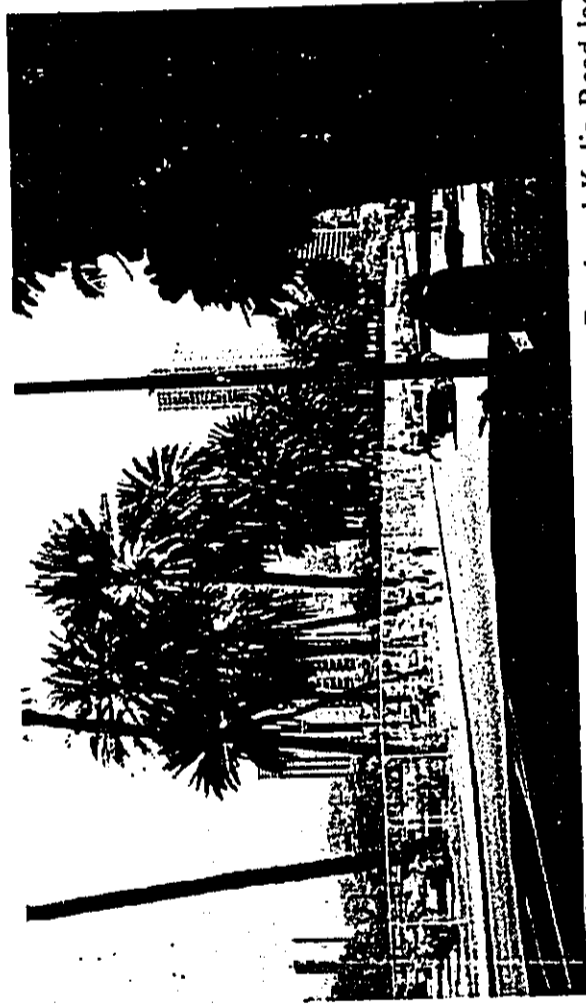
View B View from Kalia Road looking west past Randolph Field towards the Hale Koa Hotel and Tapa Tower

Figure #5

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989



View A View across the Parade Ground looking north towards Kalakaua Avenue

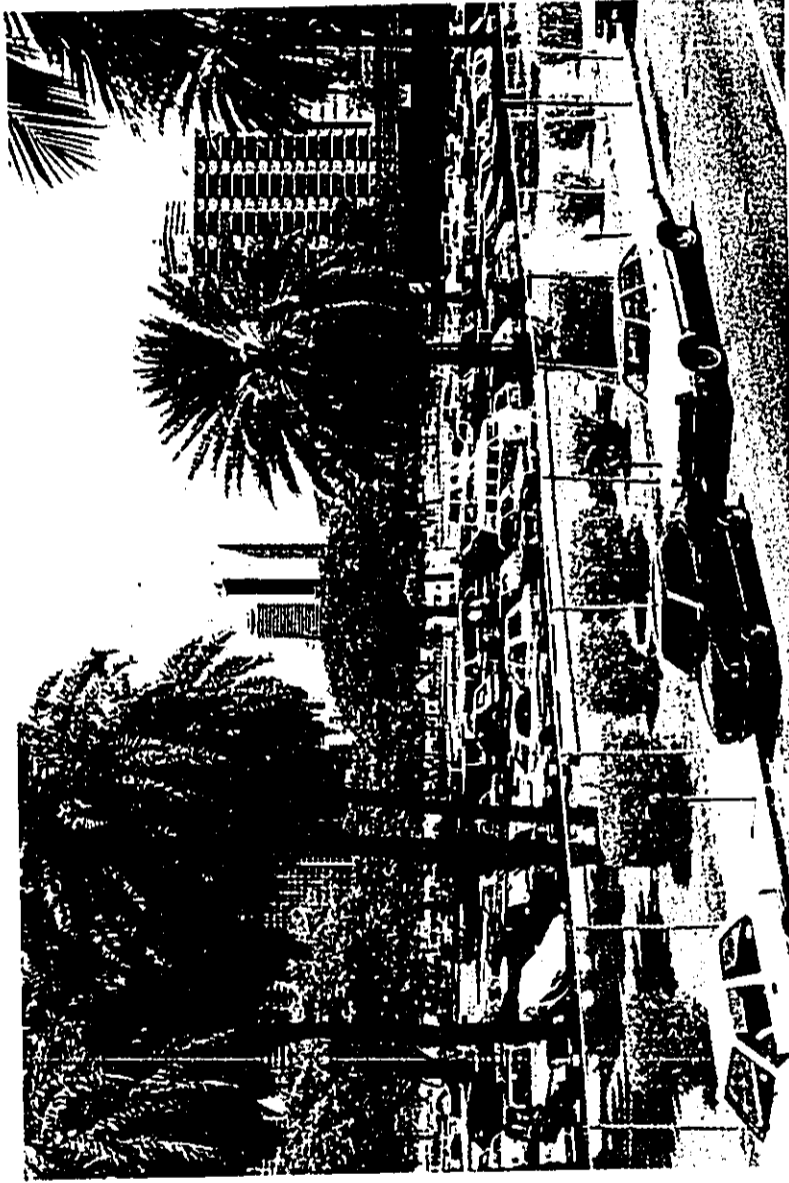


View B View from the intersection of Saratoga Road and Kalia Road looking north towards existing base parking and the Post Office

Figure #6

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989





View from the terrace of Buzz's Steak and Lobster House looking northwest towards existing base parking and the Post Office

Figure #7

### Private Views of the Site

Private views (those from adjacent private property) are typically seen by a relatively small number of people compared with views from public viewpoints but may be seen for longer periods of time.

Several of the adjacent buildings have panoramic views across the site, many with considerable ocean views. The view from the Best Western Waikiki Plaza Hotel can be seen in Figure 8. There are also panoramic views from the Keoni Ana as well as from other buildings on Kalakaua Avenue. Expansive views can be seen from hotels on Ala Moana Boulevard and from parts of the Hilton Hawaiian Village.

### Existing Coastal Zone and Land Use Policies

Plans and development proposals by the U.S. Army are subject to Federal Land Use policy. The Army is not subject to the jurisdiction of the State of Hawaii or the City and County of Honolulu and is therefore not governed by the plans, policies, and zoning regulations of either entity. However, it is the Army's policy to cooperate with the State and local policies wherever possible.

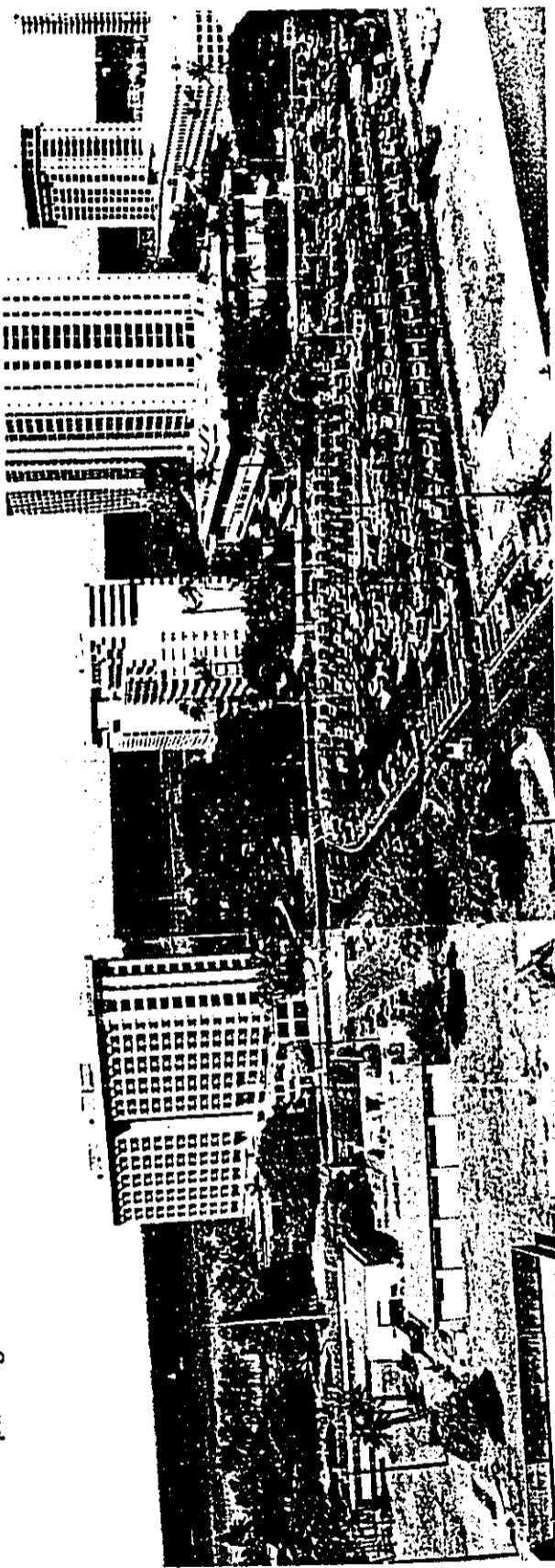
There are several land use policies which apply to the Waikiki area and pertain to visual resources. These include the Federal Coastal Zone Management Act, the Hawaii Coastal Zone Management Act, the City and County of Honolulu General Plan, and the Waikiki Special Design District Ordinance.

### Federal Coastal Zone Management Act

The Federal Coastal Zone Management Act was the first comprehensive effort towards the management of coastal areas. Its guidelines address scenic resources as an element to be considered in the "review of natural and man-made coastal zone resources and uses."



View A View south from the Waikiki Plaza Hotel towards the Parade Grounds, existing parking lot and beach



View B View west from the same location towards the existing parking lot, Hale Koa Hotel and Hilton Hawaiian Village

Figure # 8

Fort DeRussy - Armed Forces Recreation Center  
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Wallace Roberts & Todd  
September 1989



Hawaii Coastal Zone Management Act

The Hawaii Coastal Zone Management Act (HCZMA), adopted in 1978, sets the following management objective pertaining to Scenic & Open Space Resources: "Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources." This objective is further detailed in the following specific policies:

- a) "Identify valued scenic resources in the coastal zone management area;
- 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;
- c) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and,
- d) Encourage those developments which are not coastal dependent to locate in inland areas."

The State Act is separated into two parts. Part 1 includes the Coastal Zone Management Program Objectives and Policies (above) and includes the geographic area of all of Oahu except the Forest Reserves. Part 2 deals with controls and guidelines for the Special Management Area. The guidelines augment the objectives and policies.

Included in these guidelines are:

"All development in the special management area shall be subject to reasonable terms and conditions set by the Authority to insure: ...construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities...."

"The authority shall seek to minimize where reasonable:

Any development which would substantially interfere with or detract from the line of sight toward the sea from the State highway nearest the coast."

### City and County of Honolulu Land Use Policies

On the local level, the Special Management Area (SMA) Ordinance for the City and County of Honolulu includes within the SMA the area on the *makai* (ocean) side of Kalia Road, and requires local review of any development within that area.

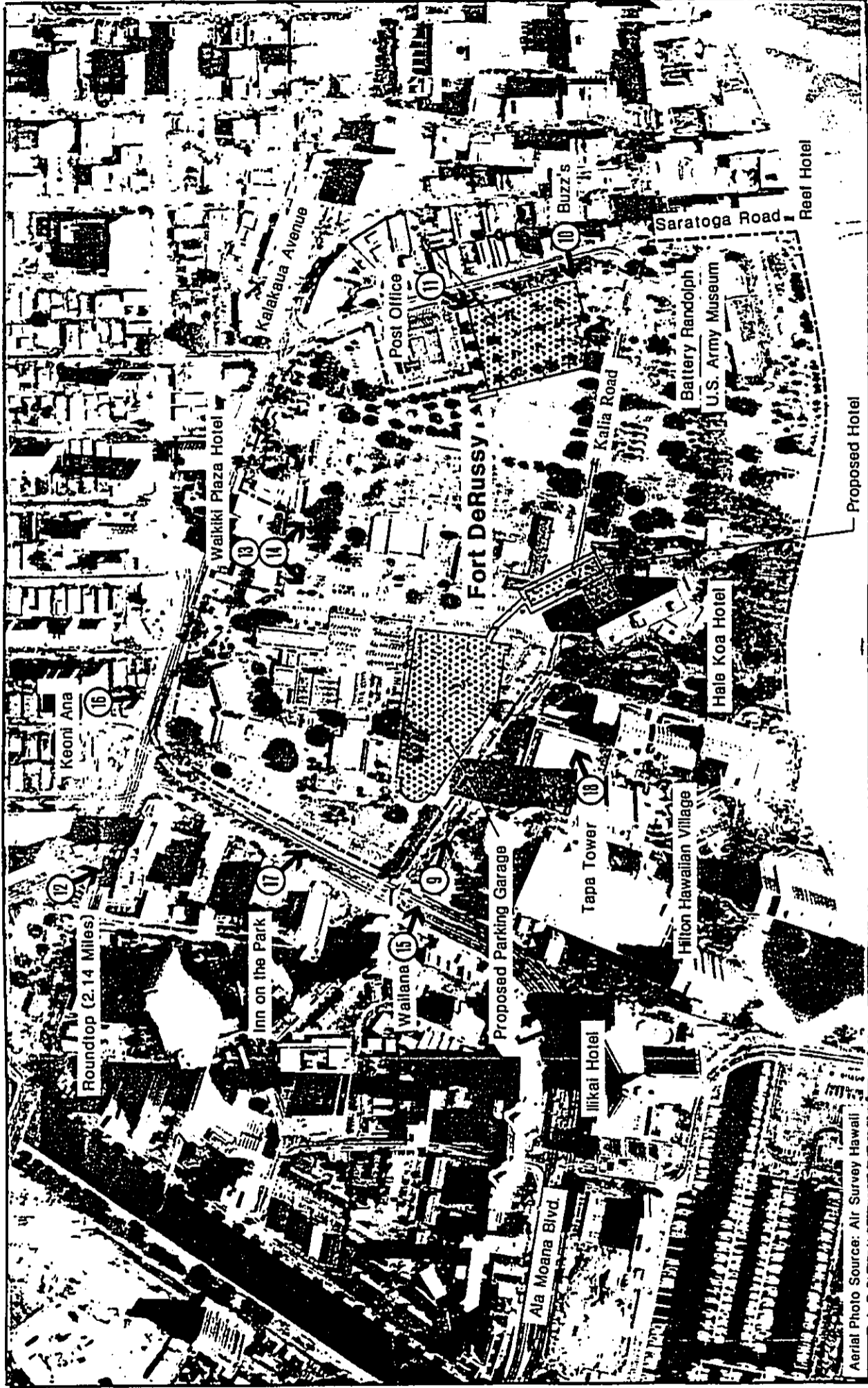
Another local ordinance which pertains to visual resources is the Waikiki Special Design District Ordinance. It requires all new structures to be oriented to minimize the mauka-makai view obstruction. It also has a 100-foot shoreline setback requirement, and a 25 foot height limit.

### **VISUAL IMPACTS**

The following visual impact analysis is based on the conceptual plan (Figure 1), which includes two 4-story parking structures and a 400 room Hotel Tower Complex. Visual Simulations were completed and their viewsheds are located on the Visual Simulation Reference Map (Figure 9).

#### Impacts on the Project Site Character

The dominant aesthetic feature of the site is its expanse of either undeveloped land or low-rise development in contrast with the densely urbanized high-rise surroundings. This visual contrast affects views from surrounding viewpoints in varying degrees. The visual character of the site would be impacted by the amount of development proposed by the project including the hotel, parking structures, and road realignment and widening. Views into the site would be substantially obscured from both Saratoga Road near the parking structure and from Kalia Road between Ala Moana Boulevard and Paoa Place. The open, expansive character of the view from adjacent hotels would also be impacted. However, from the upper floors, the impact would be minimized by the proposed rooftop landscaping.



Fort DeRussy - Armed Forces Recreation Center  
 Environmental Impact Statement - Visual Analysis  
 Wallace Roberts & Todd  
 September 1989

Figure 49  
 Visual Simulation Reference Map

Aerial Photo Source: Air Survey Hawaii

### **Impacts on Public Views**

Close-up views into the site. Views from all along Kalia Road between Aia Moana Boulevard and Paoa Place would be impacted by the new development portrayed in the visual simulation, Figure 10. The parking structure adjacent to the roadway would eliminate views across the site to the north. In its proposed location, the Hotel Tower Complex would be directly in the line of sight of travelers going south-east on Kalia Road.

Views from Saratoga Road would similarly be impacted from areas adjacent to the proposed parking structure. The existing views of the mountains would be eliminated as well as any views into the site from that section of Saratoga Road. (See Figures 11 & 12).

Views within the Site. Another public view which would be impacted is from the on-site portion of Kalia Road. The hotel parking structure would be directly in front of travelers heading west and the proposed Hotel Tower Complex on the right which is near Paoa Place, would create an enclosed view for those passing between the two buildings and beneath the pedestrian overpass.

Distant views of the site. Views from Roundtop will not be impacted. The positioning of the proposed Hotel Tower Complex puts it almost entirely behind another building when viewed from this vantage point, as shown in Figure 13. Even if the building were visible, as may be the case from some residences on Roundtop, this view is so distant (2.14 miles from the proposed Hotel Tower Complex) that it would not be adversely altered.

### **Impacts on Private Views**

Private views (from private property, including hotels and condominiums) are typically seen by fewer viewers but for a longer viewing time, in contrast to views from public areas.

Views from the Best Western Waikiki Plaza Hotel, as seen in Figures 14 and 15, would be impacted by the project. The two parking structures would substantially alter the contrasting open area of Fort DeRussy from this viewpoint since this view looks down from

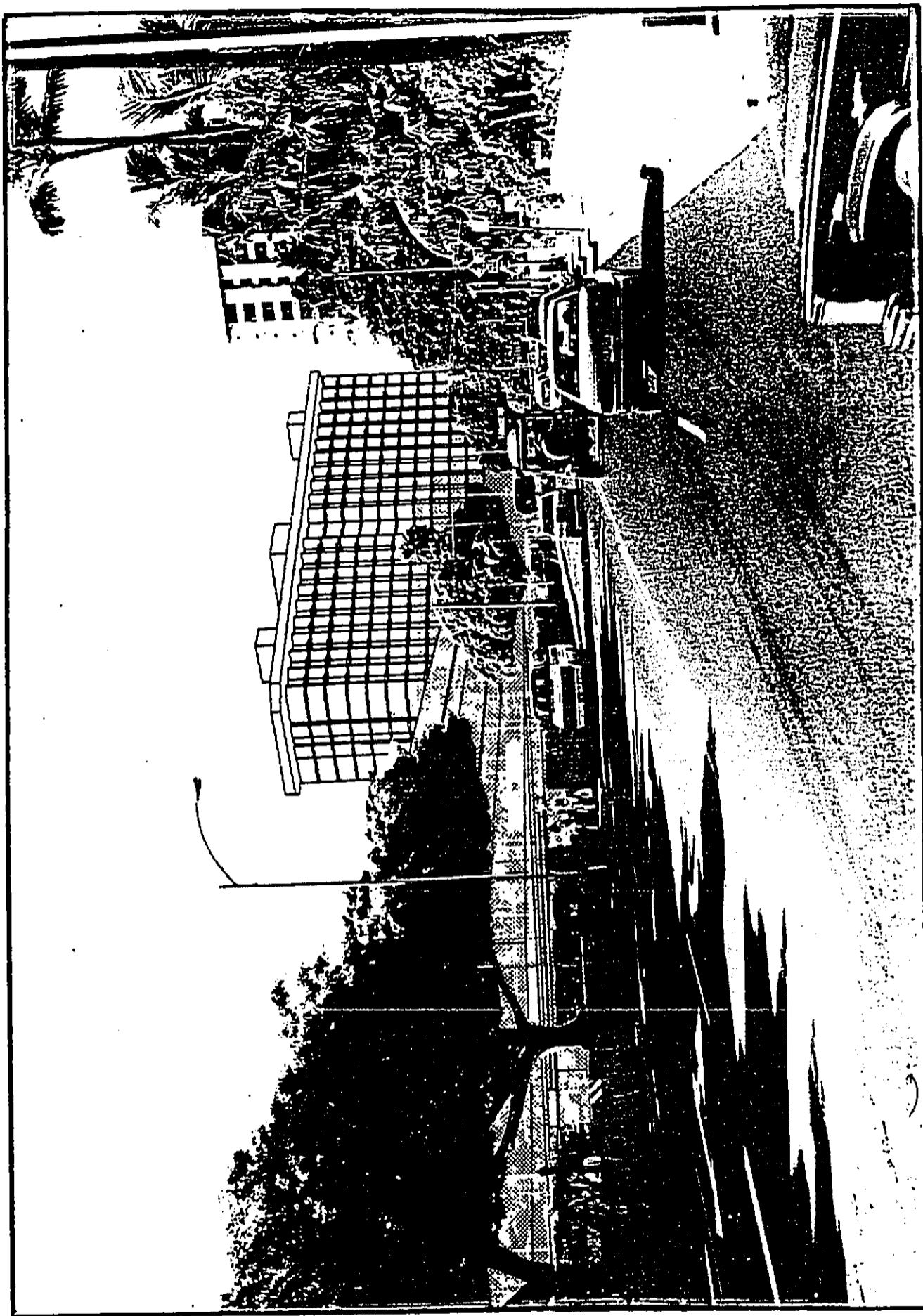


Figure # 10  
Visual Simulation: Proposed Hotel Tower Complex and DOD/Hotel Parking Garage.  
View southeast down Kahliia Road from the intersection of  
Kahliia Road and Ala Moana Blvd.

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989

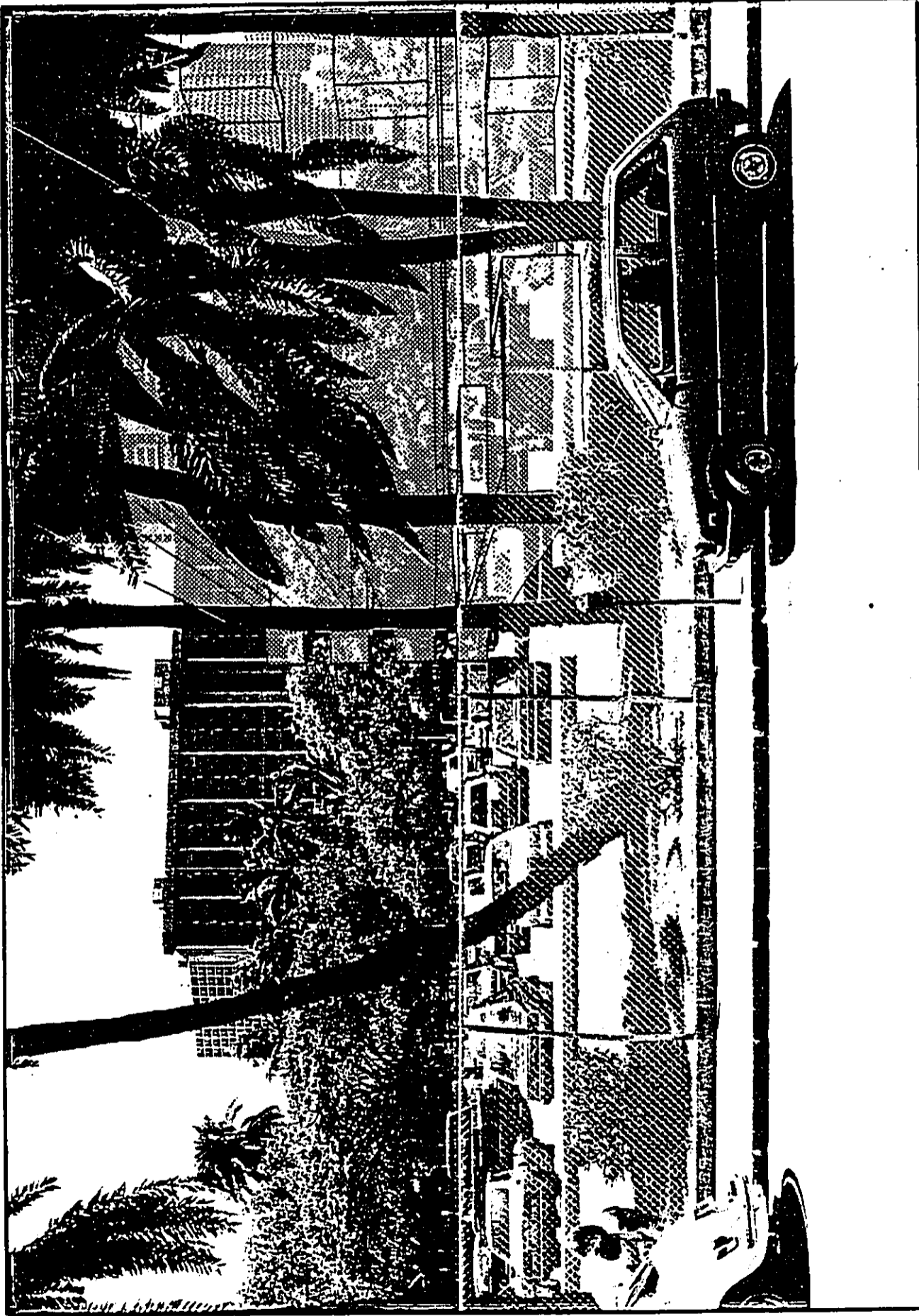


Figure # 11  
Visual Simulation: Proposed Saratoga Parking Garage.  
View to the northwest from the Dining Terrace of Buzz's Steak  
& Lobster House on Saratoga Road.

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Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989

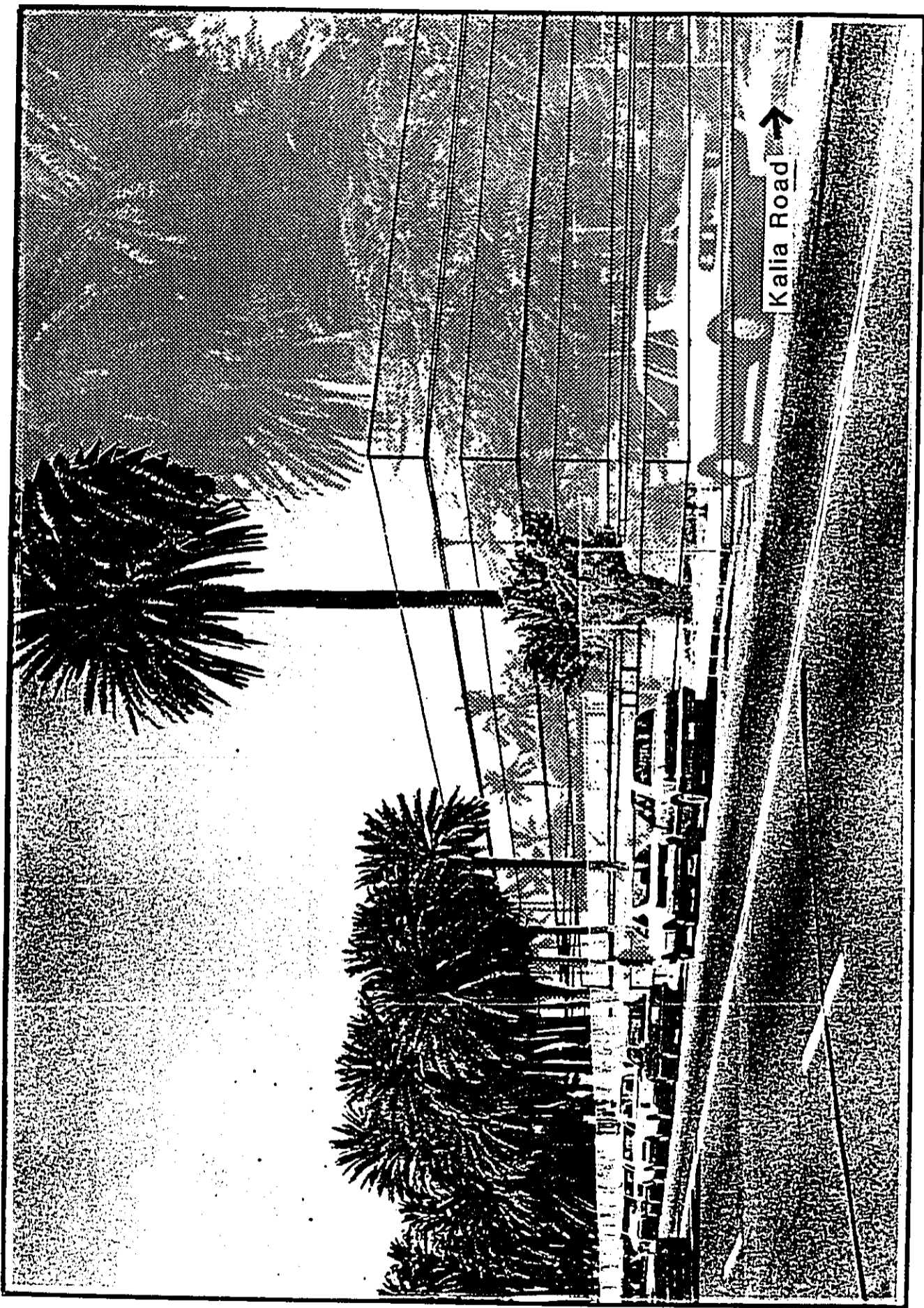
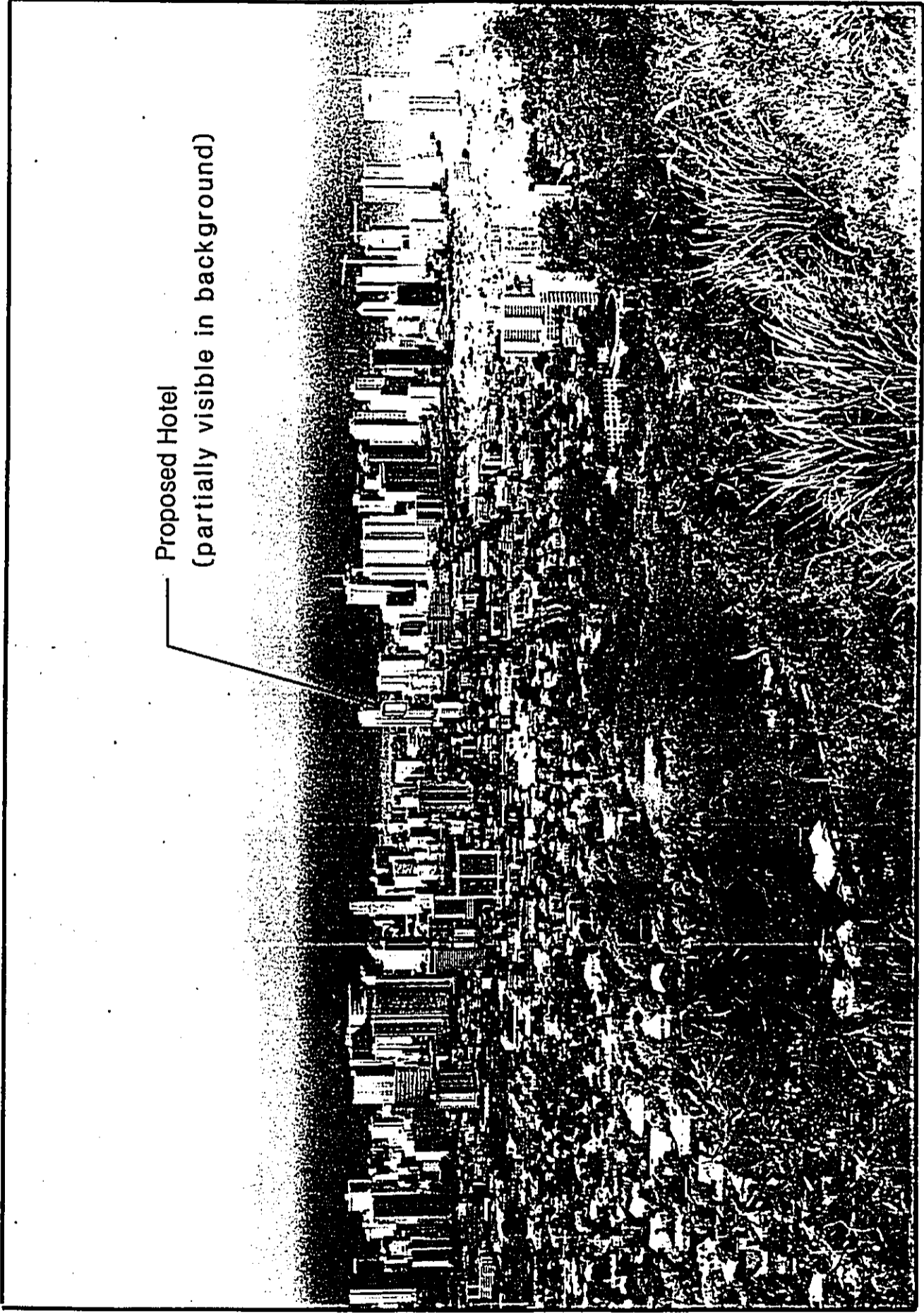


Figure #12  
Visual Simulation: Proposed Saratoga Parking Garage.  
View from street level on Saratoga Road across from  
the Post Office.

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989





Proposed Hotel  
(partially visible in background)

Figure # 13  
Visual Simulation: Proposed Hotel Tower Complex.  
View from Roundtop Mountain, 2.14 miles away.

Fort DeRussy - Armed Forces Recreation Center  
Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989



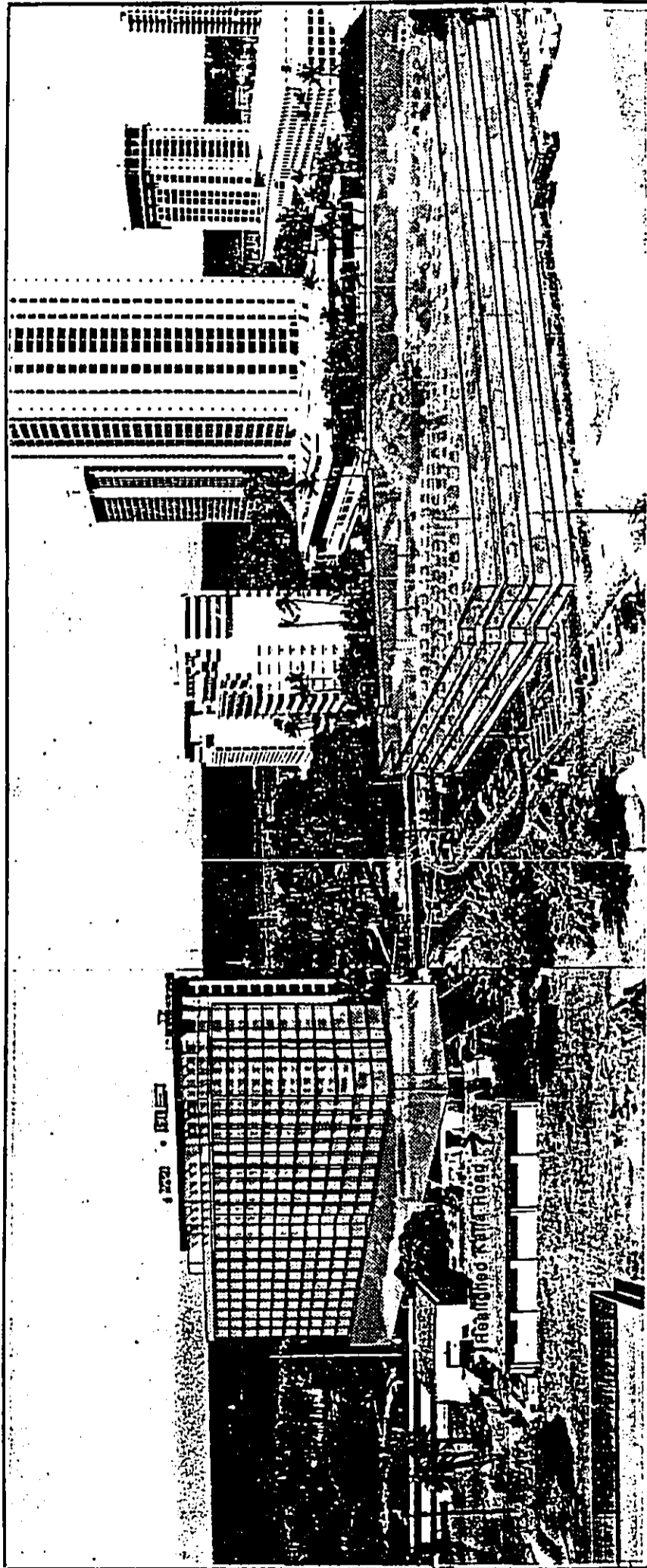


Figure # 14  
Visual Simulation: Proposed Hotel Tower Complex and DOD/H Hotel Parking.  
View to the southwest from the 14th floor of the Waikiki Plaza Hotel  
on Kalakaua Ave.

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Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989



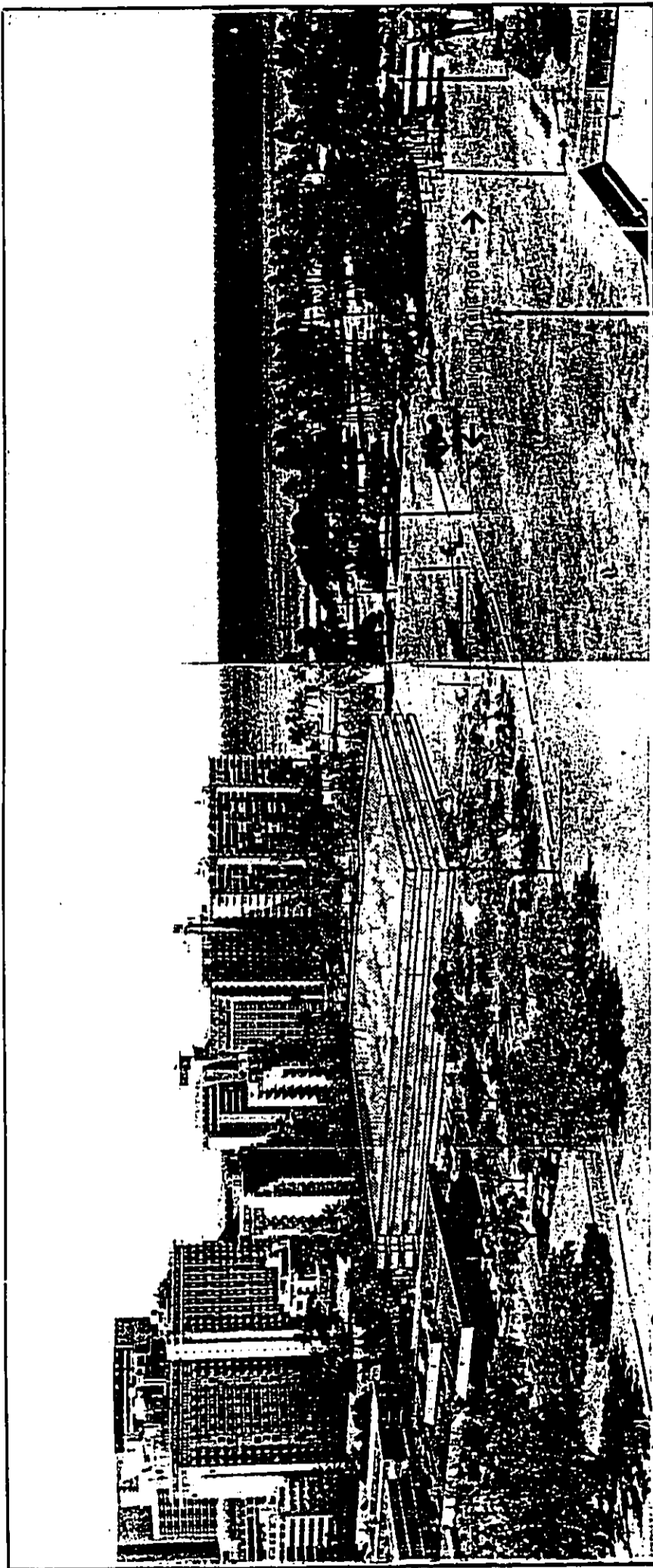


Figure #15  
Visual Simulation:  
Saratoga Parking Garage,  
View to the south from the 14th floor of the Waikiki Plaza Hotel  
on Kalakaua Ave.

such a close relative position. The proposed Hotel Tower Complex, however, being positioned in front of the existing hotel would only reduce the amount of ocean view by approximately 7%. This is less of an impact than the parking structures from this viewing angle.

Figure 16 is a visual simulation as seen from the 18th floor of the Wailana Hotel on the corner of Ala Moana Boulevard and Eva Road. The view of the ocean horizon would not be substantially impacted from this angle because the proposed Hotel Tower Complex would be predominantly in front of other existing hotels (those at the end of Saratoga Road).

The proposed DOD/Hotel parking structure however would dominate the view from this angle. The roof of this parking structure would be highly visible although the level of impact would depend on the treatment of the rooftop. The potential for additional glare from this viewpoint may be minimized once the planned rooftop landscaping is complete.

Impacts on the view from the Keoni Ana can be seen in Figure 17. This view is typical of views from those residences north of Kalakaua Avenue. The mass and bulk of the DOD/Hotel parking structure changes the entire appearance of the right-hand section of this view. The proposed Hotel Tower Complex, however, which is partially in front of the existing Hale Koa Hotel, reduces the ocean view by only 10% and therefore cannot be considered a significant impact on the views of the ocean.

Impacts on views from the buildings along Ala Moana Boulevard are greater because of the closer proximity of the site. Figure 18 shows the impact of the proposed development on this view. The view of the ocean horizon would be reduced by 25% by the proposed Hotel Tower Complex. The parking structure in the middleground of this view would be a substantial impact because of its close proximity and because of the loss of undeveloped area in the view.

Some of the views from the Hilton Hawaiian Village would be impacted to a greater extent than those from other nearby hotels because of the close proximity to the proposed development. An example of this is in Figure 19, which is a visual simulation as seen from the 6th floor of Tapa Tower. From this viewpoint, the proposed hotel would obstruct almost 50% of the existing view of the Waikiki skyline.

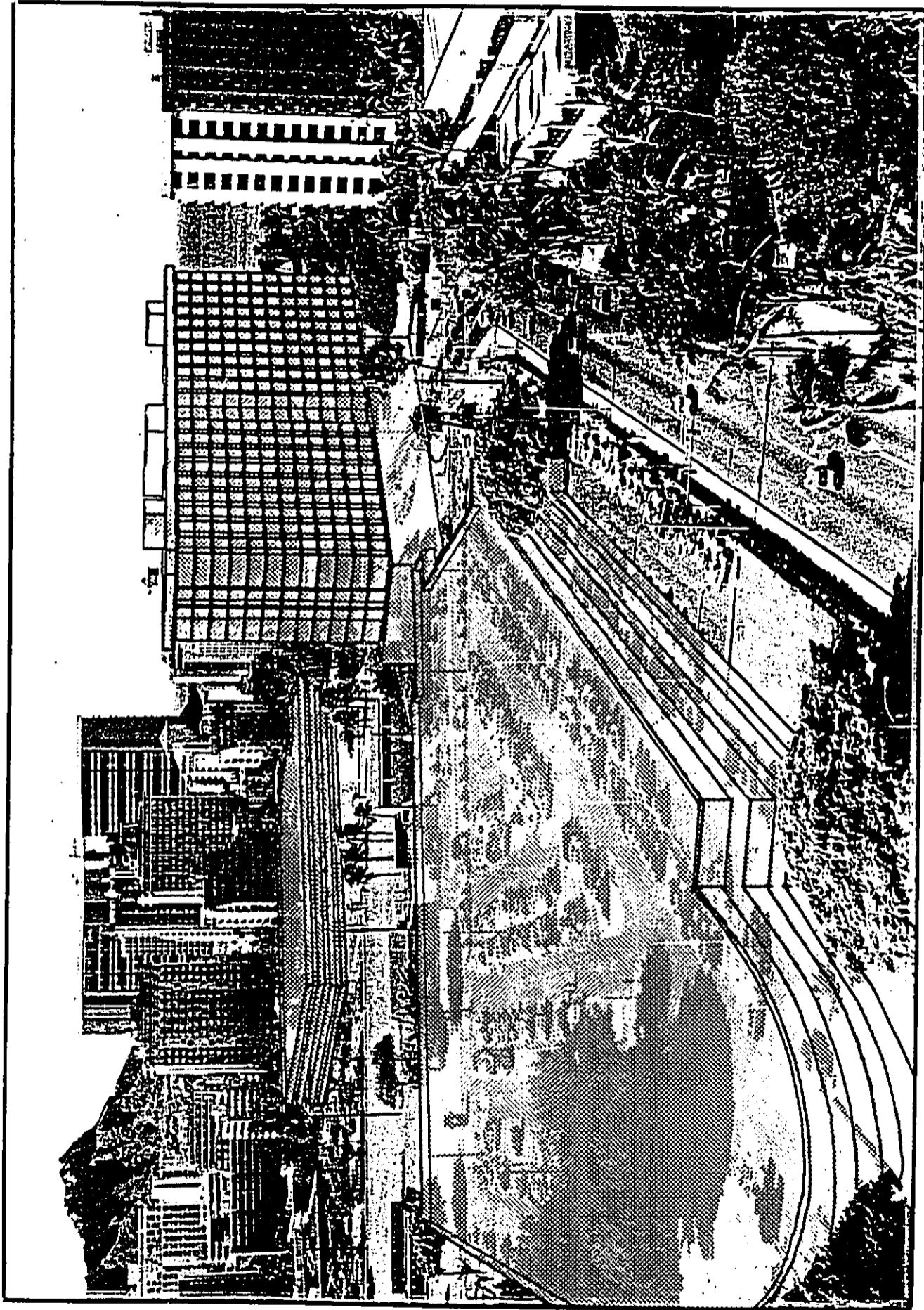


Figure #16  
Visual Simulation: Proposed Hotel Tower Complex and Parking Garages.  
View southeast from the 18th floor of the Waileana on  
Ala Moana Blvd.

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Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989



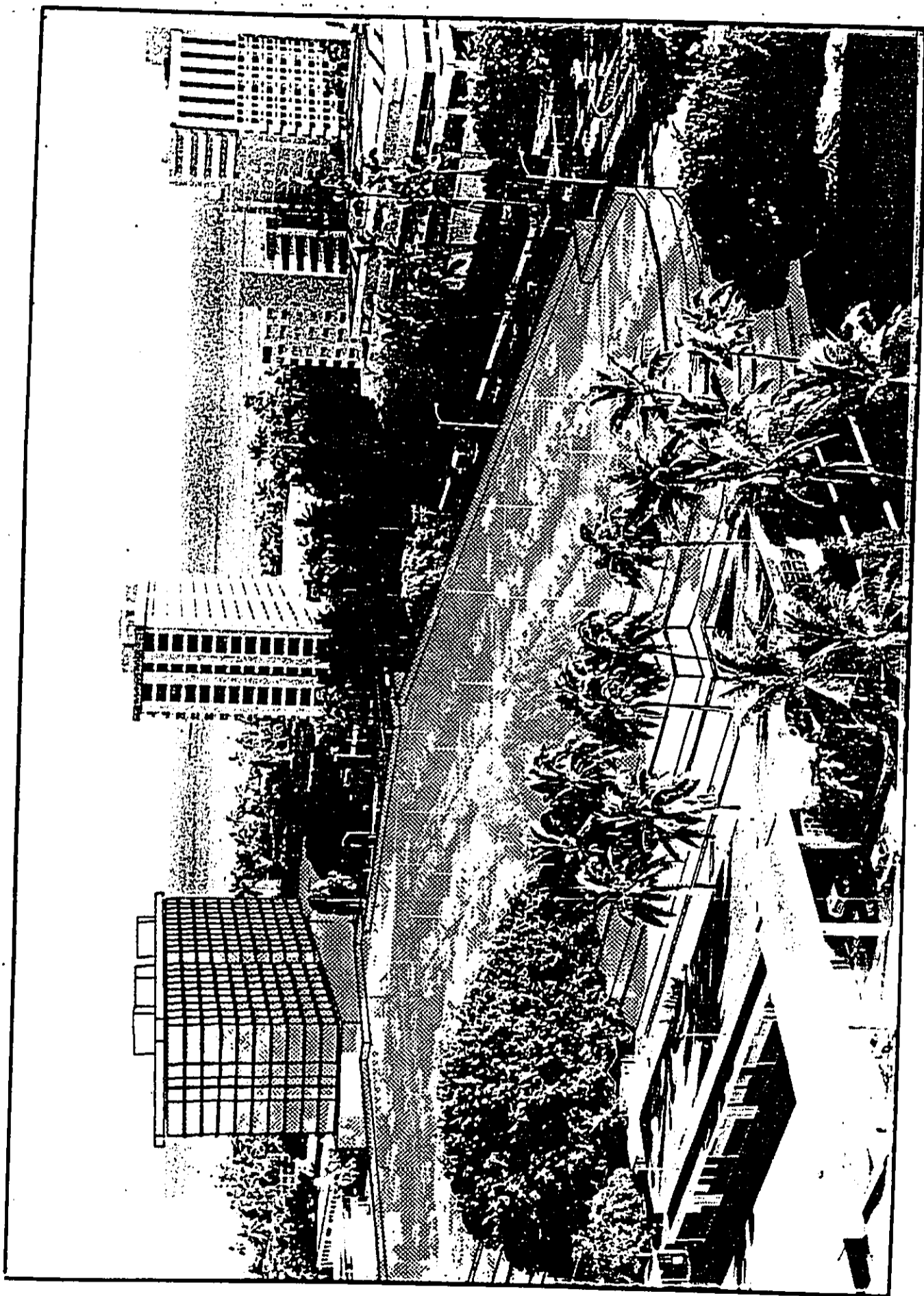


Figure # 18

Visual Simulation: Proposed Hotel Tower Complex and DOD/Hotel Parking Garage.  
View south from the 16th floor of the Inn on the Park on  
Ala Moana Blvd.

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Environmental Impact Statement - Visual Analysis  
Wallace Roberts & Todd  
September 1989





## **MITIGATION MEASURES**

1. A loss of open space as a result of project development is an unavoidable impact of the proposed project. However, there are several ways this loss of open space could be reduced.
  - a) Consideration could be given to accommodating smaller numbers of parking spaces. While the number of hotel rooms is being increased by less than two times, the number of parking spaces is being increased by approximately four times. The visual character and other aesthetic qualities of Fort DeRussy's open space should receive consideration equal with traffic, circulation and other concerns.
  - b) The loss of open space would also be partially mitigated by the planned landscaping of the roofs of the parking structures. This could be done in several ways, including a rooftop garden or park, playing fields, and/or a running track on the roofs. This would also mitigate the views of these parking structures by significantly reducing the light and glare which would result from parked cars on the roof.
  - c) Alternatively, the parking structures could be constructed below grade to the maximum extent possible given the need for dewatering. This would reduce the above grade height and bulk and the associated visual impact.
  - d) The configuration of the parking structures could be designed to allow some terracing of levels. For example, a portion of the structure could be constructed at a lower level or below grade with the remainder perhaps exceeding four stories. This would concentrate the parking in a smaller area and leave a larger proportion of the site open.
2. Substantial landscaping could be used to screen the proposed structures. Landscaping could also be used to partially mitigate the impacts of the proposed development by creating a landscape buffer or screen around all proposed development in front of the parking garages, in particular.



3. Landscaping of the open areas could be done in such a way as to allow open expansive views across the site where possible. For example along the realigned Kalia Road views could be allowed through the site and not screened off along the road.
4. Project plans call for opening up the perimeter of the site to allow views into the site. By removing the fences and other barriers, the site would become more accessible both physically and visually. If there are areas which require a defined or secured property line, an open type of railing could be constructed which does not obscure views and which enhances the street environment.

**ORGANIZATIONS, PERSONS, AND DOCUMENTS CONSULTED**

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Allison K. Massa	Director of Planning
Maarten Pesch	CADD Administrator

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Alan Chin	Military Environmental Planner
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Representatives of:	General Planning, C&C of Honolulu Property Assessment, C&C of Honolulu Building Dept. C&C of Honolulu
Lori Howard, Public Relations	Hilton Hawaiian Village
Fred Ing, Executive Engineer	Hilton Hawaiian Village
John Farris, Architect	Wimberly, Allison, Tong & Goo

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with Weatherford McDade, LTD., Jackson, Mississippi.

**APPENDIX B**

**BOTANICAL SURVEY REPORT**

BOTANICAL SURVEY  
ARMED FORCES RECREATIONAL CENTER  
FORT DERUSSY, WAIKIKI, HONOLULU, HAWAII

by

Winona P. Char

CHAR & ASSOCIATES  
Botanical/Environmental Consultants  
Honolulu, Hawaii

Prepared for: GORDON A. CHAPMAN  
Consulting Services

August 1989

BOTANICAL SURVEY  
ARMED FORCES RECREATIONAL CENTER  
FORT DERUSSY, WAIKIKI, HONOLULU, HAWAII

INTRODUCTION

A field survey of the botanical resources found on the Fort DeRussy project site was conducted on 27 July 1989. The primary objectives of the survey were to (1) field check and confirm Corps of Engineers General Tree Cover Map; (2) describe major landscape plantings not included on the Tree Cover Map; (3) identify any Exceptional Trees as listed on the City and County of Honolulu Exceptional Trees register; and (4) identify areas of potential environmental problems or concerns and propose mitigation measures.

Plant names, scientific and common names, used in this report are in accordance with St. John (1973).

DESCRIPTION OF THE VEGETATION

The majority of the larger, taller trees found on the site have been mapped as of December 1984 (see General Tree Cover Map). Some of the smaller trees, those less than 15 ft. tall, and shrubs were not mapped.

Vegetation consists of open lawn areas with plantings of trees and shrubs generally located along roadsides, parking areas, and besides buildings. On the makai portion of the property (the area above Kalia Road), single trees and clusters of trees are

scattered through the lawn area. Large groves of coconut palms (Cocos nucifera) are a common feature on the makai portion. Other trees frequently found throughout the site include shower trees (Cassia sp.); several different kinds of banyan (Ficus spp.); monkey pods (Samanea saman); a number of tall date palms (Phoenix dactylifera), 30 to 50 ft. high; and milo (Thespesia populnea). Of interest, are six specimens of the native coral tree or willivili (Erythrina sandwicensis) located along the fence surrounding the USAR Tactical Vehicle Motor Pool. The trees are about 15 ft. tall and were blooming profusely at the time of this survey; flower color ranges from light coral to peach to chartreuse.

The principal lawn grass is Bermuda grass or manienie (Cynodon dactylon), although Hilo grass (Paspalum conjugatum) is abundant in the shaded areas near the Hale Koa Hotel. Along the beach, on sandy substrate, patches of St. Augustine grass (Stenotaphrum secundatum) are common.

Common weedy species associated with the lawn areas are hierba del caballo (Calypocarpus vialis), pitted beardgrass (Andropogon pectinatus), prostrate indigo (Indigofera spicata), garden spurge (Euphorbia hirta), and swollen fingergrass (Chloris barbata). Where there is heavy pedestrian traffic and the soil has thus become compacted, viregrass (Eleusine indica) occurs in abundance.

Shrubs used for hedge material include mock orange (Murraya paniculata), vitex (Vitex trifolia), various Hibiscus cultivars, star jasmine (Jasminum multiflorum), croton (Codiaeum variegatum), and beach naupaka (Scaevola taccada).

THREATENED AND ENDANGERED SPECIES AND EXCEPTIONAL TREES

Because the Fort DeRussy project site has been so extensively

plants of Polynesian introduction such as milo, hau, kou (Cordia subcordata), etc., should also be considered.

#### LITERATURE CITED

Herbat, D. 1987. Status of endangered Hawaiian plants. Hawaiian Botanical Society Newsletter 26(2): 44-45.

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disturbed for such a long period of time, there are no remnant native plant communities on the site. Of some interest, are six williwi trees around the USAR Tactical Vehicle Motor Pool area, however, this species occurs in leeward areas throughout the main Hawaiian Islands. None of the plants found on the project site are officially listed threatened and endangered species; nor are any of them proposed or candidate for such status (U. S. Fish and Wildlife Service 1985; Herbat 1987).

An Exceptional Trees Ordinance was passed by the City and County of Honolulu in 1978 to designate and protect Exceptional Trees. A copy of the ordinance is attached at the end of this report for reference. Exceptional Trees are defined as "... a tree or grove of trees with historic or cultural value, or by reason of its age, rarity, location, size, aesthetic quality, or endemic status has been designated by the City Council as worthy of preservation." None of the trees on the site have been so designated nor have any of them been nominated by the Arborist Advisory Committee to date.

#### DISCUSSION AND RECOMMENDATIONS

The vegetation on the Fort DeRussy site consists of landscape plantings and the usual assortment of weedy species associated with such urbanized areas. Of some interest, are six williwi trees planted around the vehicle motor pool fence. None of the plants on the site are considered threatened and endangered nor are any of the large trees registered as Exceptional Trees.

While there may be very little of botanical interest on the site from the standpoint of native species, as much of the existing landscape material, if transplantable, should be saved. Trees and shrubs transplanted and reused for landscaping the newly developed areas would minimize landscaping costs. Use of more native material such as williwi, naupaka, etc., as well as

A BILL FOR AN ORDINANCE TO AMEND THE REVISED ORDINANCES OF HONOLULU 1969, AS AMENDED, BY ADDING A NEW ARTICLE TO CHAPTER 13 RELATING TO EXCEPTIONAL TREES.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The Revised Ordinances of Honolulu 1969, as amended, is hereby further amended by adding thereto a new Article to Chapter 13 to read as follows; further, the Corporation Counsel is authorized to add the appropriate numbers when codifying the R.O. 1969:

"Article \_\_\_\_\_

PROTECTIVE REGULATIONS FOR EXCEPTIONAL TREES

1. Declaration of Legislative Intent.

The Council of the City and County of Honolulu desires to provide for better environmental control in order to improve the quality of life of its citizens by enacting protective regulations to safeguard exceptional trees. The purpose of this Article is to preserve exceptional trees within the City and County of Honolulu. The Council finds that not only are trees of value for their beauty, but that they perform an important ecological function in that they prevent soil erosion, purify the air, as well as retard flooding. The Council also finds that inasmuch as trees contribute to the beauty of the island, they are an important element in achieving the objectives of the New General Plan "to protect and preserve the natural environment of Oahu" and "to maintain the viability of Oahu's resort industry."

In the belief that protective regulations to safeguard exceptional trees will promote the health, safety and general welfare of the citizens of the City and County of Honolulu, the City Council enacts this ordinance as a means of preserving the environmental character of the City and County within the provisions of Act 105, Session Laws of Hawaii, 1975. The terms of this Article shall be liberally construed to effectuate the purpose stated herein.

2. Definitions.

The term "exceptional trees," for the purposes of this Article, means a tree or grove of trees with historic or cultural value, or which by reason of its age, rarity, location, size, aesthetic quality, or endemic status has been designated by the City Council as worthy of preservation.

3. Arborist Advisory Committee.

There shall be an Arborist Advisory Committee consisting of five members who shall be appointed by the Mayor. The Committee shall include the Director of the Department of Land Utilization, or his designee; one member who shall be actively employed in the practice of landscape architecture, and three other members selected on the basis of active participation in programs of community beautification, or research or organization in the ecological sciences, including ethnobotany or Hawaiiana. The Committee shall be attached to the Department of Parks and Recreation for administrative purposes and the Director shall cause employees of his office to furnish such technical, administrative or clerical services as may be needed by the Committee.

4. Powers and Duties.

The Arborist Advisory Committee shall have the following powers and duties:

- (1) To research, prepare, and recommend to the City Council exceptional trees to be protected by city ordinance or regulation.
- (2) To advise property owners relative to the preservation and enhancement of exceptional trees.
- (3) To recommend to the City Council appropriate protective ordinances, regulations, and procedures.
- (4) To review all actions deemed by the City Council to endanger exceptional trees.

5. Procedures.

- (1) Any citizen or citizen group may petition the Arborist Advisory Committee to examine a particular tree or grove of trees for the purpose of having it recommended to the City Council for designation as an exceptional tree.
- (2) The Arborist Advisory Committee, on at least an annual basis, shall re-examine the exceptional trees and in the event such tree is found to be dangerous or diseased beyond repair, the Council, upon recommendation from the Committee, may remove such tree from the register.
- (3) Upon designation by the Council of an exceptional tree, the City Clerk shall notify the property owner and/or the occupant of the property by registered mail that such a designation has been made.



6. Enforcing Authority.

The Building Department, the Department of Land Utilization, and the Department of Public Works shall be charged with the enforcement of this ordinance and shall be clothed with police power to do all acts necessary to ensure that the provisions of this ordinance are not violated including, but not limited to, the issuance of citations for the violation of any provisions of this ordinance. The provisions of this ordinance shall not be superseded by any permit issued by any county agency under any other ordinance.

7. Register of Exceptional Trees.

The following are hereby designated "exceptional trees":

- (1) Adansonia digitata, Baobab (Queen's Medical Center, 1301 Punchbowl Street, THK: 2-1-35:3).
- (2) Adansonia digitata, Baobab (Ala Moana Park, THK: 2-3-37:1).
- (3) Agathis robusta, Australian Kauri, Queensland Kauri (Foster Botanic Garden, 180 North Vineyard Boulevard, THK: 1-7-07:2).
- (4) Agathis robusta F. Muell., Kauri (Harold L. Lyon Arboretum, 3880 Manoa Road, THK: 2-9-55:6).
- (5) Anacardium occidentale, Cashew Nut (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- (6) Araucaria bidwillii, Bunya-bunya or Monkey Puzzle Tree (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- (7) Araucaria cunninghamii Sweet, Hoop Pine (Harold L. Lyon Arboretum, THK: 2-9-55:6).
- (8) Araucaria cunninghamii, Hoop Pine (Foster Botanic Garden, THK: 1-7-07:2).
- (9) Araucaria excelsa, Norfolk Island Pine (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- (10) Arecastrum romanosoffianum, Queens Palm, Monkey Nut (110 in a row) (1071 Young Street, THK: 2-4-02:27, 3).
- (11) Artocarpus incinus, Breadfruit, 'Ulu (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- (12) Bertholletia excelsa, Brazil Nut (2616 Fall Highway, THK: 1-8-08:1).

\* "Champion Trees of Hawaii," in American Forests, May 1974.

- (13) Bombax malabaricum, Red Silk Cotton, Simal Tree (Salmalia malabarica) (Queen's Medical Center, THK: 2-1-35:3).
- (14) Burida Buceras, Jucaro (Ala Moana Park, THK: 2-3-37:1).
- (15) Bumelia buxifolia, Ironwood (Foster Botanic Garden, THK: 1-7-07:2).
- (16) Calophyllum inophyllum, Kamani Tree, True Kamani, Alexandrian Laurel (Maui Regional Park--corner near Fishpond, makai of Kamehameha Highway, THK: 4-9-06:1).
- (17) Canarium commune, Pili Nut, Java almond (Foster Botanic Garden, THK: 1-7-07:2).
- (18) Caryota cumingii Loddiges ex Martius, Fishtail Palm (Harold L. Lyon Arboretum, THK: 2-9-55:6).
- (19) Caryota urens, Wine Palm, Toddy Palm (Wahila Botanic Garden, 1386 California Street, THK: 7-4-17:1).
- (20) Casuarina equisetifolia, Ironwood, Australian Pine (along Malakau Avenue from Kapuhulu Avenue to Poni Mol Road, THK: 3-1-43:1).
- (21) Catalpa longissima, Taka Wood, Maiti catalpa (Foster Botanic Garden, THK: 1-7-07:2).
- (22) Cavanillesia platanifolia, Quipo (Foster Botanic Garden, THK: 1-7-07:2).
- (23) Cecropia obtusifolia, Trumpet Tree, Quarumo (Paradise Park, 3737 Manoa Road, THK: 2-9-54:18).
- (24) Caiba pentandra, Kapok Tree (ground of State Department of Agriculture, 1428 South King Street, THK: 2-4-51:8).
- (25) Caiba pentandra, Kapok Tree, Silk Cotton Tree (2 trees) (Foster Botanic Garden, THK: 1-7-07:2).
- (26) Chouroupta guianensis C. Cannonball Tree (Foster Botanic Garden, THK: 1-7-07:2).
- (27) Chouroupta guianensis Aubl., Cannonball Tree (University of Hawaii/Manoa Campus, next to parking lot, makai side of Sinclair Library, THK: 2-8-23:3).
- (28) Cyrtostachya lakka Seccari, Sealing Wax Palm (Harold L. Lyon Arboretum, THK: 2-9-55:6).
- (29) Dalmanis regia, Royal Palmdiana (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09).
- (30) Elaeodendron orientale, False Olive (Foster Botanic Garden, THK: 1-7-07:2).

- (31) Enterolobium cyclocarpum, Earpod (Honolulu Zoo, 151 Kapahulu Avenue, THK: 3-1-43:1).
- (32) Enterolobium cyclocarpum, Earpod Tree (Board of Water Supply--Makiki Pumping Station, THK: 2-5-20:1).
- \* (33) Enterolobium cyclocarpum, Earpod, Elephant's Ear (Foster Botanic Garden, THK: 1-7-07:2).
- (34) Enterolobium cyclocarpum, Earpod, Elephant's Ear (Grounds of State Department of Agriculture, 1428 S. King Street, THK: 2-4-5:10).
- (35) Enterolobium cyclocarpum, Earpod Tree (Wai'alua, THK: 6-7-01: -).
- (36) Erythrina sandwicensis, Willi-willi (Foster Botanic Garden at Koko Head Crater, THK: 3-9-12:1).
- \* (37) Eucalyptus deglupta, Mindanso Gum, Bagras Eucalyptus (Wai'alua Botanic Garden, 1396 California Avenue, THK: 7-4-17:1).
- (38) Eugenia malaccensis, Mountain Apple (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- (39) Ficus, Banyan (Aie Moana Park, THK: 2-3-37:1).
- (40) Ficus benghalensis, Indian Banyan, Veda Tree (Iolani Palace Grounds, THK: 2-1-25:2).
- (41) Ficus benghalensis, Indian Banyan (Moana Sotal Courtyard, 2365 Kalaheua Avenue, THK: 2-6-11:2).
- (42) Ficus benghalensis, Indian Banyan (two beside the Judiciary Building, THK: 2-1-25:3).
- (43) Ficus benghalensis, Indian Banyan (parking lot Malina Street, The Food Pantry Ltd., 2370 Kuhio Avenue, THK: 2-6-21:100).
- (44) Ficus elastica Roxb., ex Hornem., Indian rubber tree (University of Hawaii/Manoa campus, next to Campus Way, mauka side of Sinclair Library, THK: 2-8-23:3).
- (45) Ficus macrophylla, Moreton Bay Fig (Waikiki end of Queen Emma Square by St. Andrew's Priory School, 224 Queen Emma Square, THK: 2-1-18:02).
- \* (46) Ficus religiosa, Bo Tree, Peepul Tree (Moanalua Gardens Foundation Inc., 1352 Pineapple Place, THK: 1-1-9:14).
- (47) Ficus religiosa, Bo Tree, Peepul Tree, Sacred Tree (2616 Pali Highway, THK: 1-8-08:1).
- (48) Ficus religiosa L., Bo Tree, Peepul Tree, Sacred Tree (University of Hawaii/Manoa campus, mauka end of Hawaii Hall, THK: 2-8-23:3).
- (49) Ficus religiosa, Bo Tree (Foster Botanic Garden, THK: 1-7-07:2).
- (50) Garcinia mangostana, Mangosteem (3 in grove) (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).
- \* (51) Guazuma tomentosa, Guacima (South King Street).
- (52) Hernandia ovicera Slicke., Jack-in-a-box fruit tree (University of Hawaii/Manoa campus, mauka-ewa side of Sinclair Library, THK: 2-8-23:3).
- \* (53) Hyphaena thebaica, Doucampalm Gingerbread Palm (Foster Botanic Garden, THK: 1-7-07:2).
- (54) Rigolia pinnata, Sausage Tree (1071 Young Street, THK: 2-4-02:27, 3).
- (55) Rigolia pinnata, Sausage Tree (James W. Tharp, 115 Kukuna Street, Kailua, THK: 4-3-14:07).
- \* (56) Lagerstroemia speciosa, Queen Flower, Crepe Myrtle (Foster Botanic Garden, THK: 1-7-07:2).
- (57) Litchi chinensis, Litchi, Lychee (2616 Pali Highway, THK: 1-8-08:1).
- (58) Litchi chinensis, Litchi Nut, Lychee (Castle Ranch, 1385 Maunawili Rd., THK: 4-2-09:1).
- \* (59) Lonchocarpus domingensis, Guama, Genogeno (Foster Botanic Garden, THK: 1-7-07:2).
- (60) Macadamia integrifolia, Macadamia Nut Tree, Queensland Nut (2616 Pali Highway, THK: 1-8-08:1).
- \* (61) Mamea americana, Mamee apple (Department of Agriculture, 1428 S. King Street, THK: 2-4-5:10).
- (62) Mangifera indica, Mango (pirie) (2616 Pali Highway, THK: 1-8-08:1).
- (63) Manilkara zapota syn. Achras zapota, Chicle Tree (2616 Pali Highway, THK: 1-8-08:1).
- (64) Manilkara zapota syn. Achras zapota (two trees) (1071 Young Street, THK: 2-4-02:27, 3).
- \* (65) Manilkara zapota syn. Achras zapota, Chicle (Foster Botanic Garden, THK: 1-7-07:2).
- (66) Manilkara zapota syn. Achras zapota, Chicle Tree (Judiciary Building Eva Courtyard, THK: 2-1-25:3).
- (67) Metroxylon carolinensis, Ivory Nut Palm (grove of five) (Castle Ranch, 1385 Maunawili Road, THK: 4-2-09:1).

- (87) Sterculia apetala, Panama (Aie Moana Park, THK: 2-3-37:11).
- (88) Sterculia foetida L., Skunk tree, Java olives, kolumpang, Bangar (University of Hawaii/Manoa campus, east-maka corner of George Hall, THK: 2-9-23:13).
- (89) Sterculia urans, Mawa (Queen's Medical Center, THK: 2-1-35:13).
- (90) Swietenia mahagoni, Mahogany Tree (Along Kalakaua between Seretania and Kapiolani Sts.).
- (91) Swietenia mahagoni, Mahogany Tree (2616 Pali Highway, THK: 1-9-08:11).
- (92) Tamarindus indica, Tamarind (two trees) (1071 Young St., THK: 2-4-02:27, 3).
- (93) Tamarindus indica, Tamarind (Judiciary Building Eva Courtyard, THK: 2-1-25:13).
- (94) Terminalia catappa, False Kasmari, Tropical Almond (Foster Botanic Garden, THK: 1-7-07:12).
- (95) Thespesia populnea, Milo, Portia Tree (2616 Pali Highway, THK: 1-9-08:11).

8. Violation and Penalty.

It shall be unlawful for any person, corporation, public agency or other entity to remove or otherwise destroy any tree in the City and County of Honolulu which has been designated "exceptional" without approval from the City Council. Any person who violates this section shall be fined not more than \$1,000.00 or imprisoned not more than ninety-(90)-days-or-both. (Am. 10/26/78)

9. Injunctive Enforcement.

Any threatened violation of the provisions of this ordinance is hereby declared to be a public nuisance and may be abated through proceedings for injunctive relief or similar relief in Circuit Court or other court of competent jurisdiction.

10. Severability.

If any section, paragraph, subsection, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

11. Appeals.

Any person or persons aggrieved by an action of the City Council may within thirty (30) days of such action file an appeal to the Circuit Court.

- (68) Mimusops elengi, Fogada, Kiangi Madras Gum Tree (Foster Botanic Garden, THK: 1-7-07:12).
- (69) Pandanus odoratissimus, Red Hala Pandanus (Swansy Beach Park, THK: 5-1-12:11).
- (70) Peltoporum inerme, Yellow Poiociana (Queen's Medical Center, THK: 2-1-35:13).
- (71) Phyllanthus emblica, Indian Gooseberry, Emblic, Myrobalan (2616 Pali Highway, THK: 1-9-08:11).
- (72) Pithecellobium dulce, Opiuma, Madras Thorn, Manila Tamarind (Ferdinand YMCA-1566 Wilder Avenue, THK: 2-4-23:87).
- (73) Pritchardia macrocarpa, Dwarf Lodiin Palm (Foster Botanic Garden, THK: 1-7-07:12).
- (74) Prosopis pallida, Kiawe, Algaroba, Mesquite (1071 Young Street, THK: 2-4-02:27, 3).
- (75) Pseudium cattleianum f. lucidum, Welavi, Yellow Guava, Yellow Cattley (2616 Pali Highway, THK: 1-9-08:11).
- (76) Pterocarpus indicus, Marra (Tantalus Drive--on curve near #3663, THK: 2-3-12:06).
- (77) Royatona aleracea (Jacq.) O. P. Cook, South American Royal Palm (Harold L. Lyon Arboretum, THK: 2-9-55:16).
- (78) Royatona oleracea, Cabbage Palm (Foster Botanic Garden, THK: 1-7-07:12).
- (79) Royatona regia, Royal Palm (Both sides of Royal Palm Drive, Wahiawa, THK: 7-5-6:17, 18, 19, 20).
- (80) Royatona regia, Royal Palm (30 line old carriage road) (Castle Ranch, 1385 Maunawili Road, THK: 4-2-0:11).
- (81) Sasana saman, Monkeypod Tree, Rain Tree, Ohai (Borthwick, 420 Wylie Street, THK: 1-9-6:07).
- (82) Sasana saman, Monkeypod Tree (Central Union Church--Courtyard Alberton Chapel, 1660 South Seretania St., THK: 2-8-11:02).
- (83) Sasana saman, Monkeypod Tree (Along Pali Avenue, Kapahulu to Honarua, THK: 3-1-4:1).
- (84) Sasana saman, Monkeypod Trees (Moanalua Gardens Foundation, Inc., 1352 Pineapple Place, THK: 1-1-9:4).
- (85) Sapindus saponaria, Soapberry (Aie Moana Park, THK: 2-3-37:11).
- (86) Spondias mombin, Hog Plum (Foster Botanic Garden, THK: 1-7-07:12).

SECTION 2. Effective Date. This ordinance shall take effect upon its approval.

INTRODUCED BY: [Signature]  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Councilmembers

DATE OF INTRODUCTION:

August 9, 1978  
Honolulu, Hawaii

APPROVED AS TO FORM AND LEGALITY:

[Signature]  
Deputy Corporation Counsel

APPROVED this 9th day of November, 1978.

[Signature]  
Acting Mayor  
City and County of Honolulu

A BILL FOR AN ORDINANCE TO AMEND ARTICLE 13-36, REVISED ORDINANCES OF HONOLULU 1978, RELATING TO EXCEPTIONAL TREES.

BE IT ORDAINED by the People of the City and County of Honolulu.

SECTION 1. Section 13-36.1 Revised Ordinances of Honolulu, 1978, is hereby amended to read:

Section 13-36.1 Declaration of Legislative Intent.  
The Council of the City and County of Honolulu desires to provide for better environmental control in order to improve the quality of life of its citizens by enacting protective regulations to safeguard exceptional trees within the City and County of Honolulu. The Council finds that not only are trees of value for their beauty, but that they perform an important ecological function in that they prevent soil erosion, purify the air, as well as retard flooding. The Council also finds that inasmuch as trees contribute to the beauty of the island, they are an important element in achieving the objectives of the New General Plan "to protect and preserve the natural environment of Oahu" and "to maintain the viability of Oahu's resort industry."

While the Council recognizes the limitations inherent in the enforcement of this ordinance on Federal and State property, exceptional trees located on such property are included herein, as a statement of this Council's firm resolve to protect those unique assets to our environment, wherever they might be located on Oahu. Further, it is hoped that this statement of resolve will encourage these Federal and State officials entrusted with the care of designated exceptional trees, to take appropriate steps for their protection.

In the belief that protective regulations to safeguard exceptional trees will promote the health, safety and general welfare of the citizens of the City and County of Honolulu, the City Council enacts this ordinance as a means of preserving the environmental character of the City and County within the provisions of Act 103, Session Laws of Hawaii, 1975. The terms of this article shall be liberally construed to effectuate the purpose stated herein. (Am.Ord.78-91)



SECTION 2. Section 13-36.7.(66), Revised Ordinances of Honolulu 1978, is hereby amended to read:

(66) (Manilkara zapota syn. Achras zapota, Chico tree) Agathis robusta, Australis Kauri, Queensland Kauri (Judiciary Building Eva Courtyard, TRK: 2-1-75:3).

SECTION 3. Section 13-36.7, Revised Ordinances of Honolulu 1978, is hereby amended by adding the following:

(96) Mibiscus tiliaceus, Mau Tree (Hawaiian), Halekuanani Hotel, sea side of the dining room, TRK: 2-6-04: 8).

(97) Pseudobombax ellipticum, Pink Bombax (Queens Medical Center, front lawn, TRK: 2-1-35: 3).

(98) Casarium vulgare, Hill Nut Tree (two trees) (Washington Place, TRK: 2-1-35: 1).

(99) Kigelia pinnata, Sausage Tree (Coast Guard Station on Kalamianole Highway, Alina Haina, TRK: 2-3-61: 13).

(100) Santalumfycinetianum; sandalwood tree (behind Tripler Hospital, TRK: 1-1-14: 13).

(101) Sesamea samoa, Monkeypod Tree (Lanikai, TRK: 2-3-06: 107).

(102) Ficus banchalensis; Indian Banyan (Kuhio Beach Park, TRK: 2-6-01: 4).

SECTION 4. Section 13-36.8, Revised Ordinances of Honolulu 1978, is hereby amended to read:

13-36.8. Violation and Penalty.

It shall be unlawful for any person, corporation, public agency or other entity to remove or otherwise destroy any tree in the City and County of Honolulu which has been designated "exceptional" without approval from the City Council. Any person who violates this section shall be fined not more than \$1,000.

13-36.8. Regulations

(a) Tree removal or destruction:

It shall be unlawful for any person, corporation, public agency or other entity to remove or otherwise destroy any tree in the City and County of Honolulu which has been designated "exceptional" without approval from the City Council.

(b) Tree maintenance:

1. It shall be unlawful for any person, corporation, public agency or other entity to alter the characteristic shape of any "exceptional" tree or remove any branch without first obtaining a permit issued by the Department of Parks and Recreation.

2. The Department of Parks and Recreation shall have the necessary powers to make rules and regulations, pursuant to Chapter 91 of the Revised Statutes, to establish the criteria, standards, and conditions under which a permit may be issued.

SECTION 5. Section 13-36.9, Revised Ordinances of Honolulu 1978, is hereby amended to read:

13-36.9. Injunctive Enforcement.

Any threatened violation of the provisions of this ordinance is hereby declared to be a public nuisance and may be abated through proceedings for injunctive relief or similar relief in Circuit court or other court of competent jurisdiction.]

13-36.9. Violation, Penalty and Injunctive Enforcement.

(a) Any person who violates Section 13-36.8 shall be subject to a fine of not more than \$1,000.

(b) In addition, any threatened violation of the provisions of this Article, or of any Rule of Regulation promulgated pursuant to Section 13-36-8(b), is declared to be a public nuisance such proceedings for injunctive or other civil relief as may be necessary to carry out the intent of this Article.

SECTION 6. Material to be repealed is bracketed. New material is underscored. When revising, compiling, or printing this ordinance in the Revised Ordinances of the City and County of Honolulu, the Corporation Counsel need not include the underlining, the brackets, or the bracketed material.



**APPENDIX C**

**AVIFAUNA AND FERAL MAMMAL SURVEY**

SURVEY OF THE AVIFAUNA AND FERAL MAMMALS AT ARMED  
FORCES RECREATIONAL CENTER, FORT DE RUSSY, MAIKIKI,  
HONOLULU, OAHU, HAWAII

Prepared for  
Gordon A. Chapman  
Consulting Services

by

Phillip L. Bruner  
Assistant Professor of Biology  
Director, Museum of Natural History  
BYU-H  
Lafe, Hawaii 96762

18 July 1989



## GENERAL SITE DESCRIPTION

### SURVEY OF THE AVIFAUNA AND FERAL MAMMALS AT THE ARMED FORCES RECREATIONAL CENTER, FORT DE RUSSY, WAIKIKI, HONOLULU, OAHU, HAWAII

Fort DeRussy is located on the south shore of Oahu (see Fig.1). This sector of the island is highly urbanized. The site contains lawns, parking lots, clusters of buildings and a variety of exotic trees. The overall habitat could best be described as parkland. The open lawns and trees provide foraging grounds. The palms, banyans and Ironwood Trees (*Casuarina* spp.) also furnish nesting and refuge sites for birds.

Weather during the field survey was variable with clear periods and occasional passing light showers. Winds were gusty NE trades.

## STUDY METHODS

Field observations were made with the aid of binoculars and by listening for vocalizations. These observations were concentrated during the peak activity periods of early morning and late afternoon. Attention was also paid to the presence of tracks and scats as indicators of bird and mammal activity.

At various locations (see Fig.1) eight minute counts were made of all birds seen or heard. Between these count stations walking tallies of birds seen or heard were also kept. These counts provide the basis for the population estimates given in this report. Census data on birds contained in the annual Christmas bird surveys conducted by the Hawaii Audubon Society were also consulted along with unpublished records and reports of birds in order to acquire a more complete picture of avifauna activity on the site and on

## INTRODUCTION

The purpose of this report is to summarize the findings of a one day (14 July 1989) bird and mammal field survey at Fort DeRussy, Waikiki, Oahu (see Fig. 1). Also included are references to pertinent literature as well as unpublished reports.

The objectives of the field survey were to:

- 1- Document what bird and mammal species occur on the property or may likely occur given the range of habitats available.
- 2- Provide some baseline data on the relative abundance of each species.
- 3- Supplement these findings with published and/or unpublished data.
- 4- Evaluate the possible changes that might occur in the bird and mammal populations following the proposed development of the property.

adjacent lands (Shallenberger 1977, Fleischer 1986, Pyle 1987, 1988). Observations of feral mammals were limited to visual sightings and evidence in the form of scats and tracks. No attempts were made to trap mammals in order to obtain data on their relative abundance and distribution.

Scientific names used herein follow those given in the most recent American Ornithologist's Union Checklist (A.O.U. 1983), Hawaii's Birds (Hawaii Audubon Society 1984), Field Guide to the Birds of Hawaii and the Tropical Pacific (Pratt et al. 1987) and Mammal species of the World (Honacki et al. 1982).

#### RESULTS AND DISCUSSION

##### Resident Endemic (Native) Land Birds:

No endemic landbirds were recorded during the course of the field survey. Endemic birds are not known to occur on the property nor would any be expected given the nature of the habitat. Formerly this site was a wetland and undoubtedly contained endemic waterbirds.

##### Migratory Indigenous (Native) Birds:

No migratory birds were recorded which is not unexpected at this time of year since they are on their arctic breeding grounds. A survey taken in September-April would undoubtedly reveal that all four of the common migratory shorebirds; Pacific Golden Plover (Pluvialis fulva), Wandering Tattler (Heteroscelus incanus), Ruddy Turnstone (Arenaria interpres) and Sanderling (Calidris alba)

utilize the beach and open lawns of Fort DeRussy. Plover are probably the most common migratory species at this site. They prefer open areas such as mud flats and lawns. Plover arrive in Hawaii in early August and depart to their arctic breeding grounds during the last week of April. Johnson et al. (1981) and Bruner (1983) have shown plover are extremely site-faithful on their wintering grounds and many establish foraging territories which they vigorously defend. Such behavior makes it possible to acquire a fairly good estimate of the abundance of plover in any one area. These populations likewise remain relatively stable over many years. Shallenberger (1977) and Fleischer (1986) record plover on this property.

##### Resident Indigenous (Native) Land Birds:

No resident indigenous land birds were recorded nor would any be expected at this site.

##### Resident Indigenous (Native) Seabirds:

Seabirds typically nest on offshore islands which are free from disturbance by dogs, cats, mongoose and rats. However, there are areas on the main islands where predators lack access and nesting can be successful (Bruner 1988). The first nesting activity of the White Tern or Fairy Tern (Gygis alba) on Oahu was recorded at Koko Head (Ord 1961). The first nest of this species at Fort DeRussy was noted in 1970 (Shallenberger 1977). Red-tailed Tropicbird (Phaeton rubricauda) nested successfully in 1987 at

Mutweg Mannikin (Lonchura punctulata), Chestnut Mannikin (Lonchura malacca), Northern Mockingbird (Mimus polyglottos), and possibly Northern Cardinal (Cardinalis cardinalis) (Berger 1972, Hawaii Audubon Society 1984, Pratt et al. 1987). The latter species, Northern Cardinal, prefers brushy habitat and thus may rarely occur at this site.

Red-vented Bulbul have become one of Oahu's most abundant species in recent years. The adaptability of this species to a wide variety of habitats and its remarkable population increase have been well documented (Williams 1983, Williams and Giddings 1984, and Williams and Evenson 1985).

Java Sparrow (Padda oryzivora) have also experienced a population increase and expansion in recent years (Pratt et al. 1987). Their occurrence at Fort DeRussy was not unexpected. The absence of Mutweg Mannikin was however, surprising. This species is common on lawns and in grassy habitat.

Data on exotic birds at Fort DeRussy agree with those found in Fleischer (1986).

Feral Mammals:

The only feral mammal observed during the survey was a Roof Rat (Rattus rattus). Two rats were observed in palm trees located at the east end of the site. It is likely that mice and perhaps feral cats as well occur on the property. Without a trapping program it is difficult to conclude much about the relative

Hakapuu Point (Bruner personal observation). Laysan Albatross have also recently been observed in increasing numbers on the main Hawaiian Islands (Mortarty et al. 1986). This event may be due to nesting space limitations in the Leeward M.W. Hawaiian Islands. Predators, however, will likely limit the success of this attempted breeding here on Oahu.

The only species of seabird recorded at Fort DeRussy on this survey was the White (Fairy) Tern. A total of 10 birds were seen. No nests were found but several courtship display flights were observed. Iron woods and banyans, seemed to be the preferred trees for perching. One pair were resting in a banyan tree when several aggressive Red-vented Bulbul (Pycnonotus cafer) suddenly appeared and attacked them causing the terns to fly to another tree.

Exotic (Introduced) Birds:

A total of 11 species of exotic birds were recorded during this field survey. Shallenberger (1977) found only seven species of exotic birds. Recent Christmas Counts conducted by Hawaii Audubon Society (Pyle 1987, 1988) do not add any new species to the list obtained in this 1989 survey. Table One shows the species recorded on this survey and their relative abundance. The most abundant species were Zebra Dove (Geopelia striata), Red-vented Bulbul (Pycnonotus cafer) and Common Myna (Acridotheres tristis). Exotic species not recorded on the actual survey but which potentially could occur at this locality include: Common Barn Owl (Bubo alba),

abundance of rats, mice and cats. However, it is likely that their numbers are typical of what one would find elsewhere in similar habitat on Oahu.

Records of the endemic and endangered Hawaiian Hoary Bat (Laslorus cinereus semotis) are sketchy but the species has been reported from Oahu (Tomich 1986). None were observed on this field survey. However, bats have been observed in urbanized habitat elsewhere in Hawaii (Bruner 1985).

#### CONCLUSIONS

A brief field survey can at best provide a limited perspective of the wildlife present in any given area. Not all species will necessarily be observed and information on their use of the site must be sketched together from brief observations and the available literature. The number of species and the relative abundance of each species may vary throughout the year due to available resources and reproductive success. Species which are migratory will quite obviously be a part of the ecological picture only at certain times during the year. Exotic species sometimes prosper for a time only to later disappear or become a less significant part of the ecosystem (Williams 1987). Thus only long term studies can provide the insights necessary to acquire a complete understanding of the bird and mammal populations in a particular area. However, when brief studies are coupled with data gathered from other similar studies the value of the conclusions drawn are significantly increased.

The following are some broad conclusions related to bird and mammal activity on the Fort DeRussy property:

- 1- The present environment provides a limited range of habitats which are utilized by the typical array of edotic birds one would expect at this elevation and in this type of environment on Oahu.
- 2- In order to obtain more data on mammals, a trapping program would be required. The brief observations of this survey did not reveal any unusual mammal activity.
- 3- The proposed development will alter the amount of open space which will reduce the usefulness of the property for plovers. Doves and mynas might also decline in abundance. House Sparrows (Passer domesticus) may increase in abundance and if more gardens are planted Northern Cardinal and Japanese White-eye (Zosterops japonicus) might also become more numerous.

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18 July 1989

TABLE 1

Relative abundance of exotic birds at Fort DeRussy, Waikiki, Honolulu, Oahu, Hawaii.

COMMON NAME	SCIENTIFIC NAME	RELATIVE ABUNDANCE*
Spotted Dove	<u>Streptopelia chinensis</u>	U = 4
Zebra Dove	<u>Geopelia striata</u>	A = 36
Rock Dove	<u>Columba livia</u>	C = 9
Common Myna	<u>Acridotheres tristis</u>	A = 17
Red-vented Bulbul	<u>Pycnonotus cafer</u>	A = 21
Red-whiskered Bulbul	<u>Pycnonotus jocosus</u>	R = 8
Red-crested Cardinal	<u>Paroaria coronata</u>	C = 5
Japanese White-eye	<u>Zosterops japonicus</u>	U = 4
House Sparrow	<u>Passer domesticus</u>	C = 8
House Finch	<u>Carpodacus mexicanus</u>	C = 9
Java Sparrow	<u>Padda oryzyvora</u>	R = 12

\* (See page 11 for key to symbols)

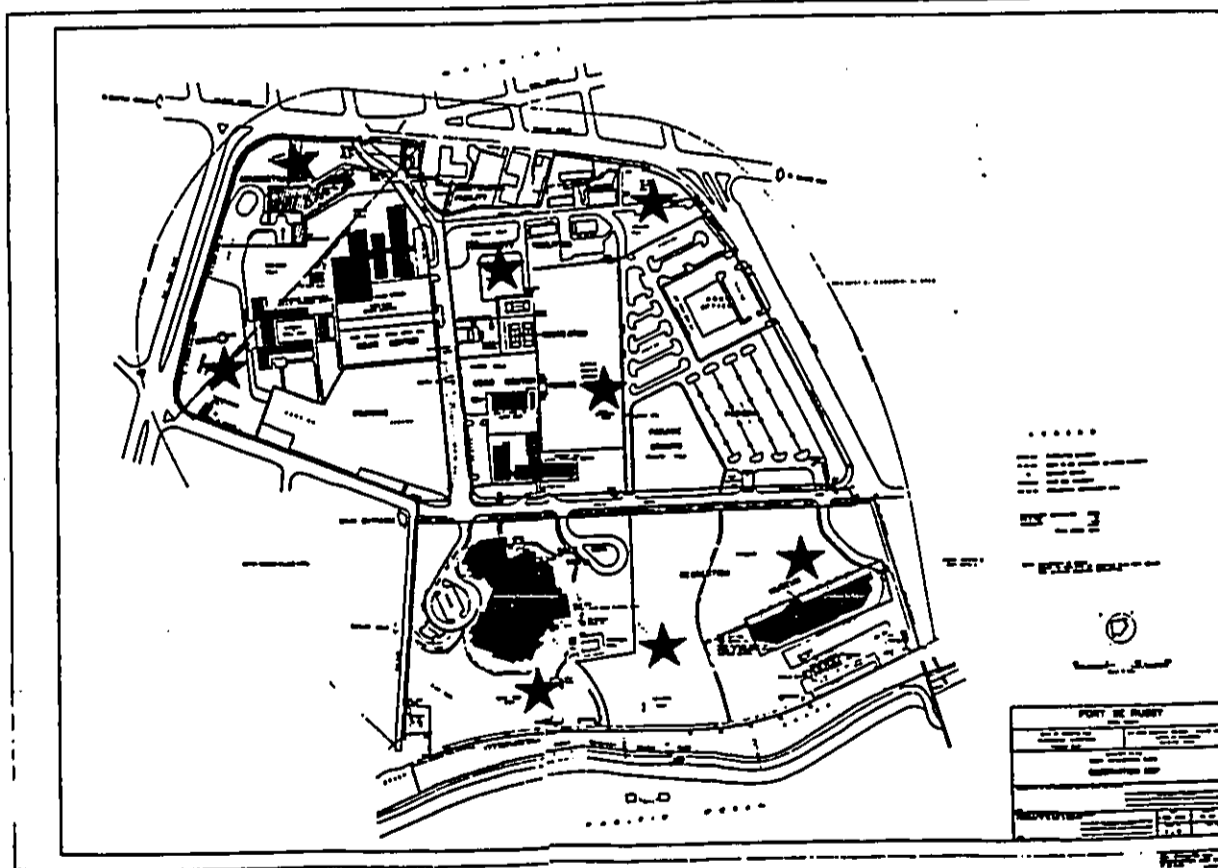


Fig. 1. Project site with eight minute count stations indicated by a

KEY TO TABLE 1

Relative Abundance = Number of individuals observed during walking survey or frequency on eight minute counts in appropriate habitat.

A = Abundant (10+) on 8 min. counts

C = Common (5-10) on 8 min. counts

U = Uncommon (less than 5) on 8 min. counts

R = Recorded but not on 8 min. counts (number which follows is total recorded)

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**APPENDIX D**

**TRAFFIC NOISE STUDY**



TABLE OF CONTENTS

CHAPTER	CHAPTER TITLE	PAGE NO.
	LIST OF FIGURES .....	11
	LIST OF TABLES .....	111
I.	SUMMARY .....	1
II.	PURPOSE .....	2
III.	NOISE DESCRIPTORS AND THEIR RELATIONSHIP TO LAND USE COMPATIBILITY .....	3
IV.	GENERAL STUDY METHODOLOGY .....	7
V.	EXISTING NOISE ENVIRONMENT .....	13
VI.	FUTURE NOISE ENVIRONMENT .....	18
VII.	DISCUSSION OF PROJECT RELATED TRAFFIC NOISE IMPACTS AND POSSIBLE NOISE MITIGATION MEASURES .....	22
VIII.	OTHER NON-TRAFFIC NOISE CONSIDERATIONS .....	24
	Construction Noise .....	24
	Aircraft Noise .....	26
APPENDICES		
A.	REFERENCES .....	28
B.	EXCERPTS FROM EPA'S ACOUSTIC TERMINOLOGY GUIDE ...	29

TRAFFIC NOISE STUDY  
FOR THE  
DEVELOPMENT OF THE ARMED FORCES  
RECREATION CENTER, FORT DERUSSY, OAHU

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LIST OF FIGURES

NUMBER	FIGURE TITLE	PAGE NO.
1	RANGE OF EXTERIOR BACKGROUND AMBIENT NOISE LEVELS .....	5
2	LOCATIONS OF NOISE MEASUREMENT SITES .....	8
3	HOURLY VARIATIONS OF TRAFFIC NOISE AT 55 FT SETBACK DISTANCE FROM THE CENTERLINE OF KALAKAUA AVENUE AT ALA WAI BRIDGE .....	11
4	HOURLY VARIATIONS OF TRAFFIC NOISE AT 55 FT SETBACK DISTANCE FROM THE CENTERLINE OF KALIA ROAD NORTHWEST OF SARAYOGA ROAD .....	12
5	PROPOSED PROJECT SITE PLAN .....	21
6	CONSTRUCTION NOISE LEVELS VS. DISTANCE .....	25

LIST OF TABLES

NUMBER	TABLE TITLE	PAGE NO.
1	EXTERIOR NOISE EXPOSURE CLASSIFICATION (RESIDENTIAL LAND USE) .....	4
2	TRAFFIC NOISE MEASUREMENTS (JULY 1989) .....	9
3A	COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS ALONG ACCESS ROADS TO PROJECT SITE DURING WEEKDAY (PM PEAK HOUR AND 50 FT FROM ROADWAY CENTERLINES) .....	14
3B	COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS ALONG ACCESS ROADS TO PROJECT SITE DURING SATURDAY (PM PEAK HOUR AND 50 FT FROM ROADWAY CENTERLINES) .....	15
4	EXISTING AND FUTURE DISTANCES TO 65, 70, AND 75 Ldn CONTOURS .....	16
5	CALCULATIONS OF PROJECT AND NON-PROJECT TRAFFIC NOISE CONTRIBUTIONS (CY 1994) .....	19
6	AVAILABLE WORK HOURS UNDER DOH PERMIT PROCEDURES FOR CONSTRUCTION NOISE .....	27

## CHAPTER I. SUMMARY

The existing and future traffic noise levels in the vicinity of the proposed development of the Fort DeRussy Armed Forces Recreation Center were evaluated for their potential impact on residents and visitors. The future traffic noise levels along the primary access roadways to the project were calculated for the year 1994. Along Ala Moana Boulevard, Kakaia Avenue, and Saratoga Road, minimal increases in traffic noise of 0 to 0.3 Ldn are predicted to occur as a result of the project. Along Kalia Road, moderate increases in traffic noise of 0.5 to 0.8 Ldn are predicted to occur as a result of the project. The greatest traffic noise increase of 2.5 Ldn is expected to occur on Maluhia Road which would be used as the primary access to the new Hale Koa Hotel parking structure. Although the increase in the Ldn level on Maluhia Road is expected to be 2.5 Ldn, traffic volume and noise levels along this interior roadway are expected to remain low.

Unavoidable, but temporary, noise impacts may occur during the construction period for the new hotel and for the other recreation center improvements. Because construction activities are predicted to be audible at adjoining properties, the quality of the acoustic environment may be degraded to unacceptable levels during periods of construction. Mitigation measures to reduce construction noise to inaudible levels will not be practical in all cases. For this reason, the use of quiet equipment and construction curfew periods as required under the State Department of Health noise regulations are recommended to minimize construction noise impacts.

## CHAPTER II. PURPOSE

The objectives of this study were to describe the existing and future noise environment in the vicinity of the proposed Armed Forces Recreation Center--Fort DeRussy Development Project in Waiiki on the island of Oahu. Traffic noise level increases and impacts associated with the proposal were to be determined within the project site as well as along the public roadways expected to serve the project traffic. A specific objective was to determine future traffic noise level increases associated with both project and non-project traffic, and the potential noise impacts associated with these increases. Recommendations for minimizing these noise impacts were also to be provided as required. Assessments of possible future impacts from aircraft noise and from temporary construction activities at the project site were also included in the noise study objectives.

CHAPTER III. NOISE DESCRIPTORS AND THEIR RELATIONSHIP TO  
LAND USE COMPATIBILITY

The noise descriptor currently used by federal agencies to assess environmental noise is the Day-Night Average Sound Level (Ldn). This descriptor incorporates a 24-hour average of instantaneous A-Weighted Sound Levels as read on a standard Sound Level Meter. By definition, the minimum averaging period for the Ldn descriptor is 24 hours. Additionally, sound levels which occur during the nighttime hours of 10:00 PM to 7:00 AM are increased by 10 decibels (dB) prior to computing the 24-hour average by the Ldn descriptor. A more complete list of noise descriptors is provided in APPENDIX B to this report.

TABLE 1, derived from Reference 1, presents current federal noise standards and acceptability criteria for residential land uses. Noise levels typical of communities on Oahu are shown in FIGURE 1. As a general rule, noise levels of 55 Ldn or less occur in rural areas, or in urbanized areas which are shielded from high volume streets. In these urbanized areas, Ldn levels generally range from 55 to 65 Ldn, and are usually controlled by motor vehicle traffic noise. Residences which front major roadways are generally exposed to levels of 65 Ldn, and as high as 72 Ldn when the roadway is a high speed freeway. In the Waikiki area, noise levels at lots which front the major roadways are typically above 70 Ldn. Due to noise shielding effects from intervening structures, interior lots are usually exposed to 3 to 10 Ldn lower noise levels than the street frontage lots which are not shielded from the traffic noise.

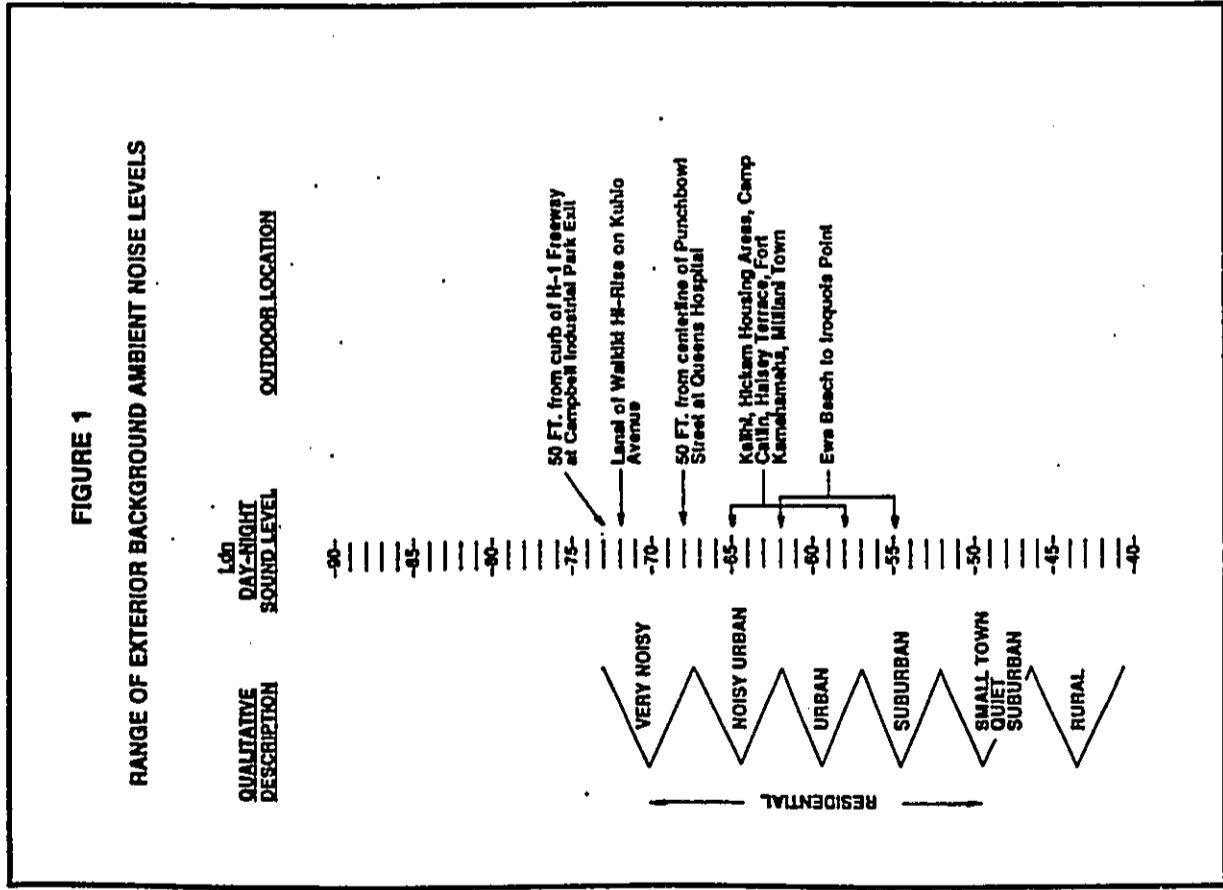
For the purposes of determining noise acceptability for funding assistance from federal agencies (FHA/HUD and VA), an exterior noise level of 65 Ldn or lower is considered acceptable. This standard is applied nationally (Reference 2), including Hawaii. Because of our open-living conditions, the predominant use of naturally ventilated dwellings, and the relatively low exterior-to-

TABLE 1  
EXTERIOR NOISE EXPOSURE CLASSIFICATION  
(RESIDENTIAL LAND USE)

NOISE EXPOSURE CLASS	DAY-NIGHT SOUND LEVEL	EQUIVALENT SOUND LEVEL	FEDERAL (1) STANDARD
Minimal Exposure	Not Exceeding 55 Ldn	Not Exceeding 55 Leq	Unconditionally Acceptable
Moderate Exposure	Above 55 Ldn But Not Above 65 Ldn	Above 55 Leq But Not Above 65 Leq	Acceptable(2)
Significant Exposure	Above 65 Ldn But Not Above 75 Ldn	Above 65 Leq But Not Above 75 Leq	Normally Unacceptable
Severe Exposure	Above 75 Ldn	Above 75 Leq	Unacceptable

Notes: (1) Federal Housing Administration, Veterans Administration, Department of Defense, and Department of Transportation.

(2) FHWA uses the Leq instead of the Ldn descriptor. For planning purposes, both are equivalent if: (a) heavy trucks do not exceed 10 percent of total traffic flow in vehicles per 24 hours, and (b) traffic between 10:00 PM and 7:00 AM does not exceed 15 percent of average daily traffic flow in vehicles per 24 hours. The noise mitigation threshold used by FHWA for residences is 67 Leq.



interior sound attenuation afforded by these naturally ventilated structures, an exterior noise level of 65 Ldn does not eliminate all risks of noise impacts. Because of these factors, and as recommended in Reference 3, a lower level of 55 Ldn is considered as the "Unconditionally Acceptable" (or "Near-Zero Risk") level of exterior noise. However, after considering the cost and feasibility of applying the lower level of 55 Ldn, government agencies such as FHA/HUD and VA have selected 65 Ldn as a more appropriate regulatory standard.

Under the suggested land use compatibility guidelines developed by the Federal Interagency Committee on Urban Noise (Reference 4), levels as high as 65 Ldn are considered to be compatible for the existing and new hotel accommodations and recreational activities planned on the project site. However, in recognition of the desirability of maximizing the outdoor recreational uses of the project site, background noise levels less than 65 Ldn and as low as 55 Ldn are recognized as being a desirable goal for this project.

#### CHAPTER IV. GENERAL STUDY METHODOLOGY

Existing traffic noise levels were measured at five locations in the project environs to provide a basis for developing the project's traffic noise contributions along the five roadways which will service the proposed development: Ala Moana Boulevard, Kalia Avenue, Saratoga Road, Kalia Road, and Maluhia Road. The locations of the measurement Sites "A" thru "E" are shown in FIGURE 2. Aircraft noise measurements were also obtained at Site "G" in the vicinity of the U.S. Army Museum. Noise measurements were performed during the middle of July 1989. Traffic noise measurements were performed prior to and during the PM peak traffic hour, on weekdays as well as on a Saturday. The noise measurement results, and their comparisons with computer model predictions of existing traffic noise levels are summarized in TABLE 2. The results of the traffic noise measurements were also compared with calculations of existing traffic noise levels to validate the computer model used.

Aircraft noise measurements at Site "G" were used to describe the existing levels of individual aircraft flyby events, and to relate them to both the existing and forecasted aircraft noise levels on the project site.

Traffic noise calculations for the existing conditions as well as noise predictions for the Year 1994 following completion of the proposed development were performed using the Federal Highway Administration (FHWA) Noise Prediction Model (Reference 5). Traffic data entered into the noise prediction model were: hourly traffic volumes, average vehicle speeds, estimates of traffic mix, and hard ground propagation loss factor. The traffic study for the project (Reference 6) and City and County of Honolulu traffic counts on Kalia Road (Reference 7), were the primary sources of data inputs to the model. For existing and future traffic, it was assumed that the average noise levels, or  $Leq(h)$ , during the PM peak hours were 3.5 dB less than the 24-hour  $Ldn$  along each street

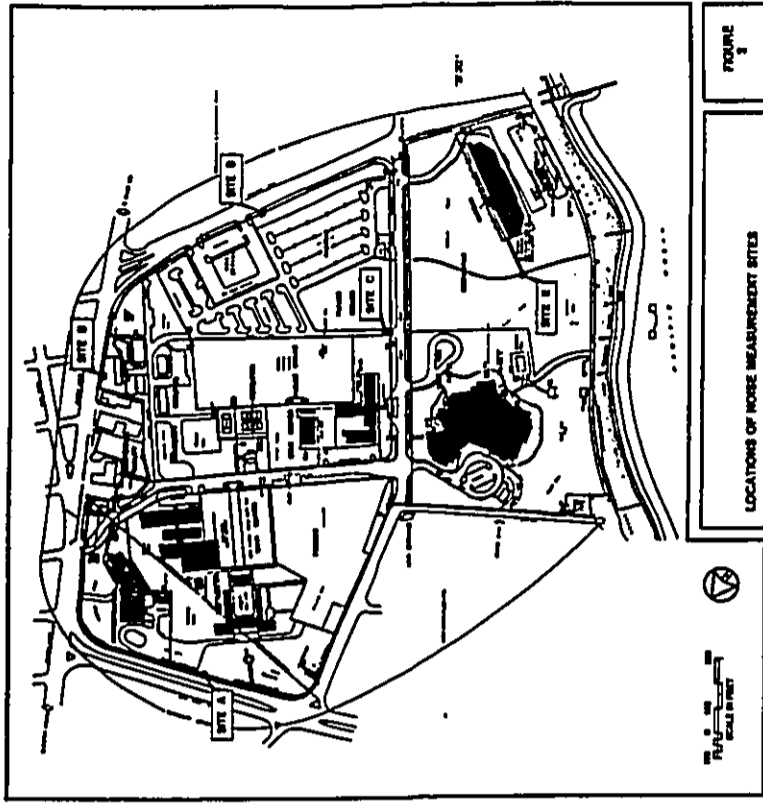


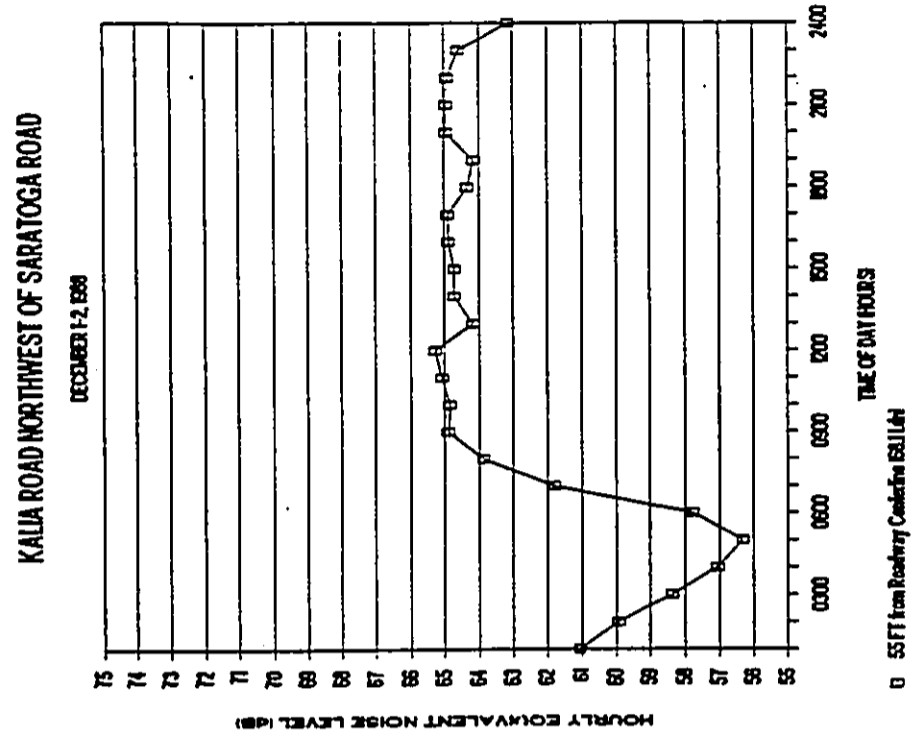
TABLE 2  
TRAFFIC NOISE MEASUREMENTS  
(JULY 1989)

Location	Time of Day (HRS)	Ave.Speed (MPH)	Hourly Traffic Volume			Measured Leq (dB)	Predicted Leq(dB)
			Auto	Med.Truck	Heavy Truck		
A. 55 FT from the center-line of Ala Moana Blvd. (7/19/89).	1610 TO 1710	28	2,086	38	78	67.1	67.3
B. 41 FT from the center-line of Saratoga Road (7/14/89).	1500 TO 1600	25	995	37	80	67.0	66.7
C. 55 FT from the center-line of Kalia Road (7/14/89).	1615 TO 1715	25	941	23	100	65.5	66.1
C. 55 FT from the center-line of Kalia Road (7/15/89).	1545 TO 1645	25	1,346	20	106	66.6	66.5
D. 52 FT from the center-line of Kalakaua Avenue (7/19/89).	1500 TO 1600	30	2,248	38	78	68.3	68.5
E. Near U.S. Army Museum (Battery Randolph); aircraft noise (7/14/89).	1140 TO 1414	N/A	N/A	N/A	N/A	49.5	N/A
E. Near U.S. Army Museum (Battery Randolph); non-aircraft. (7/14/89).	1140 TO 1414	N/A	N/A	N/A	N/A	55.0	N/A

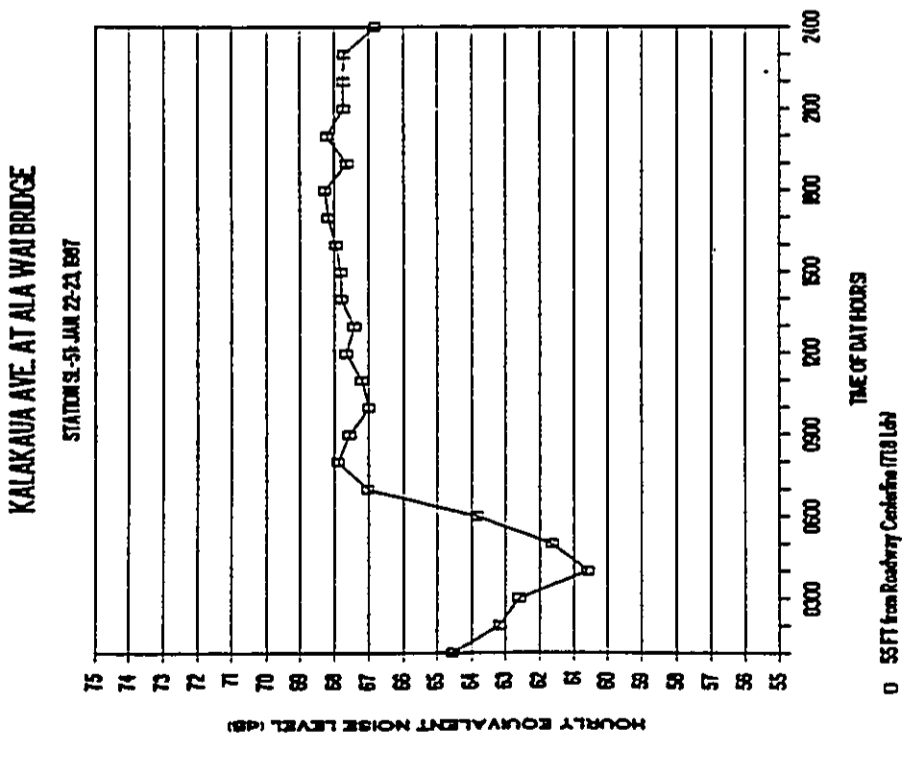
segment. This assumption was based on computations of both the hourly Leq and the 24-hour Ldn of traffic noise on Kalakaua Avenue (see FIGURE 3) and on Kalia Road (see FIGURE 4).

Traffic noise calculations for both the existing and future conditions in the project environs were developed for the worst case conditions of a high-rise receptor without the benefit of shielding effects. The projected increases in traffic noise levels attributable to project related traffic were calculated, and noise impact risks evaluated. The relative contributions of non-project and project related traffic to the total noise levels were also calculated, and an evaluation of possible traffic noise impacts was made.

**FIGURE 4**  
**HOURLY VARIATIONS OF TRAFFIC NOISE AT 55 FT**  
**SETBACK DISTANCE FROM THE CENTERLINE OF**  
**KALIA ROAD NORTHWEST OF SARATOGA ROAD**



**FIGURE 3**  
**HOURLY VARIATIONS OF TRAFFIC NOISE AT 55 FT**  
**SETBACK DISTANCE FROM THE CENTERLINE OF**  
**KALAKAUA AVE. AT ALA WAI BRIDGE**





CHAPTER V. EXISTING NOISE ENVIRONMENT

The existing traffic noise levels in the project environs are in the "Significant Exposure, Normally Unacceptable" category along the Rights-of-Way fronting Ala Moana Boulevard, Kalakaua Avenue, Saratoga Road, and Kalia Road. This situation is typical for roadways in Waikiki. Along Maluhia Road, existing traffic noise levels are in the "Minimal Exposure, Unconditionally Acceptable" category. Traffic noise levels along the Right-of-Way of a roadway generally represent the worst case (or highest) levels due to the proximity of the Right-of-Way to the noise sources.

Calculations of existing traffic noise levels during the PM peak traffic hours of a weekday and a Saturday are presented in TABLES 3A and 3B. The hourly Leq (or Equivalent Sound Level) contribution from each street section in the project environs was calculated for comparison with forecasted traffic noise levels with and without the project. The existing setback distances from the roadways' centerlines to their associated 65, 70, and 75 Ldn contours were also calculated as shown in TABLE 4. The contour line setback distances do not take into account noise shielding effects or the additive contributions of traffic noise from intersecting street sections. However, as indicated previously, the setback distances to the 65 Ldn contour lines are relatively large for the high volume streets such as Ala Moana Boulevard, Kalakaua Avenue, Saratoga Road, and Kalia Road. Along Maluhia Road, which is a lower volume street, the setback distance to the 65 Ldn contour is very small.

Traffic noise levels at the Hilton Hawaiian Village Hotel towers, which are approximately 250 to 300 FT setback distance from the centerline of Kalia Road, are currently less than 64 Ldn. The mauka (north) end of the existing Hale Koa Hotel tower is approximately 150 FT from the centerline of Kalia Road, where traffic noise levels are approximately 64 Ldn. The makai (south) end of the hotel is approximately 400 FT from the centerline of

TABLE 3A

COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS ALONG ACCESS ROADS TO PROJECT SITE DURING WEEKDAY (PM PEAK HOUR AND 50 FT FROM ROADWAY CENTERLINES)

LOCATION	SPEED (MPH)	VPH	***** HOURLY LEQ IN dB *****		
			AUTO	MT	ALL VEH
<b>EXISTING (CT 1989) PM PEAK HR. TRAFFIC:</b>					
Ala Moana Blvd (West of Site)	28	2,638	62.4	56.9	66.8
Ala Moana Blvd (Front of Site)	28	2,001	61.2	55.7	65.6
Saratoga Road (East End)	25	1,077	56.4	53.8	64.7
Saratoga Road (West End)	25	918	55.7	53.1	64.0
Kalakaua Ave (North of Site)	30	2,467	63.2	58.8	65.2
Kalakaua Ave (North of Kuhio)	30	2,807	63.8	58.2	67.5
Kalakaua Ave (South of Site)	30	2,042	62.4	56.8	66.1
Kalakaua Ave (South of Site)	30	2,127	62.6	57.0	66.3
Kalia Road (North of Maluhia)	25	1,329	57.3	53.0	66.2
Kalia Road (South of Maluhia)	25	941	55.8	51.5	64.7
Maluhia Road	20	273	47.0	42.1	50.2
<b>CT 1994 PM PEAK HR. TRAFFIC:</b>					
Ala Moana Blvd (West of Site)	28	3,090	63.1	57.6	67.5
Ala Moana Blvd (Front of Site)	28	2,299	61.8	56.3	66.2
Saratoga Road (East End)	25	1,130	56.6	54.0	64.9
Saratoga Road (West End)	25	795	55.1	52.5	63.4
Kalakaua Ave (North of Site)	30	2,913	64.0	59.5	68.6
Kalakaua Ave (North of Kuhio)	30	3,190	64.3	58.8	68.1
Kalakaua Ave (South of Site)	30	2,197	62.7	57.1	66.5
Kalakaua Ave (South of Site)	30	2,270	62.9	57.3	66.6
Kalia Road (North of Maluhia)	25	1,703	58.4	54.1	67.3
Kalia Road (South of Maluhia)	25	1,133	56.6	52.3	65.5
Maluhia Road	20	480	49.5	44.6	54.8

Notes:

The following assumed traffic mixes of autos, medium trucks, and heavy trucks were used for existing and future conditions:

- (a) Kalakaua Avenue: 95.6% autos, 1.7% medium trucks, and 3.3% heavy trucks
- (b) Ala Moana Boulevard: 94.8% autos, 1.7% medium trucks, and 3.5% heavy trucks
- (c) Saratoga Road: 90.0% autos, 3.0% medium trucks, and 7.0% heavy trucks.
- (d) Kalia Road: 90.0% autos, 2.0% medium trucks, and 8.0% heavy trucks.
- (e) Maluhia Road: 96.6% autos, 1.7% medium trucks, and 1.7% heavy trucks.

TABLE 3B

COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS  
ALONG ACCESS ROADS TO PROJECT SITE DURING SATURDAY  
(PM PEAK HOUR AND 50 FT FROM ROADWAY CENTERLINES)

LOCATION	SPEED (MPH)	VPH	AUTO	MT	HT	ALL VEH
<b>EXISTING (CT 1989) PM PEAK HR. TRAFFIC:</b>						
Ala Moana Blvd (West of Site)	28	2,718	62.5	57.1	69.9	68.6
Ala Moana Blvd (Front of Site)	28	2,172	61.5	56.1	65.9	67.6
Saratoga Road (East End)	25	1,198	56.8	54.3	65.1	66.0
Saratoga Road (West End)	25	1,081	56.4	53.8	64.7	65.6
Kalakaue Ave (North of Site)	30	2,609	63.5	59.0	65.4	68.2
Kalakaue Ave (North of Kuhio)	30	3,041	64.1	58.6	67.9	69.7
Kalakaue Ave (South of Kuhio)	30	1,991	62.3	56.7	66.0	67.9
Kalakaue Ave (South of Site)	30	2,230	62.8	57.2	66.5	68.4
Kalia Road (North of Maluhia)	25	1,599	58.1	53.8	67.0	67.7
Kalia Road (South of Maluhia)	25	1,053	56.3	52.0	65.2	65.9
Maluhia Road	20	364	48.3	43.4	51.4	53.6
<b>CT 1994 PM PEAK HR. TRAFFIC:</b>						
Ala Moana Blvd (West of Site)	28	3,245	63.3	57.8	67.7	69.3
Ala Moana Blvd (Front of Site)	28	2,528	62.2	56.7	66.6	68.3
Saratoga Road (East End)	25	1,321	57.3	54.7	65.6	66.5
Saratoga Road (West End)	25	976	56.0	53.4	64.3	65.2
Kalakaue Ave (North of Site)	30	3,093	64.2	59.7	66.2	68.9
Kalakaue Ave (North of Kuhio)	30	3,400	64.6	59.0	68.4	70.2
Kalakaue Ave (South of Kuhio)	30	2,093	62.5	56.9	66.3	68.1
Kalakaue Ave (South of Site)	30	2,437	63.2	57.6	66.9	68.8
Kalia Road (North of Maluhia)	25	2,173	59.4	55.1	68.3	69.0
Kalia Road (South of Maluhia)	25	1,403	57.5	53.2	66.4	67.1
Maluhia Road	20	644	50.8	45.8	53.9	56.1

Note: The following assumed traffic mixes of autos, medium trucks, and heavy trucks were used for existing and future conditions:

- (a) Kalakaue Avenue: 95.6% autos, 1.7% medium trucks, and 3.3% heavy trucks
- (b) Ala Moana Boulevard: 94.8% autos, 1.7% medium trucks, and 3.5% heavy trucks
- (c) Saratoga Road: 90.0% autos, 3.0% medium trucks, and 7.0% heavy trucks.
- (d) Kalia Road: 90.0% autos, 2.0% medium trucks, and 8.0% heavy trucks.
- (e) Maluhia Road: 96.6% autos, 1.7% medium trucks, and 1.7% heavy trucks.

STREET SECTION

STREET SECTION	EXISTING (PT)	70 LdB SETBACK (PT)	EXISTING (PT)	75 LdB SETBACK (PT)
Ala Moana Blvd (West of Site)	241	283	210	283
Saratoga Road (East End)	125	131	92	131
Saratoga Road (West End)	107	125	34	40
Kalakaue Ave (North of Site)	214	253	68	80
Kalakaue Ave (North of Kuhio)	301	342	95	108
Kalakaue Ave (South of Kuhio)	219	236	69	75
Kalakaue Ave (South of Site)	228	244	72	77
Kalia Road (North of Maluhia)	169	216	53	68
Kalia Road (South of Maluhia)	120	144	38	46
Maluhia Road	6	10	2	3
	21	25	21	25
	24	28	24	28
	26	30	26	30
	28	32	28	32
	30	34	30	34
	32	36	32	36
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	398	402	398	402
	400	404	400	404
	402	406	402	406
	404	408	404	408
	406	410	406	410
	408	412	408	412
	410	414	410	414
	412	416	412	416
	414	418	414	

TABLE 3B  
COMPARISONS OF EXISTING AND FUTURE TRAFFIC NOISE LEVELS  
ALONG ACCESS ROADS TO PROJECT SITE DURING SATURDAY  
(PM PEAK HOUR AND 50 FT FROM ROADWAY CENTERLINES)

LOCATION	SPEED (MPH)	VPH	***** HOURLY LEQ IN dB *****				
			AUTO	MT	HT	ALL VEH	
EXISTING (CT 1989) PM PEAK HR. TRAFFIC:							
Ala Moana Blvd (West of Site)	28	3,245	62.5	57.1	66.9	68.6	
Ala Moana Blvd (Front of Site)	28	2,528	61.5	56.1	65.9	67.6	
Saratoga Road (East End)	25	1,921	56.8	54.3	65.1	66.0	
Saratoga Road (West End)	25	1,081	56.4	53.8	64.7	65.6	
Kalakaua Ave (North of Site)	30	2,609	63.5	59.0	65.4	68.2	
Kalakaua Ave (North of Kuhio)	30	3,041	64.1	58.6	67.9	69.7	
Kalakaua Ave (South of Kuhio)	30	1,991	62.3	56.7	66.0	67.9	
Kalakaua Ave (South of Site)	30	2,230	62.8	57.2	66.5	68.4	
Kalia Road (North of Maluhia)	25	1,599	58.1	53.8	67.0	67.7	
Kalia Road (South of Maluhia)	25	1,053	56.3	52.0	65.2	65.9	
Maluhia Road	20	364	48.3	43.4	51.4	53.6	
CT 1994 PM PEAK HR. TRAFFIC:							
Ala Moana Blvd (West of Site)	28	3,245	63.3	57.8	67.7	69.3	
Ala Moana Blvd (Front of Site)	28	2,528	62.2	56.7	66.6	68.3	
Saratoga Road (East End)	25	1,921	57.3	54.7	65.6	66.5	
Saratoga Road (West End)	25	976	56.0	53.4	64.3	65.2	
Kalakaua Ave (North of Site)	30	3,093	64.2	59.7	66.2	68.9	
Kalakaua Ave (North of Kuhio)	30	3,400	64.6	59.0	68.4	70.2	
Kalakaua Ave (South of Kuhio)	30	2,093	62.5	56.9	66.3	68.1	
Kalakaua Ave (South of Site)	30	2,437	63.2	57.6	66.9	68.8	
Kalia Road (North of Maluhia)	25	2,173	59.4	55.1	68.3	69.0	
Kalia Road (South of Maluhia)	25	1,403	57.5	53.2	66.4	67.1	
Maluhia Road	20	644	50.8	45.8	53.9	56.1	

**Notes:**

The following assumed traffic mixes of autos, medium trucks, and heavy trucks were used for existing and future conditions:

- (a) Kalakaua Avenue: 95.6% autos, 1.7% medium trucks, and 3.3% heavy trucks
- (b) Ala Moana Boulevard: 94.8% autos, 1.7% medium trucks, and 3.5% heavy trucks
- (c) Saratoga Road: 90.0% autos, 3.0% medium trucks, and 7.0% heavy trucks.
- (d) Kalia Road: 90.0% autos, 2.0% medium trucks, and 8.0% heavy trucks.
- (e) Maluhia Road: 96.6% autos, 1.7% medium trucks, and 1.7% heavy trucks.

TABLE 4  
EXISTING AND FUTURE DISTANCES TO 65, 70, AND 75 Ldn CONTOURS

STREET SECTION	65 Ldn SETBACK (FT)		70 Ldn SETBACK (FT)		75 Ldn SETBACK (FT)	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
Ala Moana Blvd (West of Site)	241	283	76	89	24	28
Ala Moana Blvd (Front of Site)	183	210	58	67	18	21
Saratoga Road (East End)	125	131	40	42	13	13
Saratoga Road (West End)	107	92	34	29	11	9
Kalakaua Ave (North of Site)	214	253	68	80	21	25
Kalakaua Ave (North of Kuhio)	301	342	95	108	30	34
Kalakaua Ave (South of Kuhio)	219	236	69	75	22	24
Kalakaua Ave (South of Site)	228	244	72	77	23	24
Kalia Road (North of Maluhia)	169	216	53	68	17	22
Kalia Road (South of Maluhia)	120	144	38	46	12	14
Maluhia Road	6	10	2	3	1	1

**Notes:**

- (1) All setback distances are from the roadways' centerlines.
- (2) See TABLE 3 for traffic volume, speed, and mix assumptions.
- (3) Ldn assumed to be equal to PM Peak Hour Leq plus 3.4 dB along all roadways.
- (4) Setback distances are for unobstructed line-of-sight conditions.
- (5) Hard ground conditions assumed along all roadways.

#### CHAPTER VI. FUTURE NOISE ENVIRONMENT

Kalia Road, where traffic noise levels are approximately 60 Ldn. For those guest rooms in the existing Hale Koa Hotel which face toward the west, existing traffic noise levels are 3 to 10 Ldn units less than the traffic noise levels at the guest rooms which face toward the east and Kalia Road.

Aircraft noise levels recorded near the U.S. Army Museum, at Site "g" (see FIGURE 2) were relatively low at 55 to 61 dB (Lmax) for offshore eastbound aircraft due to the large separation distances between the aircraft flight tracks and the project site. Aircraft crossing over the project site were eastbound propeller aircraft and westbound jet aircraft at high altitude. The loudest aircraft noise events recorded ranged from 65 to 70 dB (Lmax), and were the result of aircraft which flew over the project site. Average cumulative aircraft noise levels measured at Site "g" during a 2.5 hour period on July 14, 1989 was 49.5 Leq. This level is consistent with the Base Year (CY 1987) Noise Exposure Map for Honolulu International Airport which indicates that aircraft noise levels over the project site were less than 55 Ldn. These aircraft noise levels are considered to be in the "Minimal Exposure, Unconditionally Acceptable" category for the existing and planned land uses on the project site.

Predictions of future traffic noise levels were made using the traffic volume assignments of Reference 6. The future projections of project plus non-project traffic on the roadways which would service the project are shown in TABLES 3A and 3B for the PM peak hours of traffic on a weekday and Saturday, respectively. TABLE 4 summarizes the predicted increases in setback distances to the 65, 70, and 75 Ldn traffic noise contour lines along the roadways servicing the project and attributable to increases in project plus non-project traffic by CY 1994. The setback distances in TABLE 4 do not include the effects of noise shielding or the effects of additive contributions of noise from intersecting streets.

TABLE 5 presents the predicted increases in traffic noise levels associated with non-project and project traffic by CY 1994 as measured by the Ldn descriptor system. As indicated in TABLE 5, the increases in traffic noise are evenly split between non-project and project traffic along Ala Moana Boulevard west of the Kalia Road Intersection. The noise impact of the project traffic along Kaiakaua Avenue and Saratoga Road are expected to be minimal. Traffic noise levels along the high volume roadways (Ala Moana Boulevard and Kalakaua Avenue) servicing the project are relatively high during the current period, and are not expected to increase significantly as a result of the proposed project. Traffic noise levels along the makai section of Saratoga Road are expected to decrease as a result of the proposed relocation of the Kalia Road intersection toward Kalakaua Avenue. Minimal to moderate increases of 0.5 to 0.8 Ldn are expected to occur along Kalia Road, but these small changes will be difficult to measure. The largest increase in traffic noise levels are expected to occur at the south end of Maluhia Road, because of the addition of the new parking garage and the relatively low volume of existing traffic on this roadway.

TABLE 5

CALCULATIONS OF PROJECT AND NON-PROJECT  
TRAFFIC NOISE CONTRIBUTIONS (CY 1994)

STREET SECTION	NOISE LEVEL INCREASES (Ldn) DUE TO NON-PROJECT TRAFFIC	NOISE LEVEL INCREASES (Ldn) DUE TO PROJECT TRAFFIC
Aie Moana Blvd (West of Site)	0.4	0.3
Aie Moana Blvd (Front of Site)	0.5	0.1
Saratoga Road (East End)	0.2	-0.0
Saratoga Road (West End)	0.2	-0.9
Kalakaau Ave (North of Site)	0.6	0.1
Kalakaau Ave (North of Kuhio)	0.5	0.1
Kalakaau Ave (South of Kuhio)	0.2	0.1
Kalakaau Ave (South of Site)	0.2	0.0
Kalia Road (North of Maluhia)	0.2	0.8
Kalia Road (South of Maluhia)	0.3	0.5
Maluhia Road	0.0	2.5

The worst case setback distances to the future 65, 70, and 75 Ldn traffic noise contours with the project completed can be estimated from TABLE 4. Traffic noise levels at the Hilton Hawaiian Village Hotel towers are expected remain below 65 Ldn following completion of the proposed project. The future distance from the mauka (north) end of the existing Hale Koa Hotel tower to the realigned Kalia Road (see FIGURE 5) is expected to be 300 FT, and traffic noise levels at the existing hotel should remain less than 65 Ldn. The makai (south) end of the existing hotel will be approximately 600 FT from the centerline of Kalia Road after its realignment, and CY 1994 traffic noise levels at the makai end of the existing hotel should be less than 60 Ldn. The proposed new Hotel Tower Complex will be approximately 100 to 350 FT from the centerline of the realigned Kalia Road, and traffic noise levels at the new Hotel Tower Complex are expected to range from 61 to 66 Ldn. Guest rooms in the new Hotel Tower Complex which have fields of view to only the east or west sections of the realigned Kalia Road, and not to both sections of Kalia Road, will be exposed to approximately 5 Ldn units less than the 61 to 66 Ldn range of noise levels estimated for the new hotel complex.

The CY 2007 aircraft noise contour levels over the project site are predicted to be less than 55 Ldn based on results of the Draft Master Plan update and Noise Compatibility Program for the Honolulu International Airport. These forecasted aircraft noise levels, like the existing levels, are considered to be in the "Minimal Exposure, Unconditionally Acceptable" category for the planned and existing land uses on the project site. In addition, by CY 2007, complete replacement of the noisier B-737(200), DC-9(50), and DC-9(15) aircraft with quieter interisland jet aircraft is expected to occur, which should result in lower single event noise levels for these interisland jet aircraft.

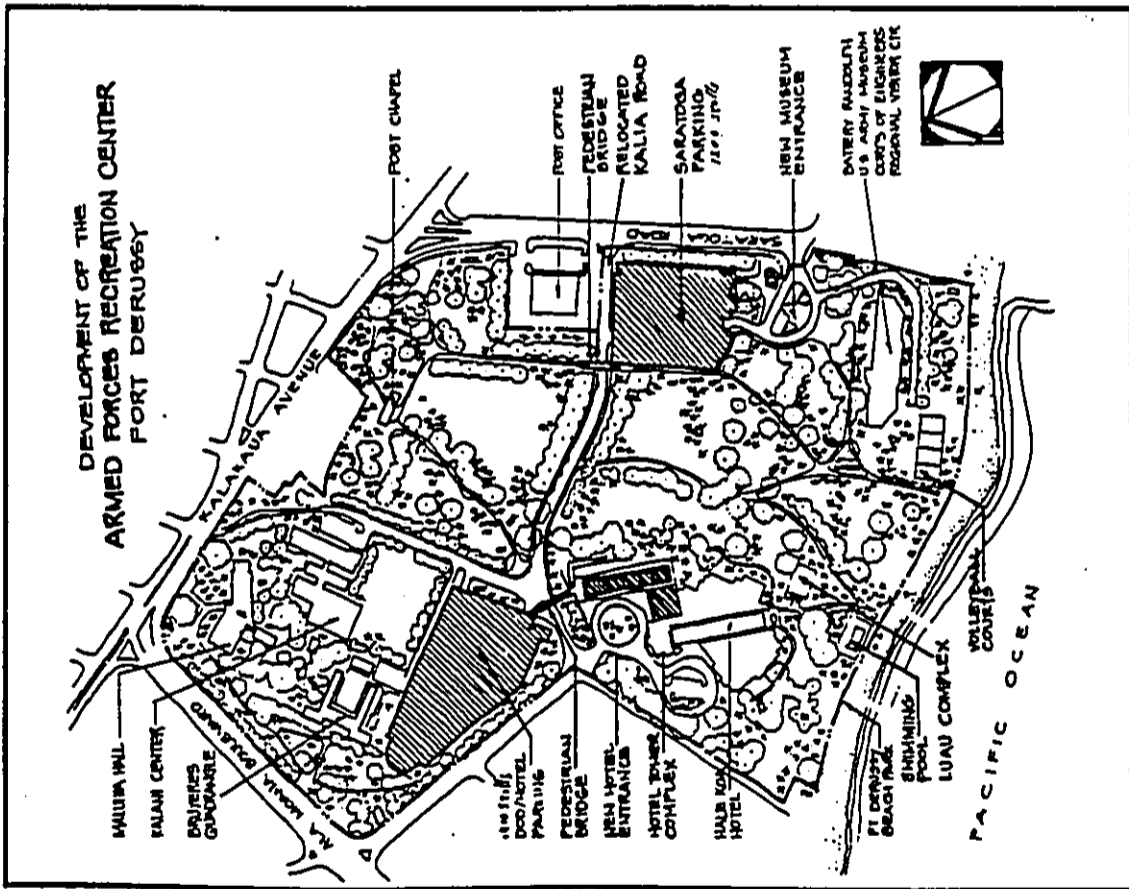
**CHAPTER VII. DISCUSSION OF PROJECT RELATED TRAFFIC NOISE IMPACTS AND POSSIBLE NOISE MITIGATION MEASURES**

The increases in traffic noise levels attributable to the project are predicted to be 0.3 Ldn or less along Ala Moana Boulevard, Kalakaua Avenue, and Saratoga Road, where traffic noise levels are expected to remain above 65 Ldn. The degree of increase in traffic noise levels attributable to the project will be difficult to perceive, and is not considered to be significant. Traffic noise levels along the south end of Saratoga Road are expected to decrease as the result of the proposed realignment of Kalia Road.

Small to moderate increases in traffic noise levels of 0.5 to 0.8 Ldn are expected to occur along Kalia Road, with the larger increase occurring in the vicinity of the new hotel project. The future traffic noise levels at the existing Hilton Hawaiian Village and Hale Koa Hotel towers are expected to remain below the impact level of 65 Ldn. Future traffic noise levels at the proposed Hotel Tower Complex may exceed 65 Ldn at some guest rooms. Reductions of noise levels at the new guest rooms to less than 65 Ldn are possible if these new rooms have limited fields of view to Kalia Road.

Mitigation of off-site traffic noise impacts are generally performed by individual property owners fronting the roadways' Right-of-Way or by public agencies during roadway improvement projects. These mitigation measures generally take the form of sound attenuating walls, total closure and air conditioning, or the use of sound attenuating windows. If the guest rooms of the new Hotel Tower Complex are air conditioned, other traffic noise mitigation measures are not required.

Because one of the most significant noise sources along Kalia Road are tour buses, management of the bus traffic along Kalia Road as well as within the hotel parking areas is recommended to minimize noise impacts on the hotel units. Minimizing high speed



**PROPOSED PROJECT SITE PLAN**

**FIGURE 5**

idling of parked buses on streets, the use of drive thru rather than back-up areas to minimize usage of back-up alarms, the use of modern quiet buses, and the use of lower engine RPM during acceleration are all recommended to minimize noise impacts from the tour buses which are normally associated with Waikiki.

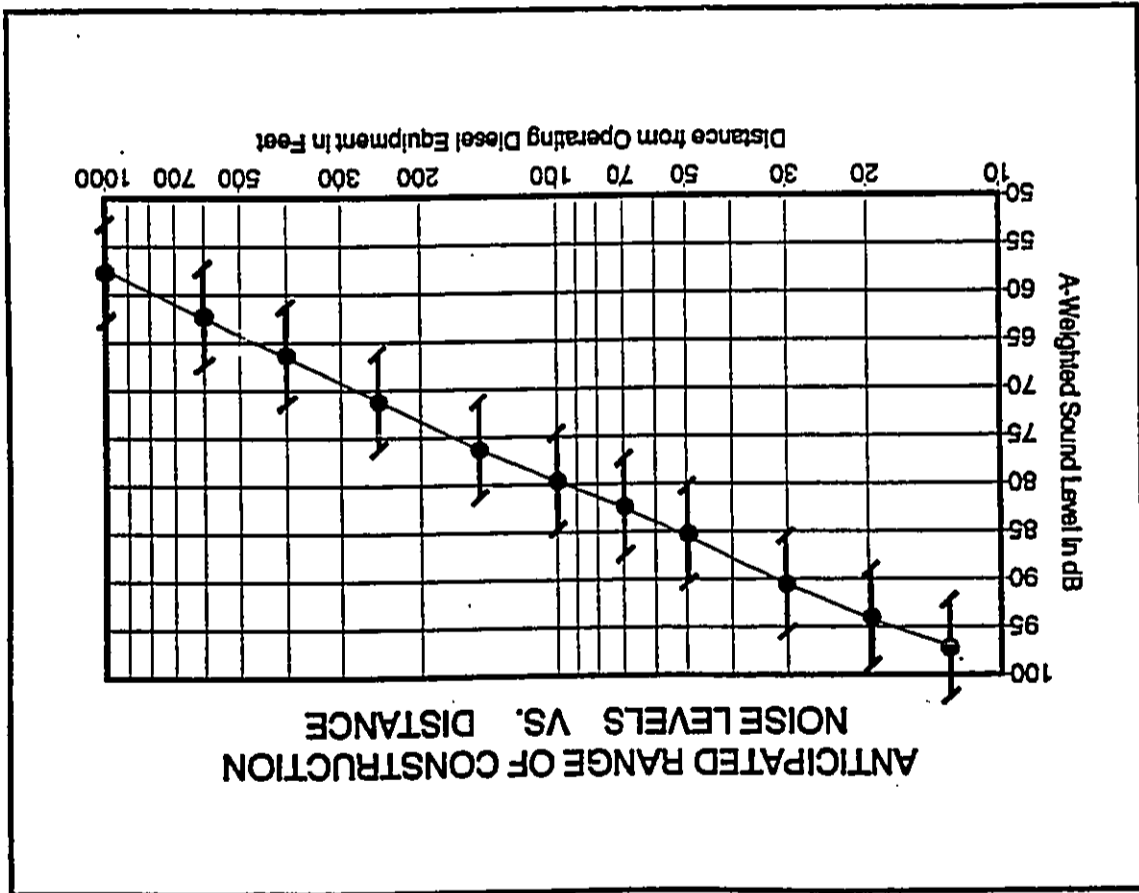
#### CHAPTER VIII. OTHER NON-TRAFFIC NOISE CONSIDERATIONS

**Construction Noise.** Audible construction noise will probably be unavoidable during the planned project construction period. The total time period for construction is unknown, but it is anticipated that the actual work will be moving from one location on the project site to another during that period. Actual length of exposure to construction noise at any receptor location will probably be less than the total construction period for the entire project. Typical levels of noise from construction activity (excluding pile driving activity) are shown in FIGURE 6. The impulsive noise levels of impact pile drivers are approximately 15 dB higher than the levels shown in FIGURE 6, while the intermittent noise levels of vibratory pile drivers are at the upper end of the noise level ranges depicted in the figure. The noise sensitive properties which are predicted to experience the highest noise levels during construction activities on the project site are the existing Hale Koa Hotel, the Hilton Hawaiian Village Hotel, and the noise sensitive properties on Saratoga Road across the new parking structure. Adverse impacts from construction noise are not expected to be in the "public health and welfare" category due to the temporary nature of the work and due to the administrative controls available for its regulation. Instead, these impacts will probably be limited to the temporary degradation of the quality of the acoustic environment in the immediate vicinity of the project site.

Mitigation of construction noise to inaudible levels will not be practical in all cases due to the intensity of construction noise sources (80 to 90+ dB at 50 FT distance), and due to the exterior nature of the work (pile driving, grading and earth moving, trenching, concrete pouring, hammering, etc.). The use of properly muffled construction equipment should be required on the job site. In addition, if soil conditions allow, the use of vibratory pile driving equipment is also recommended for minimizing con-

struction noise impacts. The incorporation of State Department of Health construction noise limits and curfew times (Reference 8) during the construction phases of this project is another noise mitigation measure which is normally used. TABLE 6 depicts the allowed hours of construction for normal construction noise (levels which do not exceed 95 dB at the project's property line) and for construction noise which exceeds 95 dB at the project's property line. Noisy construction activities are not allowed on holidays under the DOH permit procedures.

**Aircraft Noise.** Existing and future aircraft noise levels over the project site are sufficiently below land use compatibility criteria, and so impacts from aircraft noise over the project site are not expected. In addition, since aircraft noise levels are sufficiently lower than roadway traffic noise levels by at least 10 Ldn units along the 65 Ldn traffic noise contour lines, their effect on total noise levels will be negligible.



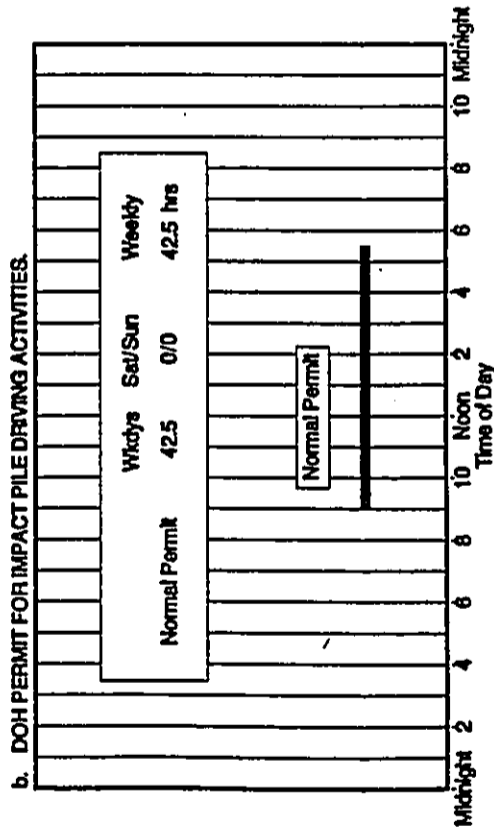
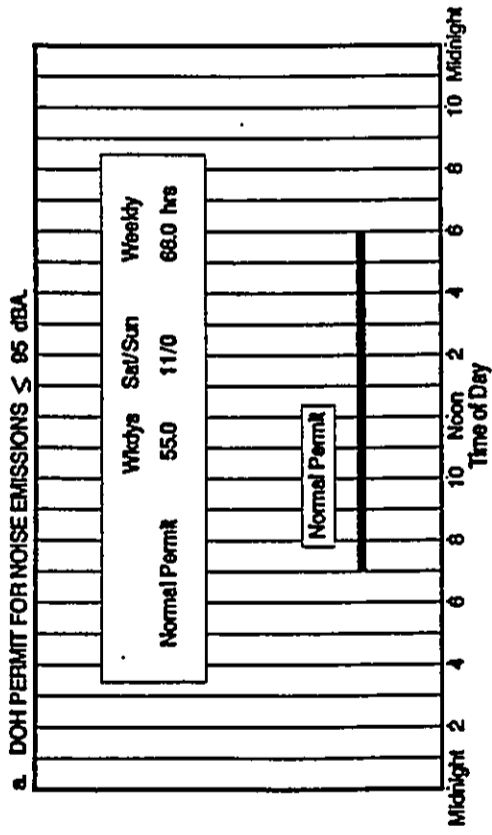
CONSTRUCTION NOISE LEVELS VS. DISTANCE

FIGURE 6



TABLE 6

AVAILABLE WORK HOURS UNDER DOH PERMIT PROCEDURES FOR CONSTRUCTION NOISE



APPENDIX A. REFERENCES

- (1) "Guidelines for Considering Noise in Land Use Planning and Control"; Federal Interagency Committee on Urban Noise; June 1980.
- (2) "Environmental Criteria and Standards, Noise Abatement and Control, 24 CFR, Part 51, Subpart B"; U.S. Department of Housing and Urban Development; July 12, 1979.
- (3) "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety"; Environmental Protection Agency (EPA 550/9-74-004); March 1974.
- (4) "Guidelines for Considering Noise in Land Use Planning and Control"; Federal Interagency Committee on Urban Noise; June 1980.
- (5) Barry, T. and J. Reagan, "FHWA Highway Traffic Noise Prediction Model"; FHWA-RD-77-108, Federal Highway Administration; Washington, D.C.; December 1978.
- (6) "Traffic Impact Study - Fort DeRussy Armed Forces Recreation Center"; Wilbur Smith Associates; June 1989.
- (7) December 1-2, 1988 24-Hour Traffic Counts; Kalia Road Northwest of Saratoga Road; Honolulu Department of Transportation Services.
- (8) "Title 11, Administrative Rules, Chapter 43, Community Noise Control for Oahu"; Hawaii State Department of Health; November 6, 1981.

APPENDIX B (CONTINUED)

APPENDIX B  
EXCERPTS FROM EPA'S ACOUSTIC TERMINOLOGY GUIDE

TABLE I

A-WEIGHTED RECOMMENDED DESCRIPTOR LIST

TERM	SYMBOL
1. A-Weighted Sound Level	$L_A$
2. A-Weighted Sound Power Level	$L_{WA}$
3. Maximum A-Weighted Sound Level	$L_{TMAX}$
4. Peak A-Weighted Sound Level	$L_{Apk}$
5. Level Exceeded x% of the Time	$L_x$
6. Equivalent Sound Level	$L_{eq}$
7. Equivalent Sound Level over Time (T) (1)	$L_{eq(T)}$
8. Day Sound Level	$L_d$
9. Night Sound Level	$L_n$
10. Day-Night Sound Level	$L_{dn}$
11. Yearly Day-Night Sound Level	$L_{dn(Y)}$
12. Sound Exposure Level	$L_{SE}$

(1) Unless otherwise specified, time is in hours (e.g. the hourly equivalent level is  $L_{eq(1)}$ ). Time may be specified in non-quantitative terms (e.g. could be specified a  $L_{eq(WASH)}$  to mean the washing cycle noise for a washing machine).

SOURCE: EPA ACOUSTIC TERMINOLOGY GUIDE, BINA 8-14-78, NOISE REGULATION REPORTER.

Descriptor Symbol Usage

The recommended symbols for the commonly used acoustic descriptors based on A-weighting are contained in Table I. As most acoustic criteria and standards used by EPA are derived from the A-weighted sound level, almost all descriptor symbol usage guidance is contained in Table I.

Since acoustic nomenclature includes weighting networks other than "A" and measurements other than pressure, an expansion of Table I was developed (Table II). The group adopted the ANSI descriptor-symbol scheme which is structured into three stages. The first stage indicates the type of quantity (power, level, or sound exposure), and the third stage indicates the weighting network (A, B, C, D, E, ...). If no weighting network is specified, "A" weighting is understood. Exceptions are the A-weighted sound level and the A-weighted peak sound level which require that the "A" be specified. For convenience in these situations in which an A-weighted descriptor is being compared to that of another weighting, the alternative column in Table II permits the inclusion of the "A". For example, a report on blast noise might wish to contrast the L<sub>dn</sub> with the L<sub>dnA</sub>.

Although not included in the tables, it is also recommended that "L<sub>ppn</sub>" and "L<sub>eqppn</sub>" be used as symbols for perceived noise levels and effective perceived noise levels, respectively.

It is recommended that in their initial use within a report, such terms be written in full, rather than abbreviated. An example of preferred usage is as follows:

The A-weighted sound level (LA) was measured before and after the installation of acoustical treatment. The measured LA values were 65 and 75 dB respectively.

Descriptor Abbreviations

With regard to energy averaging over time, the term "average" should be discouraged in favor of the term "equivalent". Hence, L<sub>eq</sub> is designated the "equivalent sound level". For L<sub>d</sub>, L<sub>n</sub>, and L<sub>dn</sub>, "equivalent" need not be stated since the concept of day, night, or day-night averaging is by definition understood. Therefore, the designations are "day sound level", "night sound level", and "day-night sound level", respectively.

The peak sound level is the logarithmic ratio of peak sound pressure to a reference pressure and not the maximum root mean square pressure. While the latter is the maximum sound pressure level, it is often incorrectly labeled peak. In that sound level meters have "peak" settings, this distinction is most important.

"background ambient" should be used in lieu of "background", "ambient", "residual", or "indigenous" to describe the level characteristics of the general background noise due to the contribution of many unidentifiable noise sources near and far.

With regard to units, it is recommended that the unit decibel (abbreviated dB) be used without modification. Hence, dBA, PdA, and LpA are not to be used. Examples of this preferred usage are: the Perceived Noise Level (PNL) was found to be 75 dB, L<sub>pn</sub> = 75 dB. This decision was based upon the recommendation of the National Bureau of Standards, and the policies of ANSI and the Acoustical Society of America, all of which disallow any modification of dB except for prefixes indicating its multiples or submultiples (e.g., deci).

Other Issues

In discussing noise impact, it is recommended that "Level Weighted Population" (LWP) replace "Equivalent Noise Impact" (ENI). The term "Relative Change of Impact" (RCI) shall be used for comparing the relative differences in LWP between two alternatives.

Further, when appropriate, "noise impact index" (NII) and "population weighted loss of hearing" (PWL) shall be used consistent with CMAA Working Group 09 report Guidelines for Preparing Environmental Impact Statements (1977).

APPENDIX B (CONTINUED)

TABLE II  
RECOMMENDED DESCRIPTOR LIST

TERM	A-WEIGHTING	ALTERNATIVE(1) A-WEIGHTING	OTHER(2) WEIGHTING	UNWEIGHTED
1. Sound (Pressure) Level	$L_A$	$L_{pA}$	$L_B$ , $L_{pB}$	$L_p$
2. Sound Power Level	$L_{WA}$		$L_{WB}$	$L_W$
3. Max. Sound Level	$L_{max}$	$L_{Amax}$	$L_{Bmax}$	$L_{pmax}$
4. Peak Sound (Pressure) Level	$L_{Apk}$		$L_{Bpk}$	$L_{pk}$
5. Level Exceeded x% of the time	$L_x$	$L_{Ax}$	$L_{Bx}$	$L_{px}$
6. Equivalent Sound Level	$L_{eq}$	$L_{Aeq}$	$L_{Beq}$	$L_{peq}$
7. Equivalent Sound Level Over Time(T)	$L_{eq(T)}$	$L_{Aeq(T)}$	$L_{Beq(T)}$	$L_{peq(T)}$
8. Day Sound Level	$L_d$	$L_{Ad}$	$L_{Bd}$	$L_{pd}$
9. Night Sound Level	$L_n$	$L_{An}$	$L_{Bn}$	$L_{pn}$
10. Day-Night Sound Level	$L_{dn}$	$L_{Adn}$	$L_{Bdn}$	$L_{pdn}$
11. Yearly Day-Night Sound Level	$L_{dn(Y)}$	$L_{Adn(Y)}$	$L_{Bdn(Y)}$	$L_{pdn(Y)}$
12. Sound Exposure Level	$L_S$	$L_{SA}$	$L_{SB}$	$L_{Sp}$
13. Energy Average value over (non-time domain) set of observations	$L_{eq(e)}$	$L_{Aeq(e)}$	$L_{Beq(e)}$	$L_{peq(e)}$
14. Level exceeded x% of the total set of (non-time domain) observations	$L_x(e)$	$L_{Ax(e)}$	$L_{Bx(e)}$	$L_{px(e)}$
15. Average $L_x$ value	$L_x$	$L_{Ax}$	$L_{Bx}$	$L_{px}$

(1) "Alternative" symbols may be used to assure clarity or consistency.

(2) Only B-weighting shown. Applies also to C,D,E... weighting.

(3) The term "pressure" is used only for the unweighted level.

(4) Unless otherwise specified, time is in hours (e.g., the hourly equivalent level is  $L_{eq}$ ). Time may be specified in non-quantitative terms (e.g., could be specified as  $L_{eq}(WASH)$  to mean the washing cycle noise for a washing machine.

**APPENDIX E**

**HAWAII CZM PROGRAM ASSESSMENT FORM**

FEDERAL CONSISTENCY  
SUPPLEMENTAL INFORMATION SHEET

Project Description: DEVELOPMENT OF THE ARMED FORCES RECREATION  
CENTER - FORT DERUSSY, WAIKIKI, HAWAII

Island: OAHU

Tax Map Key No.: 1st Div 2-6-05:1

Est. Start Date: 1st Qtr FY1991 (Design/Construction)

APPLICANT OR AGENT

Name & Title: Donald T. Wynn  
Lieutenant Colonel, Corps of Engineers  
District Engineer

Agency/Organization: U.S. Army Engineer District, Honolulu  
Address: Building 230  
Fort Shafter, Hawaii 96858-5440

TYPE OF APPLICATION

I. Federal activity.

"The proposed activity is consistent with and will be  
conducted in a manner consistent to the maximum extent  
practicable with the Hawaii Coastal Zone Management Program."

Signature

Donald T. Wynn  
Donald T. Wynn  
Lieutenant Colonel  
U.S. Army Corps of Engineers  
District Engineer

Date

29 Nov 89

**HAWAII CZM PROGRAM  
ASSESSMENT FORM**

Check either "Yes" or "No" for each of the following questions.

**RECREATIONAL RESOURCES**

**Objective:** Provide coastal recreational opportunities accessible to the public.

**Policies**

- 1) Improve coordination and funding of coastal recreation planning and management.
- 2) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
  - a) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;
  - b) Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites and sandy beaches, when such resources will be unavoidable damaged by development; or requiring reasonable monetary compensation to the state for recreation when replacement is not feasible or desirable;
  - c) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;
  - d) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;
  - e) Encouraging expanded public recreational use of county, state, and federally owned or controlled shoreline lands and waters having recreational value;
  - f) Adopting water quality standards and regulating point and non-point sources of pollution to protect and, where feasible, restore the recreational value of coastal waters;
  - g) Developing new shoreline recreational opportunities, where appropriate, such as artificial reefs for surfing and fishing; and
  - h) Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the Land Use Commission, Board of Land and Natural Resources, county planning commissions; and crediting such dedication against the requirements of Section 46-6.

	Yes	No
1. Will the proposed action involve or be near a dedicated public right-of-way?	X	X
2. Does the project site abut the shoreline?	X	
3. Is the project near a State or County park?	X	
4. Is the project site near a perennial stream?		X
5. Will the proposed action occur in or affect a surf site?		X
6. Will the proposed action occur in or affect a popular fishing area?		X
7. Will the proposed action occur in or affect a recreational or boating area?	X	
8. Is the project site near a sandy beach?	X	
9. Are there swimming or other recreational uses in the area?	X	

**Discussion**

Proposed improvements at Fort DeRussy have been designed to enhance the hotel and recreational facilities at the Post. Public use of the park will continue, including the beach, picnic areas, volleyball courts, and equipment rental services provided by a beach concession. Access to and along the shoreline will remain uninterrupted during construction and will be improved when the new facilities are in operation. A total of approximately 35 acres of the Post will be used to accommodate hotel facilities and approximately 28 acres will be park and other recreational land at the completion of the project exclusive of the public beach area.

Over the long term, the Army's present policy is to maintain and enhance public access to Fort DeRussy. The concepts being discussed as part of the current master planning process are designed to provide a facility that will serve both the military and general public.

The project will improve the recreational facilities of Fort DeRussy. Although many of these facilities are restricted to military personnel and dependents, as well as qualified retirees and reservists, the number of eligible users is fairly large--an estimated 15 to 20 percent of Oahu's population. This estimate is based on population statistics in the State Data Book (State of Hawaii DBED, 1988). As of July 1, 1987, there were 122,900 active-duty military personnel

and dependents in the state; virtually all resided on Oahu, which had a resident population of 830,600. Thus, 14.8 percent of the island's population was eligible to use the Hale Koa Hotel facilities, whether they were guests of the hotel or not. With retirees and reservists added to this group, the number of eligible users is increased.

### HISTORIC RESOURCES

**Objective:** Protect, preserve, and where desirable, restore those natural and man-made historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

#### Policies

- 1) Identify and analyze significant archaeological resources;
- 2) Maximize information retention through preservation of remains and artifacts or salvage operations; and
- 3) Support state goals for protection, restoration, interpretation, and display of historic resources.

Check either "Yes" or "No" for each of the following questions.

	Yes	No
1. Is the project site within a historic/cultural district?		X
2. Is the project site listed or nominated to the Hawaii or National Register of historic places?		X
3. Does the project site include undeveloped land which has not been surveyed by an archaeologist?	X	
4. Has a site survey revealed any information on historic or archaeological resources?	X	
5. Is the project site within or near a Hawaiian fishpond or historic settlement area?	X	

#### Discussion

An archaeological subsurface inventory revealed a few pieces of bottle glass, ceramic sherds, and wood fragments—all of which represent historic-period occupation in the general area. No human burial remains of any kind were identified.

Further archaeological inventory work is required to determine the significance of the features and artifacts found to date. That work will take place prior to any construction activities and will be coordinated with the State Historic Preservation officer.

**SCENIC AND OPEN SPACE RESOURCES**

**Objective:** Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.

**Policies**

- 1) Identify valued scenic resources in the coastal zone management area;
- 2) Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of the natural landforms and existing public views to and along the shoreline;
- 3) Preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources; and
- 4) Encourage those developments which are not coastal dependent to locate in inland areas.

Check either "Yes" or "No" for each of the following questions.

	Yes	No
1. Does the project site abut a scenic landmark?		X
2. Does the proposed action involve the construction of a multi-story structure or structures?	X	
3. Is the project site adjacent to undeveloped parcels?		X
4. Does the proposed action involve the construction of structures visible between the nearest coastal roadway and the shoreline?	X	
5. Will the proposed action involve construction in or on waters seaward of the shoreline? On or near a beach?		X

**Discussion**

The proposed hotel tower will be about 12 stories tall, approximately the same height as the existing hotel. A view analysis was conducted in response to concerns expressed about the size of the buildings and its potential effect on ocean and mountain views. The analysis showed that existing views from various perspectives are already obstructed by buildings, trees, and other objects, and that the new facilities will not have a significant impact on views. (See Chapter III,

Section 4 in the Environmental Impact Statement for a description of the existing visual and potential visual impacts.)

The new facilities have been designed to enhance the open space quality of Fort DeRussy.

Regarding item 5, the proposed action will involve construction "near" the beach, but all new structures will be made of the 40-foot shoreline setback.



**ECONOMIC USES**

**Objective:** Provide public or private facilities and improvements important to the state's economy in suitable locations.

**Discussion**

The project is located in Waikiki, a designated tourist destination area.

**Policies**

- 1) Concentrate in appropriate areas the location of coastal dependent development necessary to the state's economy;
- 2) Insure that coastal dependent development such as harbors and ports, visitor industry facilities, and energy generating facilities, and energy generating facilities located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and
- 3) Direct the location and expansion of coastal dependent development to areas presently designated and used for such development and permit reasonable long-term growth at such areas; and permit coastal dependent development outside of presently designated areas when:
  - a) Utilization of presently designated facilities is not feasible;
  - b) Adverse environmental effects are minimized; and
  - c) Such development is important to the state's economy.

Check either "Yes" or "No" for each of the following questions.

	Yes	No
1. Does the project involve a harbor or port?		X
2. Is the project site within a designated tourist destination area?	X	
3. Does the project site include agricultural lands or lands designated for such use?		X
4. Does the proposed activity relate to commercial fishing or seafood production?		X
5. Does the proposed activity relate to energy production?		X
6. Does the proposed activity relate to seabed mining?		X

**MANAGING DEVELOPMENT**

**Objective:** Improve the developmental review process, communication, and public participation in the management of coastal resources and hazards.

**Policies**

- 1) Effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development;
- 2) Facilitate timely processing of applications for development permits and resolve overlapping and conflicting permit requirements; and
- 3) 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.

Check either "Yes" or "No" for each of the following questions.

	Yes	No
1. Will the proposed activity require more than two (2) permits or approvals?		X
2. Does the proposed activity conform with the state and county land use designations for the site?	X	
3. Has or will the public be notified of the proposed activity?	X	
4. Has a draft or final environmental impact statement or an environmental assessment been prepared?	X	

**Discussion**

See Chapter III, Section 11 in the Environmental Impact Statement for a discussion of public land use plans, regulations, and controls.

**COASTAL ECOSYSTEMS**

**Objectives:** Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems.

**Policies**

- 1) Improve the technical basis for natural resource management;
- 2) Preserve valuable coastal ecosystems of significant biological or economic importance;
- 3) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar water uses, recognizing competing water needs; and
- 4) Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.

Check either "Yes" or "No" for each of the following questions.

	Yes	No
1. Does the proposed action involve dredge or fill activities?		X
2. Is the project site within the Shoreline Setback Area (20 to 40 feet inland of the shoreline)?		X
3. Will the proposed action require some form of effluent discharge into a body of water?	X	
4. Will the proposed action require earthwork beyond clearing and grubbing?	X	
5. Will the proposed action include the construction of special waste treatment facilities, such as injection wells, discharge pipes, or cesspools?		X
6. Is an intermittent or perennial stream located on or near the project site?		X
7. Does the project site provide habitat for endangered species of plants, birds, or mammals?		X

8. Is any such habitat located nearby? X
9. Is there a wetland on the project site? X
10. Is the project site situated in or abutting a Natural Area Reserve? X
11. Is the project site situated in or abutting a Marine Life Conservation District? X
12. Is the project site situated in or abutting an estuary? X

**Discussion**

No structures will be erected within the 40-foot shoreline setback. Additional trees and other vegetation will be planted in the setback to create an attractive landscape. Regarding item 3 above, the effluent discharge will be limited to stormwater runoff.



# OFFICE OF STATE PLANNING

Office of the Governor

STATE CAPITOL, HONOLULU, HAWAII 96813 TELEPHONE (808) 548-5893

To G. Cheyenne  
17 May 90

LDW WARE, Governor

18 APR REC'D

CG
<del>DC/S</del>
HED <i>DT</i>
DHED <i>m</i>
ADC
ED <i>G</i>

Ref. No. P-668

April 11, 1990

Lieutenant Colonel Donald T. Wynn  
 Commander, Honolulu Engineer District  
 U.S. Army  
 Building 230  
 Fort Shafter, Hawaii 96858-5440

Attention: Military Branch

Dear Colonel Wynn:

Subject: Hawaii Coastal Zone Management (CZM) Program Federal  
 Consistency for Development of the Armed Forces Recreation  
 Center at Fort DeRussy, Waikiki, Hawaii (FC/90-005)

This is to inform you that we have reviewed your assessment of the subject activity's consistency with Hawaii's CZM Program and concur with your finding that the activity is consistent to the maximum extent practicable. Therefore, Hawaii CZM consistency approval is hereby granted.

We appreciate your continued cooperation in complying with Hawaii's CZM Program. Please feel free to contact our CZM office at 548-5973 if there are any questions.

Sincerely,

Harold S. Masumoto  
 Director

cc: Department of Land Utilization,  
 City and County of Honolulu

(M)