ACCEPTANCE REPORT

WAIKIKIAN DEVELOPMENT PLAN
FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)
TAX MAP KEYS 2-6-8: 1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, AND 38; AND 2-6-9: 1-3, 7, 9-13

I. DESCRIPTION OF SITE

The site [a portion of the "Hilton Hawaiian Village" (HHV)] is located in Waikiki, within the Primary Urban Center, on the island of Oahu. It consists of 25 parcels, and is situated on the makai side of Ala Moana Boulevard. The site is bounded by Dewey Lane to the north, Paoa Place to the south, Kahanamoku Beach to the east, and Ala Moana Boulevard to the west. The proposed new hotel tower is located directly off Dewey Lane.

The site is developed with several tower buildings, including the Tapa, Ali'i, Kalia, Lagoon, Diamond Head, and Rainbow; accessory eating and retail establishments; and swimming pools. The site also contains the Diamond Head Apartments.

The site lies entirely within the Special Management Area (SMA) and is subject to a 100-foot shoreline setback.

The applicant requests a Special Management Area Use Permit (SMP) and a Planned Development-Resort (PD-R) Permit to construct various improvements, which are described in Item II below.

II. PROPOSED DEVELOPMENT

The applicant proposes to construct an approximately 350-unit, 350-foot high hotel building (containing approximately 120 parking spaces), a porte-cochere, a restaurant building, a 5,700-square foot "fun pool", new commercial/retail establishments, and new paved pedestrian paths. The existing 7-story Waikikian Hotel on Parcel 2 will be demolished, along with the Lagoon Tower swimming pool and its porte cochere. Rainbow Drive will be realigned, and the main HHV lobby, porte-cochere, and the Rainbow Tower service court will be reconstructed.

In addition, the proposal includes various off-site improvements including the widening of Dewey Lane, modification of and signalization of the intersection of Dewey Lane and Ala Moana, modifications to traffic lanes on Ala Moana, a new pedestrian plaza, and several infrastructure improvements such as a new relief sewer line under Ala Moana, construction of a new branch off the Ala Moana water main, a new fire hydrant, and extension of an existing natural gas line.

III. PROCEDURE

A. An EIS Preparation Notice for the proposed project was published in the April 8, 2001 Environmental Notice. The Preparation Notice was distributed to Federal, State, and County agencies, private organizations and individuals. These are listed in Chapter 9 of the Draft EIS.

B. The 30-day consultation period ended on May 8, 2001. A total of 91 consultation letters were received. The applicant responded to substantive comments and included the appropriate information in the Draft EIS.

C. Notice of the Draft EIS was published in the July 23, 2001 Environmental Notice. The 45-day public review period ended on September 6, 2001, and 45 consultation letters were received. All substantive comments were responded to by the applicant, and both comments and responses have been included in the Final EIS.

D. The Final EIS was submitted to the Department of Planning and Permitting (DPP) on November 21, 2001. Notice of the availability of that document will be published in the January 8, 2002 Environmental Notice.

IV. EIS CONTENT

The Final EIS complies with the content requirements set forth in Section 11-200-18 of the State Department of Health Administrative Rules.

V. RESPONSES TO COMMENTS

The applicant responded to comments that were raised during the EIS Preparation Notice and Draft EIS public review periods. These comments and responses are found in Chapter 9 of the Final EIS.

VI. UNRESOLVED ISSUES

Chapter 8 of the Final EIS lists the following as 'unresolved issues':

A. The need for, and the form/content of, a joint development agreement;

[Note: Depending upon the lots which may be made a part of a joint development under a Conditional Use Permit-Minor (CUPm), the Planned Development-Resort (PDR) project boundary may be adjusted and other land use permits may also be required, such as a CUPm for off-site parking and/or a zoning variance. In addition, owners of lots leased by Hilton will be notified, since their lots may be affected by the above-referenced permits.]

B. The potential transfer of jurisdiction over Ala Moana Boulevard from the State to the City, and its implications on the proposed changes to the intersection of Ala Moana and Dewey Lane;

C. The proposed implementation of the Bus Rapid Transit (BRT) System and its impact on traffic;

D. The possible privatization of the Ala Wai Boat Harbor and the resolution of public parking issues related to harbor and recreational activities;

E. The impending dredging of the Ala Wai Canal and the Hilton Lagoon, and their short- and long-term impacts on improving water quality in near-shore areas and within the Ala Wai Boat Harbor;

F. The expiration in 2008 of the 50-year lease between the City and the U.S. Army for the use of the existing 24-inch sewer line located under Fort DeRussy near Ala Moana Boulevard, and its implications upon the future wastewater collection capacity of the system serving the hotels, condominiums, and businesses located in the Kalia Road/Ala Moana/Hobron vicinity;

G. The City's proposed, but as of now non-funded, plans to improve the 36-inch sewer force main under Kapiolani Boulevard which routes wastewater from Waikiki to the Honolulu Wastewater Treatment Plant;

H. The recent approval by the State Legislature to fund a study of the carrying capacity for tourism in the state;

I. The relationship of the proposed project to the revised Primary Urban Center (PUC) Development Plan, which has not been adopted; and,

J. The content of the Final EIS for the Outrigger Hotel's proposed 'Waikiki Beachwalk' project.

VII. DETERMINATION

The DPP of the City and County of Honolulu has determined this Final EIS to be ACCEPTABLE under the requirements of Chapter 25, ROH and the procedures established in Chapter 343, Hawaii Revised Statutes.

Approved _____
RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:cs
DN129991

2001- Oahu- FEIS -
Waikikian

WAIKIKIAN DEVELOPMENT PLAN

NOVEMBER 2001

FINAL ENVIRONMENTAL IMPACT STATEMENT

VOLUME I

HILTON HAWAIIAN VILLAGE BEACH RESORT & SPA

WAIKIKIAN DEVELOPMENT PLAN

FINAL ENVIRONMENTAL IMPACT STATEMENT

VOLUME I

PREPARED FOR:
HILTON HOTELS CORPORATION

PREPARED BY:
BELT COLLINS HAWAII LTD.

NOVEMBER 2001

This Environmental Impact Statement has been prepared by Belt Collins Hawaii Ltd. acting as a consultant to Hilton Hotels Corporation. It has been prepared under the signatories' direction and supervision. All information submitted, to the best of signatories' knowledge, fully addresses document content requirements set forth in Sections 11-200-17 and 11-200-18 of the Hawaii Administrative Rules, as appropriate.

HILTON HOTELS CORPORATION

P.B. Terwilliger — 11/12/01

By: Patrick B. Terwilliger
Its: Senior Vice President
Architecture and Construction

Date

BELT COLLINS HAWAII LTD.

Anne L. Mapes — 11/12/01

By: Anne L. Mapes
Its: President

Date

Hilton Hawaiian Village – Waikikian Development Plan
Revisions to the Draft Environmental Impact Statement

SECTION	CHANGE
Signatory	Added applicable Hawaii Administrative Rules governing document content.
Project Summary Sheet, No. 2	Revised text to reflect current changes to plans
Project Summary Sheet, No. 5	Revised third bullet text in response to Department of Transportation Services comments
Table of Contents, Volume I	Added list of contents of Volume II - Appendices, to Table of Contents for Volume I for easy reference
Table of Contents, Volume I	Revised references to figures to match the actual title of the figure in the EIS
Acronyms	Added definitions relating to noise, LAeq, LAmax, LAFmax to list of acronyms; corrected acronym for State Historic Preservation Division from SHPO to SHPD; also added ug m^3, DEIS, and FEIS to list
CHAPTER ONE	
Section 1.2	Used bullet points to more clearly articulate applicant proposals
Section 1.3	Changed "Preferred" to "Mitigative" Alternative; revised text to explain adoption of the Mitigative Alternative
Section 1.5	Converted number of acres (1.9) to square feet (82,585); clarified exact area of parcels and reference to project; deleted number of lots
Section 1.6	Clarified use of the term "project site"; made grammatical changes
Section 1.7	Revised text to accommodate Mitigative Alternative; changed length of wastewater collection line from 18-inch to 15-inch
Figure 1-2	Revised Figure to reflect changes
Figure 1-3	Revised Figure to reflect changes
Figure 1-4	Revised Figure to reflect changes
Figure 1-5	Revised Figure to reflect changes
Figure 1-6	Revised Figure to reflect changes
Figure 1-7	Revised Figure to reflect changes
Figure 1-8	Revised Figure to reflect changes
Section 1.8.1.2	Corrected grammar
Section 1.8.2.2	Revised text to accommodate Mitigative Alternative
Section 1.8.2.4	Revised text to include Mitigative Alternative's affect on design and views
Section 1.9	Clarified that landscaping on Dewey Lane will be on publicly owned portion; revised text "dedication of 8,000 square feet" to read "allocation of 5,000 square feet;" clarified pedestrian walkway along Dewey Lane
Section 1.10	Revised text to now include a description of the DEIS Preferred Alternative as one of alternatives considered
Section 1.11	Revised text to clarify City's plan to reroute wastewater flow from the Fort DeRussy force main ; changed "Preferred" to "Mitigative" Alternative
Section 1.11	Revised third bullet text in response to Department of Transportation Services comments
Section 1.12	Adjusted floor area to 551,925 and FAR to 3.33 per information from project architects; revised text to clarify relief required under the PD-R process

SECTION	CHANGE
Section 1.13	Revised "Waikiki Special Design District" to "Waikiki Special District"; added text to clarify timeframe and submission dates for permits
CHAPTER TWO	
Section 2.1	Revised text to clarify boundaries and references to the properties involved in the proposed expansion plan.
Figure 2-1	Revised Figure to reflect changes
Section 2.2	Clarified ownership (co-owned) and maintenance of surrounding property and Ilikai's 10-foot wide easement
Figure 2.2	Revised Figure to include Ilikai easement
Figure 2.3	Revised Figure to reflect changes
Section 2.3	Clarified total acreage of the HHV from approximate = 20 acres to exact =20.21 acres
Section 2.4	Included another item to the key elements of HHV's renovation program: renovation of the main porte cochere near the Rainbow Tower
Section 2.4.1	Revised text to include Mitigative Alternative's building orientation and requirements, if any
Section 2.4.2	Added Section "Relationship to Hilton Hawaiian Village." Section identifies HHV parcels and newly acquired Waikikian parcels; added Table 2-1 to summarize tax map key parcels
Section 2.6	Changed "Preferred" to "Mitigative" Alternative; revised text to explain revisions to the "Preferred Alternative" identified in the DEIS and describe the "Mitigative Alternative"
Section 2.6.1	Revised text to clarify the purpose of the PD-R option for the Resort Mixed Use District as set forth in Section 21-9.80(d) of the LUO, its flexibility to provide opportunities for creative development, and applicant's proposed community compensation package valued at $8 million; deleted paragraph re allowable floor area; clarified text on density
Figure 2-4	Revised Figure to show Mitigative Alternative
Section 2.6.2.1	Revised text to clarify plan under the Mitigative Alternative; converted square feet to cubic yards
Figure 2-5	Revised Figure to reflect changes
Figure 2-7	Revised Figure to reflect changes
Section 2.6.2.4	Revised text to reflect Mitigative Alternative
Section 2.6.2.5	Revised text as necessary to reflect changes to commercial/retail uses stemming from the Mitigative Alternative
Section 2.6.2.8	Included new Section on "Public Benefits", stating details of HHV's $8 million public amenities and its benefits to the community.
Figure 2-8	Added new figure to depict proposed pedestrian plaza
Section 2.9	Revised text for clarification
CHAPTER THREE	
Section 3.1	Clarified that Hilton's investment of $20 million was its acquisition cost; revised text to clarify that the "Preferred Alternative" in the Draft EIS was now being replaced by the Mitigative Alternative
Section 3.3	Adjusted the number of building alternatives from four to five to include the Mitigative Alternative and revised the text accordingly; revised text to describe the Mitigative Alternative and to explain the rejection of Preferred Alternative

SECTION	CHANGE
Section 3.3.5	Added new Section 3.3.5 and subsections 3.3.5.1 to 3.3.5.6 to describe the Preferred Alternative of the Draft EIS and add it as an "alternative;" added references to two Figures
Figure 3-9	Added New Figure 3-9, formerly Figure 2-4 in Chapter Two of the Draft DEIS
Section 3.4	Changed "Preferred" to "Mitigative" and deleted text referring to the Preferred Alternative; added text describing the Mitigative Alternative, in particular the rotation of the building; changed grammatical tense
Table 3-1	Added specifications of the Mitigative Alternative to the comparison table
Section 3.5.1	Clarified text to show that in the Mitigative Alternative the retail configuration would be along the tower
CHAPTER FOUR	
Section 4.1	Changed references to "Preferred Alternative" to "Mitigative Alternative." Added new text to address concerns raised during the agency and public review process; discussed supplemental traffic report prepared by Wilbur Smith Associates
Section 4.4.2.4	Revised text to include findings of supplemental study.
Section 4.7	Revised text to clarify that traffic reports were prepared for the previous owner of the Waikikian property as well as the Hilton
Section 4.7	Changed "not clear" to "still being engineered."
Section 4.8.1	Clarified text regarding water service capacity, and nearest fire hydrant
Section 4.8.2.1	Changed "Preferred" to "Mitigative" Alternative. Clarified text regarding the adequacy of capacity for water demand, fire flow factors; determination of adequacy
Section 4.9.1	Revised text to specify that the City sewer project has been completed
Figure 4-16	Revised Figure to reflect changes
Table 4-11	Changed use rate and expected generation to coincide with increase in hotel rooms and decrease in retail space
Section 4.8.3	Added mitigation measure that a new fire hydrant would be provided within 125 linear feet of the property
Section 4.9.1	Added information from *The Sewer Rehabilitation and Infiltration & Inflow Minimization Study,* prepared for the City & County of Honolulu by Fukunaga & Associates, which forecast a number of sewer related projects for the Waikiki area. Deleted text on sewer connection and added new text on sewer connection per current City construction programs
Figure 4-17	Revised Figure to reflect changes
Section 4.9.2.1	Changed "Preferred" to "Mitigative" Alternative
Table 4-12	Changed expected generation to coincide with increase in hotel rooms; change notes to reflect change in number of rooms
Section 4.10.1	Revised text to note that HHV recycles more than 1, 200 tons of material annually
Section 4.10.2.1	Changed "Preferred" to "Mitigative" Alternative; changed 1.37 tons per day to 1.39 tons per day
Table 4-13	Changed expected generation to coincide with increase in hotel rooms and decrease in retail space
Section 4.10.2.1	Changed "Preferred" to "Mitigative" Alternative
Section 4.11.2.1	Changed "Preferred" to "Mitigative" Alternative; adjusted kVA to reflect number of units
Section 4.11.2.2	Changed "Preferred" to "Mitigative" Alternative
Table 4-14	Changed expected generation to coincide with increase in rooms

SECTION	CHANGE
Section 4.11.3	Added text to identify No-Cost Energy Savings Projects, Low-Cost Energy Savings Projects, and Capital Expense Energy Saving Projects already implemented by HHV to conserve energy
Section 4.12.2.1	Changed "Preferred" to "Mitigative" Alternative
Section 4.12.2.2	Changed "Preferred" to "Mitigative" Alternative
Section 4.13.2	Clarified that a new lateral pipe may be needed in Ala Moana Boulevard; deleted square footage of pipe
CHAPTER FIVE	
Section 5.1.1	Changed "project area" to "property"
Section 5.1.2	Changed "project area" or "specific project area" to "property"
Section 5.2.1	Changed "project area" to "property"
Section 5.2.2	Clarified project area as "Waikikian Property;" changed "project area" to "property"
Section 5.2.3	Changed "project area" to "property"; inserted "entire" before project area
Section 5.3.1.2	Changed "Preferred" to "Mitigative" Alternative; converted square feet to cubic yards
Section 5.3.2.1	Added text that there would be no physical impact relating to flora on remaining HHV property
Section 5.3.3.2	Changed "Preferred" to "Mitigative" Alternative
Section 5.4.2.1	Inserted the term "of the new building" for clarification
Section 5.5.1	Changed references to project site to "property" for consistency
Section 5.5.2.1	Changed "Preferred" to "Mitigative" Alternative; added reference to new building; clarified that renovations would not significantly change existing drainage patterns
Section 5.5.2.2	Changed "Preferred" to "Mitigative" Alternative
Section 5.6.2.1	Added "DEISs" before Preferred Alternative for clarification
Section 5.6.2.2	Changed "Preferred" to "Mitigative" Alternative
Figure 5-4	Revised Figure title to "DEIS Preferred Alternative"
Figure 5-8	Revised Figure title to "DEIS Preferred Alternative"
Figure 5-9	Revised Figure title to "DEIS Preferred Alternative"
Section 5.6.2.2	Revised text to clarify the effects on existing wind conditions with the Mitigative Alternative
Section 5.7.1	Revised text to clarify that the Mitigative Alternative would have no significant effect on the Noise Analysis conducted by Y. Ebisu & Associates for the Draft EIS
Section 5.7.3	Incorporated subheading , Section 5.7.31 Project-Related Impacts, and Section 5.7.3.2 Secondary and Cumulative Impacts
Section 5.7.3.2	Revised text on secondary noise impacts and cumulative noise impacts
Section 5.8.1	Changed "Preferred" to "Mitigative" Alternative
Photo Plate 3	Changed title for clarification purposes
Section 5.8.4	Changed "Preferred" to "Mitigative" Alternative
Photo Plates 26-31	Changed title to Draft EIS Preferred Alternative
Section 5.8.5.4	Inserted "DEIS" before Preferred Alternative for clarification purposes
Section 5.8.5.5	Changed number of alternatives from four to five; clarified that none of the alternatives would have a significant impact on public views
Section 5.8.5.6	Revised text to reflect the Mitigative Alternative and added a reference to new Figure 5-38 for the Mitigative Alternative

SECTION	CHANGE
Section 5.8.6	Changed the number of alternatives from four to five; Inserted DEIS before Preferred Alternative for clarification purposes; added number of floors for the Mitigative Alternative; changed "Preferred" to "Mitigative" Alternative as necessary
Table 5-16	Added the Mitigative Alternative to the Table
Additional Photo-Plates 32-37	Added photo plates to depict Mitigative Alternative
Section 5.8.7	Changed reference to "Preferred Alternative" to Chapter Two; deleted text referring to the inability of mitigating negative impacts through building orientation
Figure 5-34	Revised note for clarification purposes
Figure 5-35	Revised note for clarification purposes
Figure 5-36	Revised note for clarification purposes
Figure 5-37	Changed figure title to reference Draft EIS Preferred Alternative; added additional note
New Figure 5-38	Added new figure
Section 5.8.8	Clarified extension of shadow by 4 p.m. in Winter; added time for June 21st building shadow; clarified property boundaries and exclusions; changed "Preferred" to "Mitigative" Alternative
Section 5.9.2.3	Revised text to clarify the minimal potential impacts on beach use based on information drawn from State DBEDT survey, and increase in units based on actual numbers
Section 5.9.2.4	Added section on cumulative impacts for clarification
Section 5.9.2.5	Revised text to clarify the efforts (presently in use) by applicant to mitigate the potential impacts of litter on the beach; set forth reasons why other concerns such as increased bodily fluids (primarily urine from children) and chemicals associated with sun blocks cannot readily be mitigated.
Section 5.10	Incorporated results of supplemental tests recently conducted on air quality in the area; incorporated data collected from these tests into Section 5.10
Section 5.10.1	Included text to explain responsive supplementary air quality report and its focus
Section 5.10.5.8	Added Section on Cumulative Impacts
CHAPTER SIX	
Section 6.4.3	Incorporated text on the effects of the September 11 tragedy on tourism in Waikiki and Hawaii
Table 6-11	Revised table to clarify data (residents – absent + visitors = de facto population); clarified status of employed persons living and working in Waikiki
Table 6-19	Updated notes to cover added cost
Table 6-23	Revised Table to show change in distribution of units
Table 6-24	Revised Table to reflect changes
Table 6-25	Revised Table to reflect changes; changed amount of maintenance fee in notes
Section 6.10.7	Revised estimated revenue for the State to $17.9
Table 6-27	Revised Table to reflect changes
Section 6.11.5	Inserted "Surf" for clarification; text now reads Queens Surf Beach. . .
Section 6.12.4	Added text to note the findings of an expanded analysis of real property data on neighboring hotels and condominiums, and the association between sales prices and view; deleted and replaced text with update from SMS Research
Table 6-29	Replace with new Table containing data on the effect of views on real property

SECTION	CHANGE
CHAPTER SEVEN	
Table 7-4	Item no. (5) - selected supportive instead of non-supportive
Table 7-4 Discussion	Revised text regarding various conflicts of the HHV Plan to various State and City plans and regulations; added text on extensive public benefit package being included, pursuant to Section 21-9.80-4(d) of the LUO, to compensate for the project's increased density.
Table 7-6	Changed "Preferred" to "Mitigative" Alternative in Discussion of sections (b) and (d); deleted text referring to curve of tower; revised discussions to reflect current plan
Table 7-9	Added discussions to SMA objectives relating to recreational, historic, scenic and open space, coastal ecosystems, economic uses, coastal hazards, managing development, public participation, beach protection, marine resources
Table 7-9	Added new item "F" which was inadvertently omitted during editing
Table 7-10	(c) (1) selected not-applicable category
Section 7.14	Added new Section covering joint development of two or more lots
CHAPTER EIGHT	
Section 8.2	Added "potable water"; text now reads "Major resource commitments include *potable water, the land . . .*"
Section 8.3	Revised text to provide the current status on the City's Department of Transportation Services' bus rapid transit (BRT) plan and its relationship to the traffic study conducted by Wilbur Smith Associates.
Section 8.5	Changed "Preferred" to "Mitigative" Alternative; replaced "announcement" with "Draft EIS"
CHAPTER NINE	
Section 9.1	Revised text to include comments revised on the Draft EIS; identified the parties responding to the Draft EIS
CHAPTER TEN	
	Added additional references

PROJECT SUMMARY SHEET

1. PROPOSED ACTION

Replace an existing hotel building (the former Waikikian Hotel) with a new 350-foot-high hotel building containing up to 350 vacation ownership units, and construct appurtenant facilities and infrastructure. The project also includes ~~a new~~ parking ~~structure~~ within the new building, a restaurant, retail complex, wedding chapel, new swimming pool, and the widening of Dewey Lane with improvements to its intersection with Ala Moana Boulevard.

2. SIGNIFICANT BENEFICIAL AND ADVERSE IMPACTS

- Improved vehicular access between Holomoana Street and Ala Moana Boulevard.
- Improved traffic conditions at Ala Moana Boulevard's intersections with Kalia Road and with Hobron Lane.
- Improved visual character of the subject property and Dewey Lane.
- Improved pedestrian access between Ala Moana Boulevard and Waikīkī Beach, and around Hilton Lagoon.
- Increased employment opportunities.
- Increased public revenues from General Excise Tax, Income Tax, and Transient Room Tax.
- Decreased storm runoff due to an increase in the area of landscaping when compared with the current amount of impermeable surfaces on the property.
- Improved wind conditions on the podium of the Renaissance Ilikai Waikīkī.
- Increased number of visitors at the Hilton Hawaiian Village.
- Increased fugitive dust and exhaust emissions from on-site construction equipment.
- Increased construction vehicle traffic, construction vehicle emissions, and construction traffic noise.
- Increased noise, vehicular traffic, and pedestrians on Dewey Lane.
- Loss of private ocean views from some surrounding residential units.
- Potential increase in noise if boisterous activities occur at the new swimming pool.
- Increased demand for public utilities, including water, wastewater treatment, solid waste disposal, and electrical energy.
- Increased supply and demand for recreational opportunities.

3. PROPOSED MITIGATION MEASURES

- Preserve ocean views from the Renaissance Ilikai Waikīkī by locating proposed building near the mauka end of the property ~~and aligning it parallel to the coastline~~.
- Align the proposed tower on a mauka-makai axis to minimize visual impacts on the makai views from some residential units mauka of Ala Moana Boulevard.
- Widen Dewey Lane to improve traffic flow and turning movements.
- Provide new paved pedestrian walkway between Ala Moana Boulevard and the beach.
- Signalize intersection of Dewey Lane and Ala Moana Boulevard.
- Include canopy trees wherever possible on the property along Dewey Lane to function as noise barriers.
- Control dust during construction.
- Provide new swimming pool as a recreation alternative to Waikīkī Beach.
- Restrict activities at swimming pool through security monitoring and limit hours of operation for the proposed water slide.
- Locate loading docks within proposed ~~parking structure~~building.
- Comply with appropriate building codes and standards.
- Relocate and/or replace mature trees at alternate locations on and off-site whenever feasible.

- Comply with applicable federal, state, and county archaeological, historical, and cultural feature preservation laws, rules, regulations, and recommendations of consulting archaeologists.
- Develop necessary infrastructure to serve the proposed project, in negotiation with the applicable state and county agencies.

4. SUMMARY OF ALTERNATIVES CONSIDERED

- No Action Alternative
- Restoration of Existing Structure
- Retention of the Property in Open Space
- Redevelopment with a New Low-Rise or Mid-Rise Use
- Redevelopment of Retail Use
- A 250-foot Tower with 144 Units (partial double loaded) with 2.8 floor area ratio (FAR)
- A 250-foot Tower with 123 Units (single loaded) with 2.8 FAR
- A 310-foot Tower with 197 Units (double loaded) with 4.0 FAR
- A 350-foot Tower with 188 Units (double loaded) with 4.0 FAR
- A 350-foot Tower with 332 Units constructed perpendicular to the existing parking garage with 4.0 FAR
- Alternative Locations for the Retail, Commercial, and Guest Amenities
- Alternative Designs for the Swimming Pool
- Vehicular Circulation with No Intersection Improvements at Dewey Lane
- Vehicular Circulation with Modifications to Traffic Direction on Rainbow Drive

5. UNRESOLVED ISSUES

- The form and content of a joint development agreement, if needed, to allow construction of the ~~Preferred~~ Mitigative Alternative.
- The potential transfer of Ala Moana Boulevard from State to City jurisdiction.
- ~~The implementation of the City's Bus Rapid Transit Plan.~~Final lane configuration of the BRT system, the selection of vehicle propulsion technology, and BRT station location and design.
- The potential privatization of the Ala Wai Boat Harbor.
- The timing of improving water quality in the Hilton Lagoon.
- The expiration of the City's lease in 2008 of an existing sewer line under Fort DeRussy.
- The City's proposed but non-funded plans to improve the Kapiolani force main.
- The State's carrying capacity study for the statewide visitor industry.
- The status of the City's program to revise the Primary Urban Center Development Plan.
- Outrigger Hotels' plans for redevelopment in the Lewers area.

6. SUMMARY OF COMPATIBILITY WITH LAND USE PLANS AND POLICIES

The project is compatible with the land use plans and policies that guide development in Waikiki, including the Hawai'i State Plan and Functional Plans, Honolulu General Plan, Primary Urban Center Development Plan, the Waikīkī Special Design District Plan, Waikīkī Master Plan, Special Management Area Plan, and underlying zoning.

7. NECESSARY APPROVALS AND PERMITS

- Waikīkī Special Design District Major Permit and a Planned Development - Resort Permit
- Special Management Area Use Permit
- If needed, Joint Development Agreements for construction and parking (Conditional Use Permit)
- Building permits, grading permits, and other necessary construction-related permits

TABLE OF CONTENTS – VOLUME I

CHAPTER FIVE: ENVIROMENTAL SETTING

* Please note that the backside of each color figure in this document has been *purposefully left blank.*

TABLES

PHOTOGRAPHS

VOLUME II - APPENDICES

ACRONYMS AND ABBREVIATIONS

ADPV	average delay per vehicle, in seconds
ADT	average daily trips
BOE	Board of Education (State)
BRT	Bus Rapid Transit
CAA	Clean Air Act
CADD	Computer-operated design and drafting
CY	Circa Year
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Area
DAGS	Department of Accounting and General Services (State)
dB	decibel
dBA	decibel (A-weighted scale)
DBEDT	Department of Business, Economic Development, and Tourism (State)
DEIS	Draft Environmental Impact Statement
DHHL	Department of Hawaiian Home Lands (State)
DHS	Department of Human Services (State)
DLIR	Department of Labor and Industrial Relations (State)
DNL	day-night sound level
DNLR	Department of Land and Natural Resources (State)
DOA	Department of Agriculture (State)
DOD	Department of Defense (Federal)
DOE	Department of Education (State)
DOH	Department of Health (State)
DOT	Department of Transportation (State)
DPP	Department of Planning and Permitting (City)
DPS	Department of Public Safety (State)
DTS	Department of Transportation Services (City)
EIS	Environmental Impact Statement
EISPN	Environmental Impact Statement Preparation Notice
EOA	Executive Office on Aging (State)
EPA	Environmental Protection Agency
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FIT	free and independent travelers
ft/sec	feet per second

gpm	gallons per minute
HAR	Hawaii Administrative Rules
HCM	Highway Capacity Manual
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HHV	Hilton Hawaiian Village Beach Resort & Spa
HPD	Honolulu Police Department
HRS	Hawaii Revised Statutes
HUD	Housing and Urban Development
HVCB	Hawaii Visitors & Convention Bureau
Hz	hertz
kV	kilovolt
La	A-weighted sound level
Lapk	peak A-weighted sound level
Ln	night sound level
Ld	day sound level
Ldn	day-night sound level
Ldn(Y)	yearly day-night sound level
Ln	night sound level
LAeq	average sound level recorded in each 15-minute period
LAmax	maximum sound level recorded in each 15-minute period
LAFmax	maximum A-weighted sound level (resembles human ear by elimination of low frequencies)
Leq	equivalent sound level
Leq(T)	equivalent sound level over time
LOS	level-of-service
LOTMA	Leeward Oahu Transportation Management Association
Lse	sound exposure level
LUC	Land Use Commission (State)
LUO	Land Use Ordinance
Lwa	A-weighted sound power level
Lx	level exceeded x% of the time
MCF	million cubic feet
mil	millimeters
mg/lit	milligrams per liter
msl	mean sea level
MVA	megavolt-amperes
MW	megawatts
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
ntu	nephelometric turbidity units

OEQC	Office of Environmental Quality Control (State)
OHA	Office of Hawaiian Affairs (State)
PD-R	Planned Development - Resort
PSD	Public Safety Division (State)
PUC	Primary Urban Center
RCP	reinforced concrete pipe
ROH	Revised Ordinance of Honolulu
SFCA	State Foundation on Culture and Arts
SHPD~~O~~	State Historic Preservation Division
SLUC	State Land Use Commission
SMA	Special Management Area
SMS	SMS Research & Marketing Services, Inc.
TAT	Transient Accommodations Tax
TMK	Tax Map Key
TRB	Transportation Research Board
TSS	total suspended solids
V/C	volume-to-capacity ratio
ug/lit	microns per liter
ug/m^3	microns per cubic meter
UH	University of Hawaii
USEPA	U.S. Environmental Protection Agency
WSA	Wilbur Smith Associates

Chapter One
Introduction and Summary

CHAPTER ONE
INTRODUCTION AND SUMMARY

1.1 APPLICANT AND ACCEPTING AUTHORITY

The applicant is the Hilton Hotels Corporation (Hilton), owner of the Hilton Hawaiian Village (HHV) and the subject property. This document has been prepared by the applicant's planning consultant, Belt Collins Hawaii, Ltd.

The Accepting Authority is the City and County of Honolulu's (City) Department of Planning and Permitting (DPP).

1.2 PROPOSED ACTION

The proposed action of the applicant is the redevelopment of an underutilized resort-zoned property (Waikikian property) in Waikīkī that is presently occupied by an existing abandoned hotel building (the Waikikian Hotel)~~.~~, the construction of the new facilities at the HHV, and the demolition and renovation of some existing facilities at the HHV. The applicant proposes the following activities: ~~demolish the existing building, construct a new hotel building which would contain up to 350 vacation ownership units, and construct appurtenant facilities and infrastructure to serve the proposed development. The HHV – Waikikian Development Plan (Plan) consists of new resort facilities as well as the relocation of some existing HHV resort facilities to the Waikikian property.~~

- Demolition of the existing structures on the Waikikian property, the existing Lagoon Tower swimming pool, and the Lagoon Tower porte-cochere;
- Reconstruction of the Rainbow Tower porte-cochere, Rainbow Tower Service Court, main HHV Lobby, and realignment of the makai end of Rainbow Drive; and
- Construction of a new hotel building containing up to 350 vacation ownership units on the ewa-facing side of the existing HHV Parking Structure, a new swimming pool on the ewa facing side of the Lagoon Tower, a new restaurant at the makai end of the Waikikian property, a new wedding chapel at the makai end of the Rainbow Tower porte-cochere, a new elevated porte-cochere connecting the existing Lagoon Tower to the new hotel building, new retail shops on the ewa-facing side of the new hotel building and under the new elevated porte-cochere, and apprutenant facilities and infrastructure to serve the proposed renovations and development.

The proposed government action is the granting of a Planned Development - Resort (PD-R) development permit, pursuant to Chapter 21-2.110-1, Revised Ordinances of Honolulu (Land Use Ordinance), the granting of a Special Management Area (SMA) Use Permit pursuant to Chapter 25, Revised Ordinances of Honolulu (ROH), and the issuance of subsequent building permits and development approvals. The PD-R permit is granted by the DPP pursuant to a resolution adopted by the Honolulu City Council. The SMA permit is granted by a resolution adopted by the Honolulu City Council. These two major permits can be processed concurrently.

1.3 PURPOSE OF THIS DOCUMENT

The purpose of this document is to disclose the environmental effects of the proposed action, the effects of the proposed action on the economic welfare, social welfare, and cultural practices of the community and State of Hawai'i (State), effects of the economic activities arising out of the proposed action, measures proposed to minimize adverse effects, and alternatives to the action and their environmental effects. This document has been prepared and processed in accordance with the requirements of Chapter 343, Hawai'i Revised Statutes (HRS), as amended.

For the purposes of this Environmental Impact Statement (EIS), the Plan is envisioned as a conceptual guide for the development of the property and portions of the neighboring HHV. The project described in the Plan represents the ~~Preferred~~ Mitigative Alternative. It should be noted that the Preferred Alternative presented in the Draft EIS has been rejected by the applicant based upon input received during the Draft EIS review and comment period. The Mitigative Alternative was subsequently developed to mitigate the potentially significant adverse impacts that the Draft EIS's Preferred Alternative may have had upon views from neighboring properties. The Mitigative Alternative represents a modification of Alternative B-1 presented in the Draft EIS.

To facilitate full disclosure of the Plan and a better understanding of its impacts, much greater detail is provided in this EIS than is typically provided with a conceptual development program. Therefore, it should be noted that where specific design details are provided, they are subject to change and revision as the project moves through the design and review/approval process. It is hoped that the disclosure of design details in this EIS does not constrain or limit the design flexibility that is usually expected at this early stage of the planning process.

This document is intended to be used to satisfy a portion of the application requirements for the PD-R and SMA permits.

1.4 NEED FOR THE PROPOSED ACTION

The need for the proposed action can be expressed from two points of view. From the perspective of the applicant, the provision of up to 350 new vacation ownership units at the HHV will enhance Hilton's ability to compete in the worldwide visitor market. It will also improve its ability to fulfill the needs and expectations of its potential guests by providing a wider variety of resort accommodations and vacation products. In addition, acquisition of the property provides Hilton with the opportunity to continue its ongoing redevelopment program by improving vehicular and pedestrian circulation within the resort and improving guest amenities and services. The hotel business in Hawai'i is subject to fluctuations in occupancy that are caused by both annual seasonal cycles and economic cycles. When occupancies decline, operators are forced to cut costs, usually in the form of layoffs or hiring freezes. In addition, economic swings affect ancillary business, such as tour providers, shops and restaurants.

HHV not only has more rooms than any other property in the State, it also has over 100 stores and restaurants which are vulnerable to changes in occupancy.

Vacation ownership is resistant to those cyclical changes. In the Hilton Grand Vacations' program, each unit is sold for 52 weeks, meaning that vacation ownership units are effectively sold out, in perpetuity. While 100 percent occupancy is not possible (some people use less than the full amount of their time, others sometimes do not vacation,) occupancies traditionally run between 90 – 95 percent in high quality vacation ownership resorts as unused time is easily exchanged to owners in other locations. Also, since

vacation ownership guests do not pay for lodging, they tend to spend more on shops and activities than traditional hotel guests.

This consistently high occupancy rate will provide the HHV with a stable, guaranteed occupancy base for the foreseeable future. It will also provide the stores and restaurants in the HHV with a loyal, affluent and constant client base.

From the perspective of the City, the proposed action helps to fulfill objectives of the Waikīkī Special Design District to promote the redevelopment of aged structures, the rejuvenation and revitalization of Waikīkī, and improvement of pedestrian access and movement, especially in an area where it is seriously constrained by the lack of a safe and direct walkway from one of Waikīkī's densest residential areas to the beach.

1.5 PROJECT LOCATION

The proposed project is located in Waikīkī on the island of O'ahu (see Figure 1-1). In 1999, Hilton purchased three lots situated between the HHV and Dewey Lane totaling approximately ~~1.9 acres~~ 82,585 square feet. The acquisition of these lots provides Hilton with its first opportunity for expanding the physical area of the HHV since 1961.

The three lots are identified as Tax Map Key 2-6-9: parcels 02, 03, and 10 (see Figure 1-2). They abut the HHV, which is comprised of the following twenty-two (22) tax map parcels.

TMK PARCEL	PRINCIPAL USE
2-6-9: 1	(Lagoon Tower and driveway)
2-6-9: 9 and 12	(Parking Structure and Rainbow Bazaar)
2-6-9: 7 and 13	(Kalia Tower)
2-6-9: 11	(Rainbow Drive)
2-6-8: 34	(Rainbow Tower, Lawn, and Tapa Tower)
2-6-8: 1-3,5,7,12,19-21,23,24,27,31,37 and 38	(Remaining HHV properties)

The proposed development (project site) will be located on the Waikikian ~~three~~ lots, as well as on portions of abutting parcels TMK 2-6-9: 1, 9, 11, 12, and 34, and abutting State-owned roadways identified as Dewey Lane and Ala Moana Boulevard (see Figure 1-3). For the purposes of this EIS, these parcels, together with the Waikikian property, are identified as the "project site."

1.6 LAND USE DESIGNATIONS

The project site ~~and the HHV are~~is situated within the State Land Use Urban District. Figure 1-4 depicts a Boundary Interpretation Map from the State Land Use Commission (LUC), dated March 30, 1995, which identifies the Hilton Lagoon as being part of the State Conservation District and the remainder of the HHV as being in the Urban District.

The project site ~~and the HHV are~~is identified as Resort Mixed Use on the Land Use Map of the Primary Urban Center (PUC) Development Plan (see Figure 1-5), and ~~are~~is located within the Resort Mixed Use Precinct of the Waikīkī Special Design District (see Figure 1-6). As indicated in Figure 1-7, the ~~subject~~

~~property and the HHV have~~ project site has a height limit of 350 feet. Figure 1-7 also identifies a 100-foot shoreline setback area extending inland from Waikīkī Beach~~:~~, ~~This appears to supersede the standard 40-foot shoreline setback area, which is identified on~~ (Figure 1-4)~~ for purposes of information only~~. No part of the proposed project is proposed within the 100-foot shoreline setback.

The project site ~~and the HHV are~~is situated in the SMA (see Figure 1-8).

1.7 PROJECT DESCRIPTION

The Plan focuses on the emerging vacation ownership market at the HHV. In the year 2000, renovations of the Lagoon Apartments building (now known as the Lagoon Tower) were completed. These renovations converted the building from leased apartments to vacation ownership units. The success of the Hilton Grand Vacations' vacation ownership program at the Lagoon Tower, as demonstrated by sales volume since late 2000, has provided the incentive for the Waikikian Development Plan (Plan).

Essentially, the Plan proposes the redevelopment of the project site to expand and centralize the vacation unit ownership program. The Plan includes the development of a new tower containing up to 350 vacation *ownership units on the mauka portion of the* ~~subject~~ Waikikian property. An elevated porte cochere will be ~~developed on the project site and will be~~ designed to serve both the existing Lagoon Tower and the proposed vacation ownership building. In so doing, the existing porte cochere on the Diamond Head side of the Lagoon Tower can be eliminated and the land added to the lawn area between the Rainbow Tower and the Lagoon Tower. The new porte cochere will include a centralized lobby facility for both buildings.

The ~~Plan~~ new tower also includes ~~the development of a new parking structure with~~ up to ~~200~~ 120 parking stalls, which will be accessed through the existing Hilton parking structure~~, a new swimming pool, low density retail/commercial uses abutting the new parking structure and under the elevated porte cochere, and the demolition of the existing swimming pool adjoining the Lagoon Tower. Finally, t~~The Plan includes utility and infrastructure improvements required to serve the new development, consisting of the widening of Dewey Lane and the provision of a new paved pedestrian walkway, an improved intersection with Ala Moana Boulevard, a new ~~18~~ 15 -inch wastewater collection line, and appurtenant utilities.

The project also includes a new swimming pool to replace the Lagoon Tower pool, a new restaurant, and a new wedding chapel. The location of the wedding chapel near the Rainbow Tower will require renovations to the Rainbow Tower service area, the HHV lobby, and the makai end of Rainbow Drive.

1.8 SUMMARY OF IMPACTS AND PROPOSED MITIGATION MEASURES

1.8.1 Impacts

1.8.1.1 Short-Term Construction Impacts

- Increase in air-borne particular matter (fugitive dust) and exhaust emissions from on-site construction equipment.
- Increase in construction vehicle traffic, construction vehicle emissions, and traffic noise.
- Increase in construction noise from equipment use.
- Increase in demand for off-site parking by construction workers.

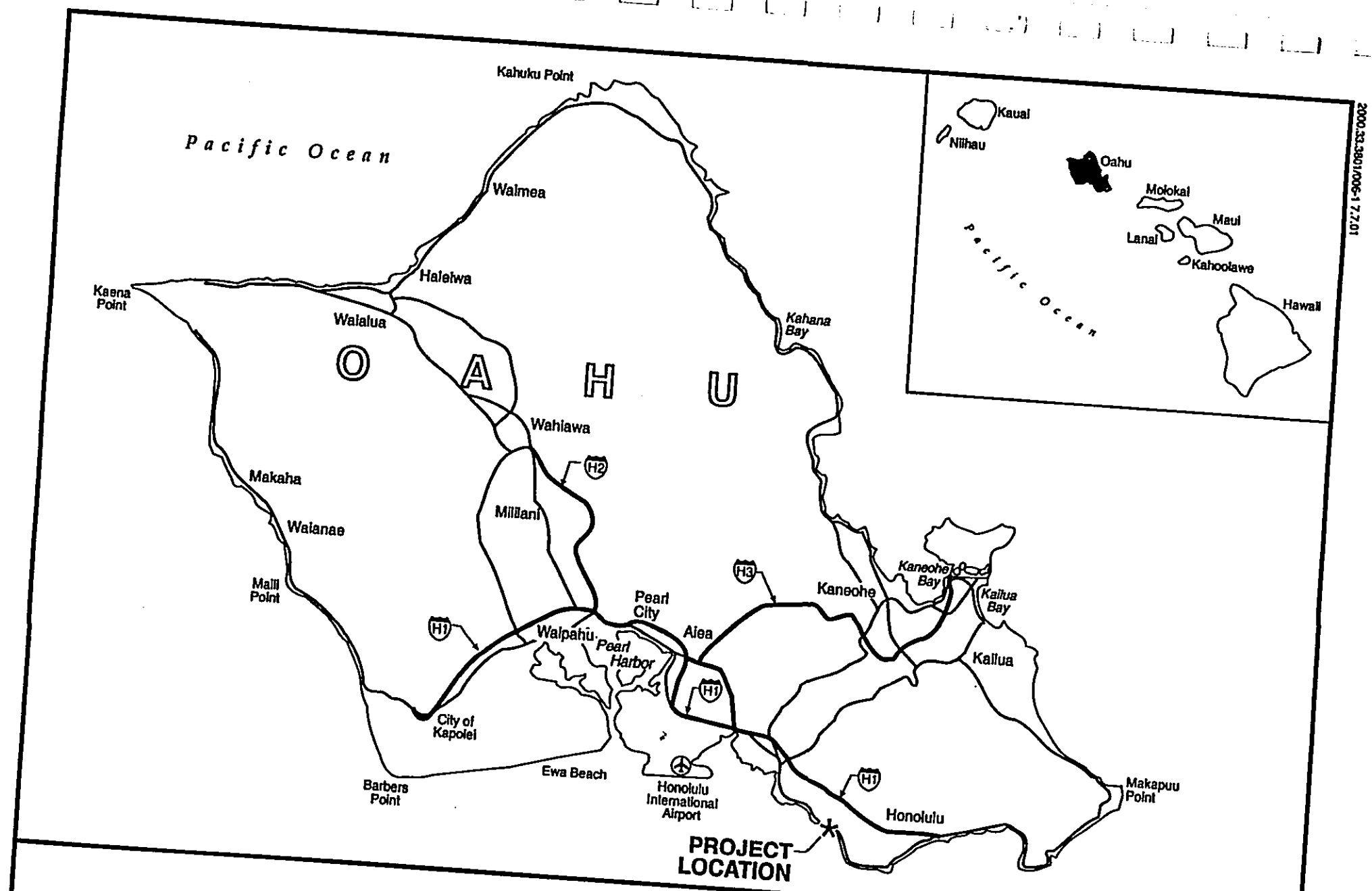
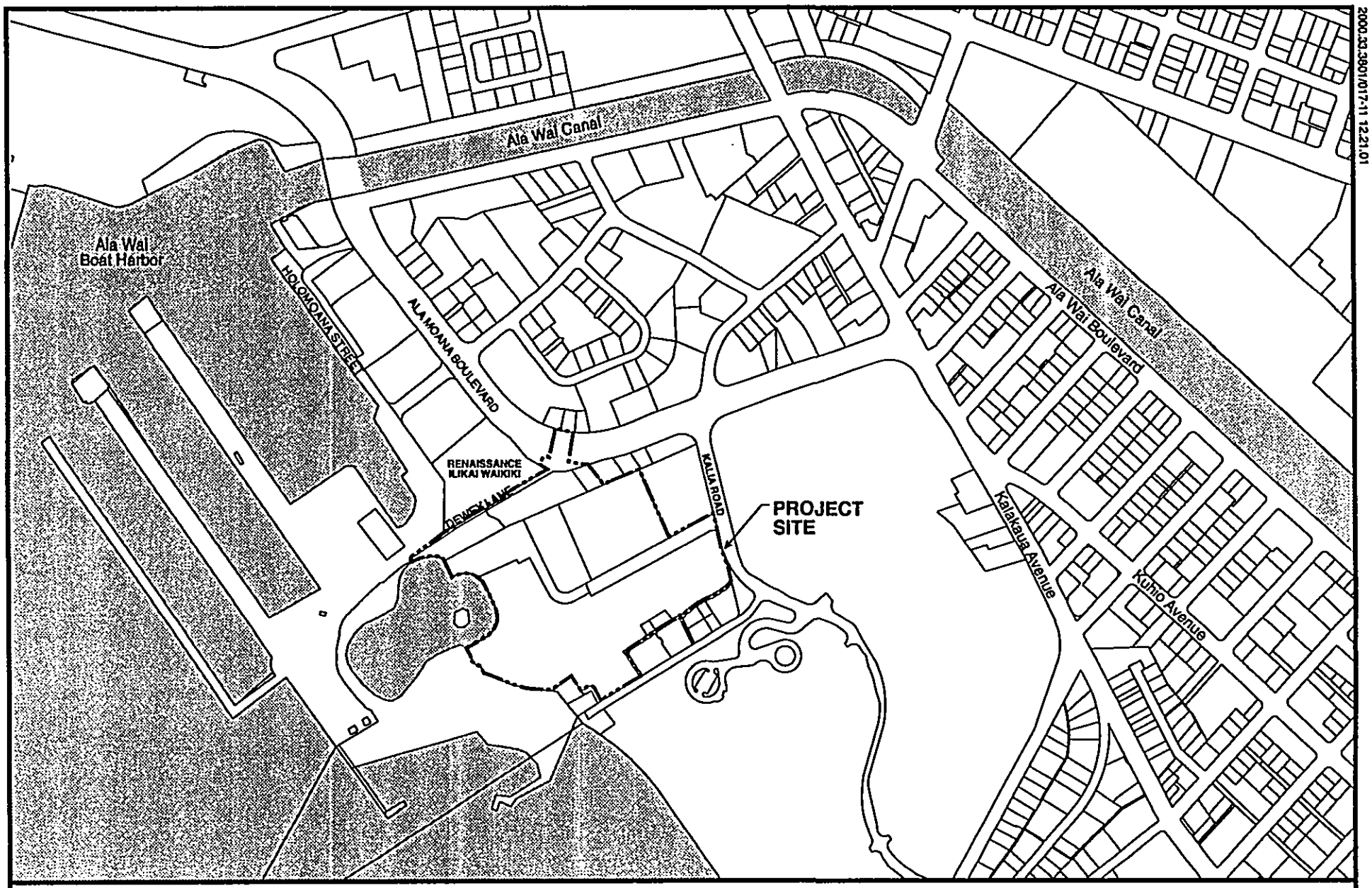
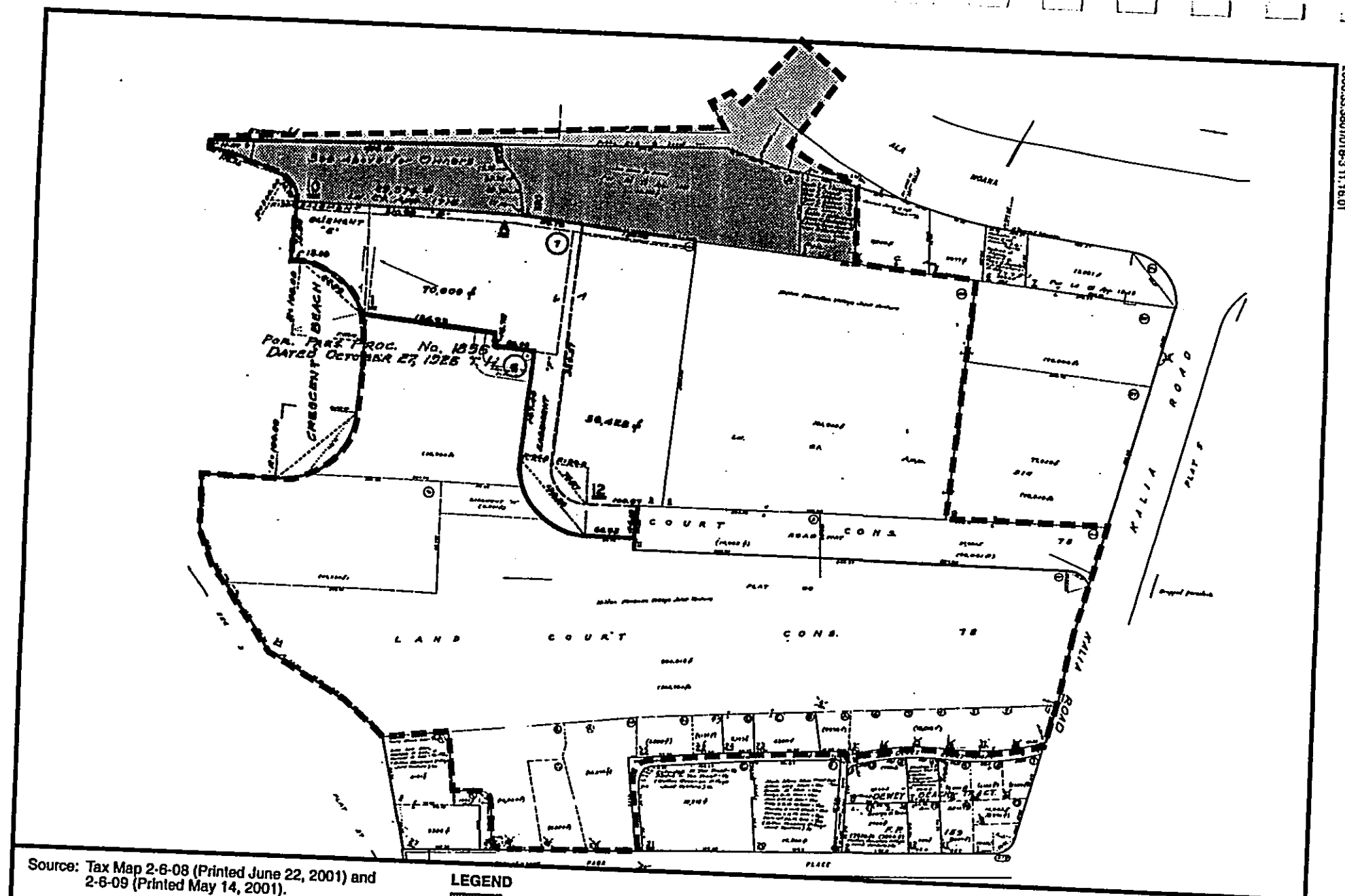


Figure 1-1
LOCATION MAP
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



Revised Figure 1-2
VICINITY MAP

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001



Source: Tax Map 2-6-08 (Printed June 22, 2001) and 2-6-09 (Printed May 14, 2001).

NORTH

0 100 200

SCALE IN FEET

LEGEND

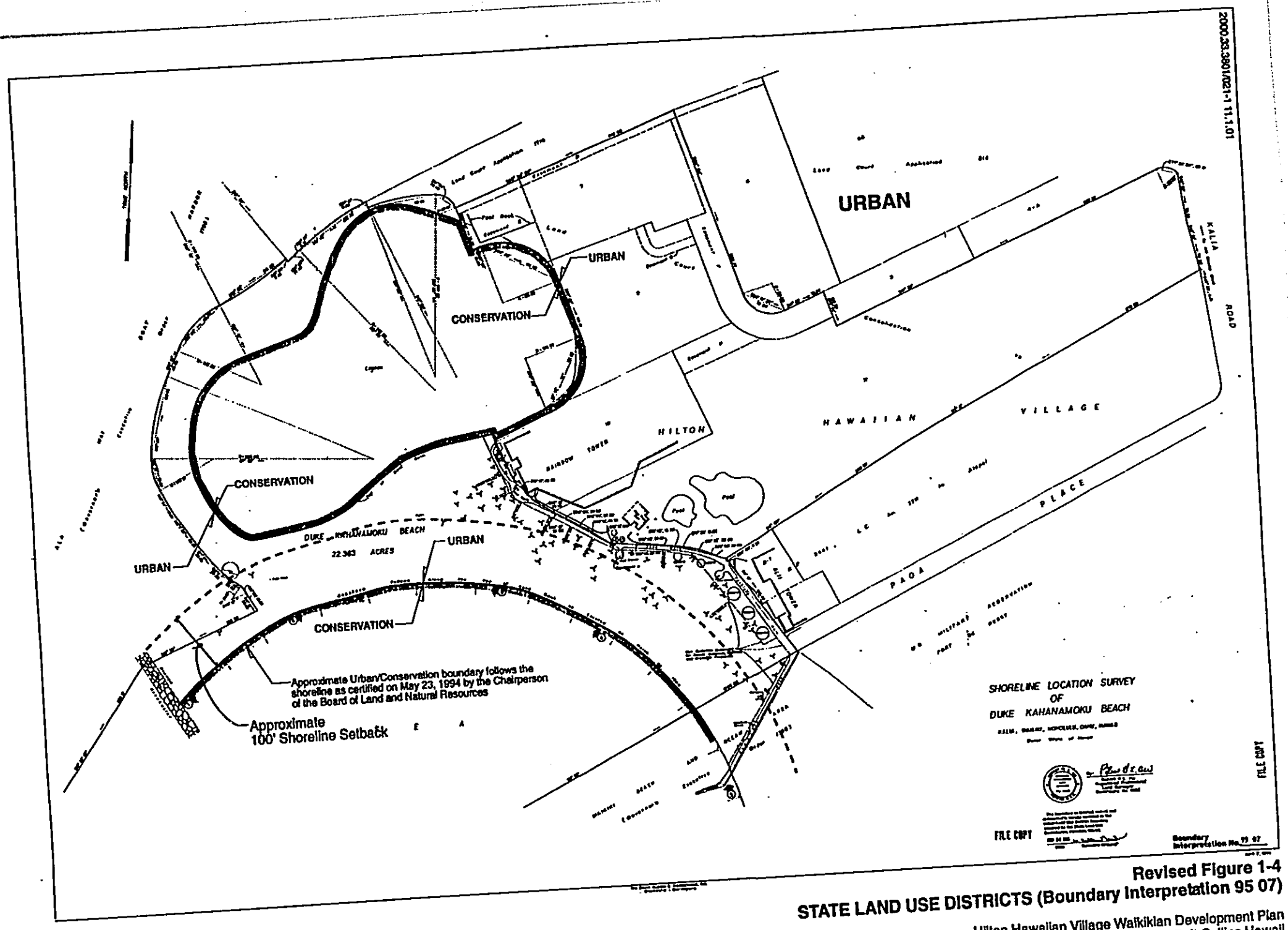
Waikikian Property

Property Not Owned by Hilton

Project Site

Revised Figure 1-3
COMPOSITE OF AFFECTED TMK PARCELS

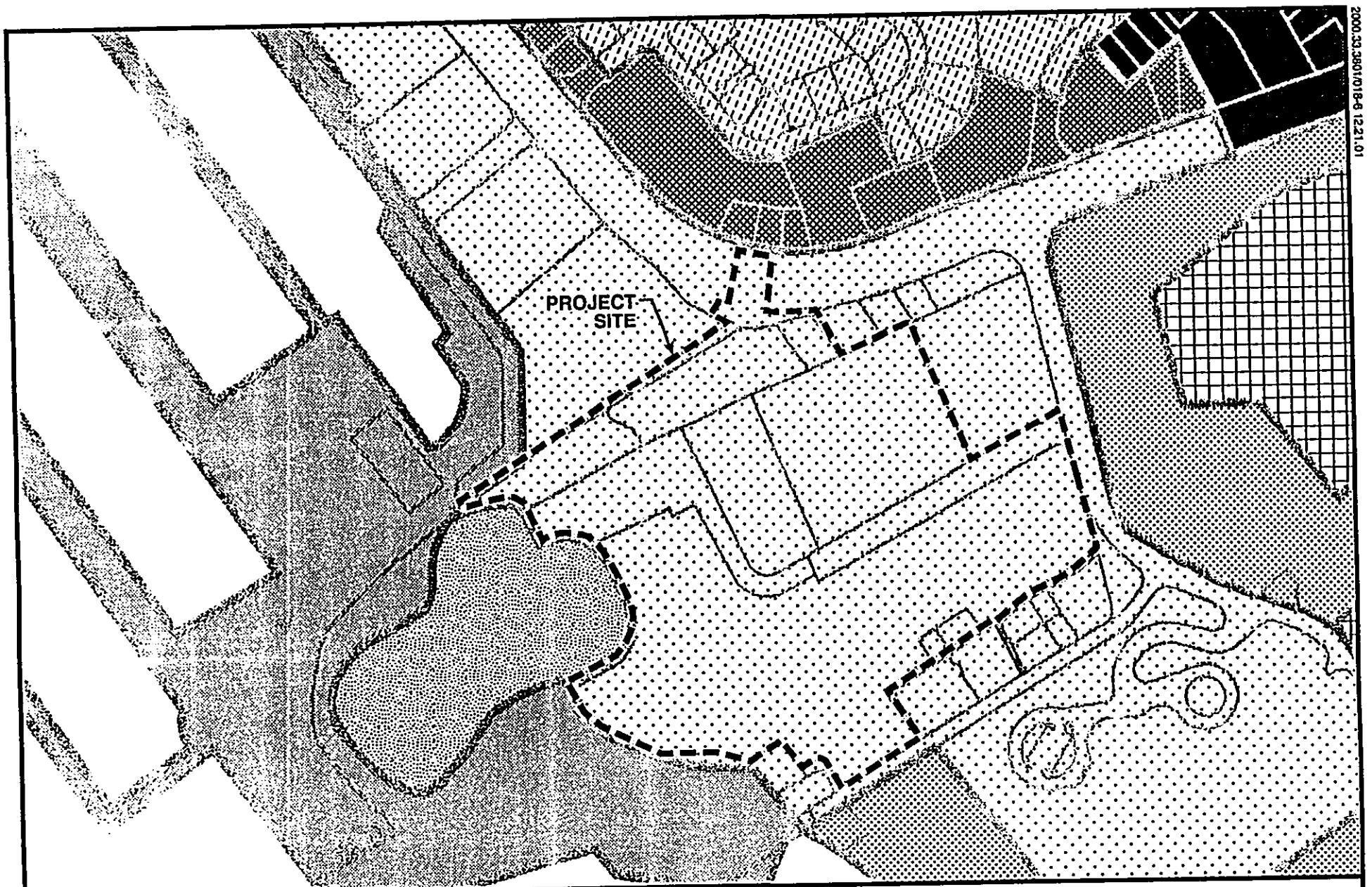
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001



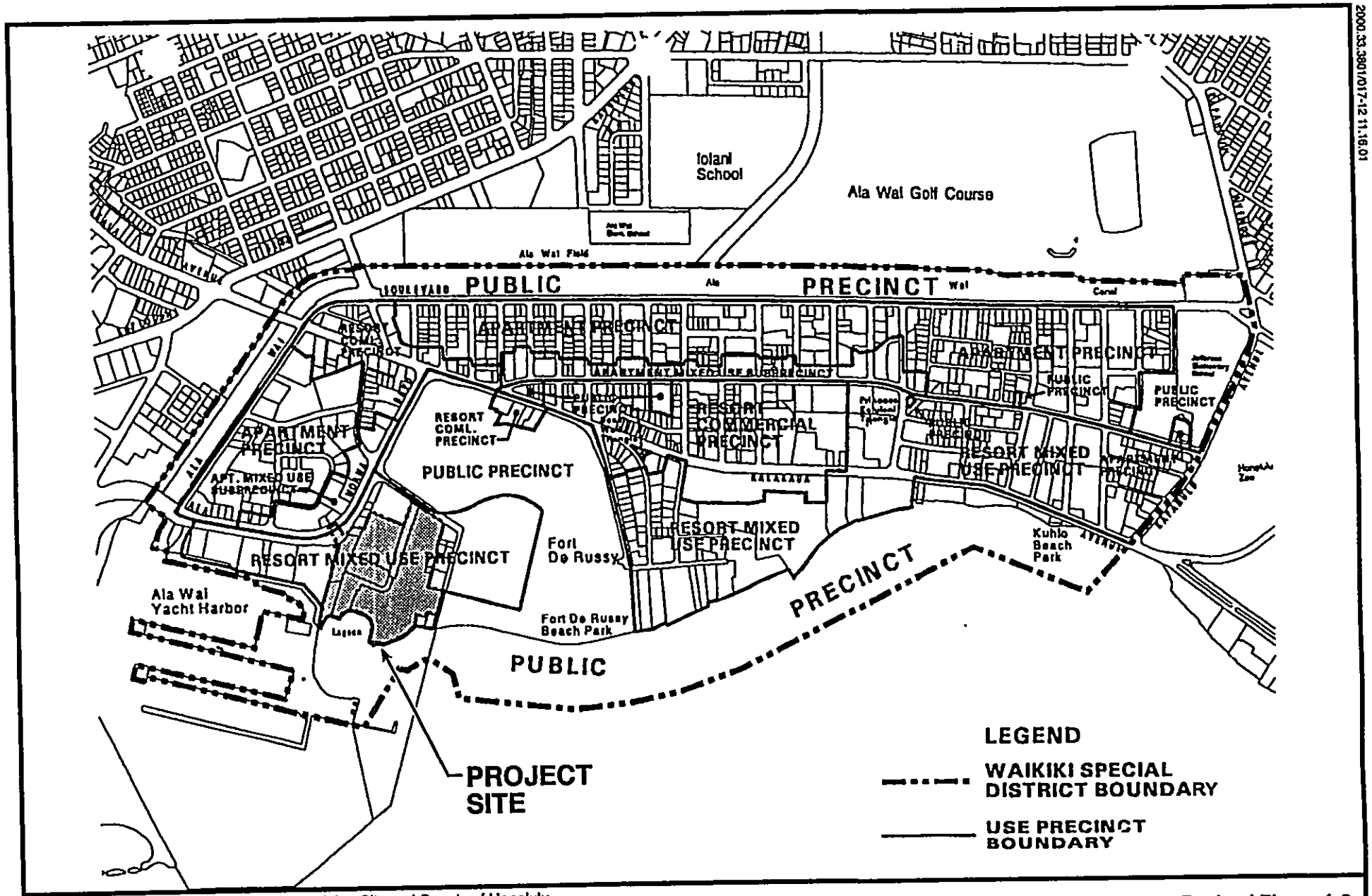
Revised Figure 1-4

STATE LAND USE DISTRICTS (Boundary Interpretation 95 07)

Hilton Hawaiian Village Waikiklan Development Plan
Prepared by Belt Collins Hawaii
October 2001



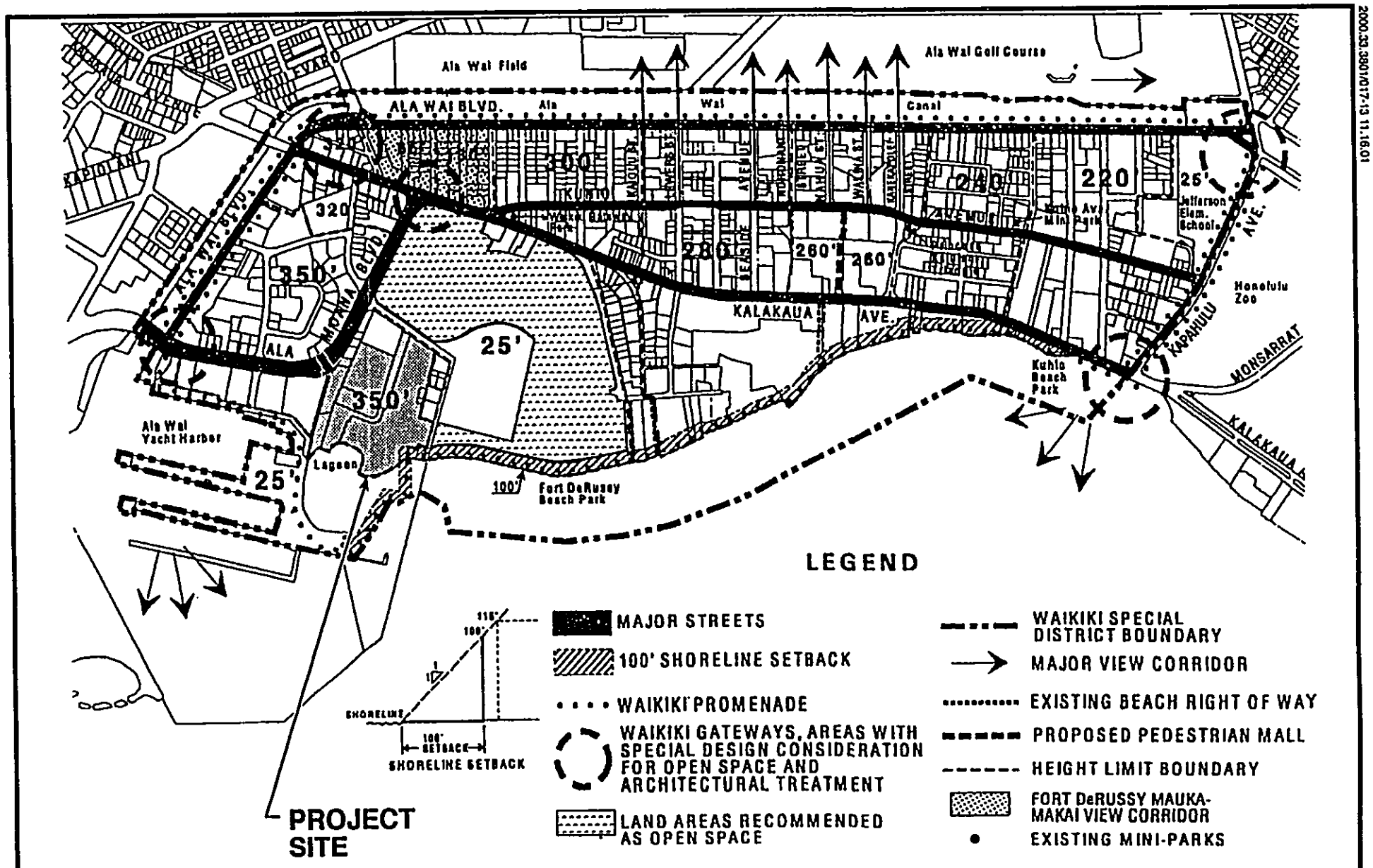
Revised Figure 1-5
PRIMARY URBAN CENTER DEVELOPMENT PLAN
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001



Source: Department of Planning and Permitting City and County of Honolulu
Land Use Ordinance (LUO) May 1999.

Revised Figure 1-6
WAIKIKI SPECIAL DESIGN DISTRICT: PRECINCT PLAN

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

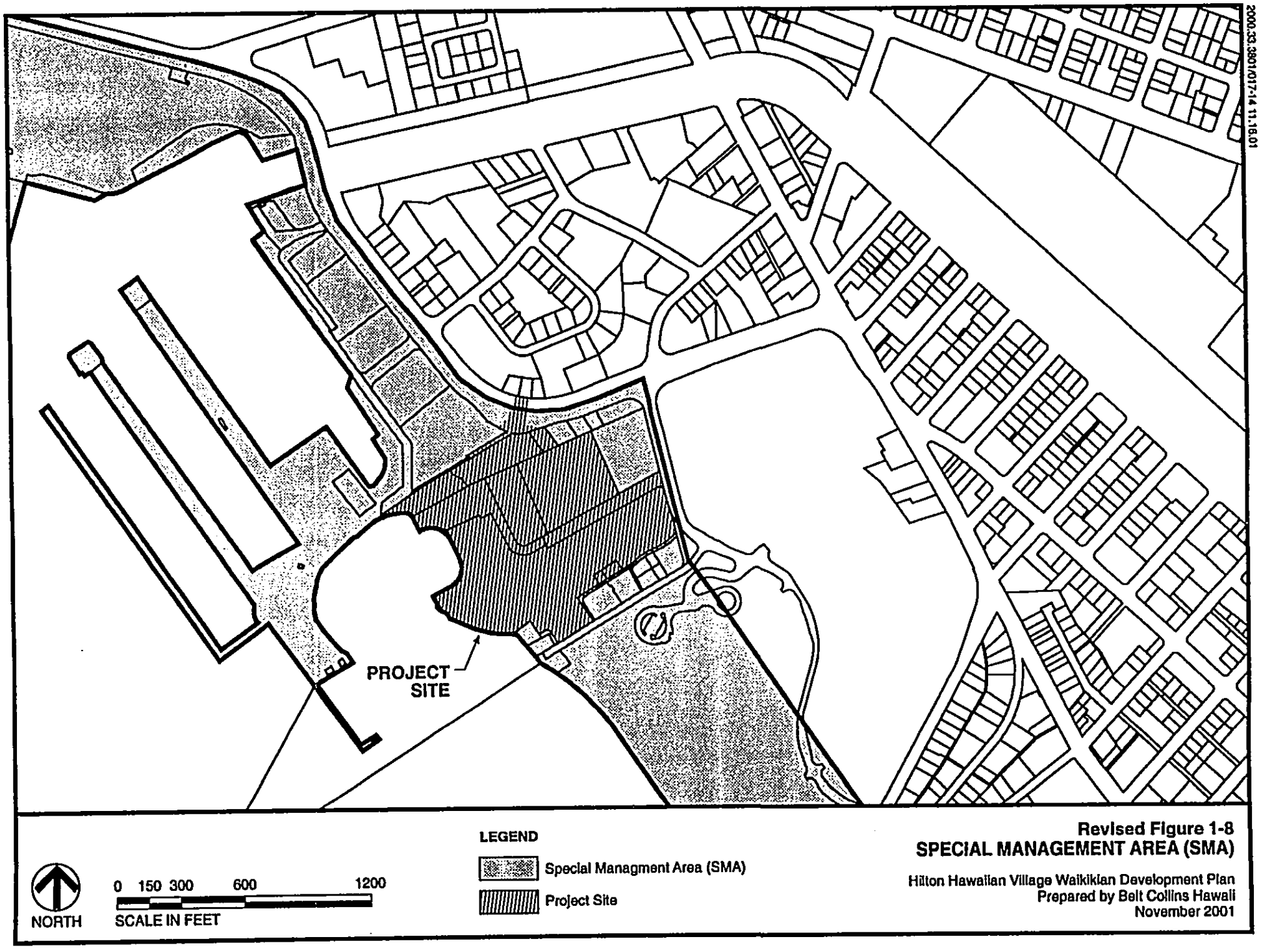


2000.33.3801/017-13 11.16.01

Source: Department of Planning and Permitting City and County of Honolulu *Land Use Ordinance (LUO)* May 1999.

Revised Figure 1-7
WAIKIKI SPECIAL DESIGN DISTRICT: URBAN DESIGN CONTROLS

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001



Revised Figure 1-8
SPECIAL MANAGEMENT AREA (SMA)

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

1.8.1.2 Long-Term Impacts

- Decreased storm runoff due to an increase in the area of landscaping when compared with the current amount of impermeable surfaces on the property.
- Loss of existing ground cover due to grubbing and possible loss of some mature trees due to grading.
- Temporary loss of faunal habitats due to grubbing and grading of the property.
- Slight increase in vehicular traffic levels on Rainbow Drive, Ala Moana Boulevard, Hobron Lane, and Holomoana Street.
- Improved vehicular access between Holomoana Street and Ala Moana Boulevard.
- Slight improvement of traffic conditions at Ala Moana Boulevard's intersections with Kalia Road and with Hobron Lane.
- Increased vehicular traffic and pedestrians on Dewey Lane.
- Improved visual character of the Waikikian Property and Dewey Lane.
- Improved pedestrian access between Ala Moana Boulevard and Waikīkī Beach, and around Hilton Lagoon.
- Improved safety and security on Dewey Lane.
- Loss of private ocean views from some surrounding residential units.
- Slight increase in wind on Dewey Lane.
- Improved wind conditions on the podium of the Ilikai.
- Potential increase in noise if boisterous activities occur at the new swimming pool.
- Increased vehicular noise on Dewey Lane.
- Increased employment opportunities.
- Increased ~~the~~ number of visitors at the Hilton Hawaiian Village.
- Increased public revenues from General Excise Tax, Income Tax, and Transient Room Tax.
- Increased demand for public utilities, including water, wastewater treatment, solid waste disposal, and electrical energy.
- Increased supply and demand for recreational opportunities.

1.8.2 Mitigation Measures

1.8.2.1 Construction

Short-term mitigation measures to address construction impacts involve performing construction activities in compliance with applicable air quality and noise regulations in order to minimize potential fugitive dust and noise impacts on adjacent developed areas. To ensure compliance with state regulations concerning air quality, a dust control plan will be implemented. Watering will be used to control construction-generated dust and open-bodied trucks will be covered when transporting dirt or dust-producing material. In addition, construction will be subject to all relevant county and state permit procedures and review.

With regard to short-term noise impacts related to construction activities, no pile driving will be conducted.

Construction worker parking will be managed to minimize adverse impacts upon the free parking at the Ala Wai Boat harbor.

1.8.2.2 Noise

With regard to long-term noise impacts associated with traffic noise on Dewey Lane, the proposed loading docks and service road for the project will be contained within the ~~proposed parking structure~~ new tower and covered ~~with a roof~~ by the elevated porte cochere, respectively. Canopy trees will be planted wherever possible on the property along Dewey Lane to function as noise barriers.

With regard to noise impacts resulting from potential boisterous activity at the new swimming pool, hotel security will closely monitor pool activities. The hours of use for the proposed water slide will be regulated by cutting the flow of water on the slide in the late afternoon and by not allowing access to the slide before 9:00 a.m.

1.8.2.3 Traffic

The provision of improvements to the intersection of Dewey Lane and Ala Moana Boulevard constitutes the principal traffic mitigation measure and results in a slight decrease in traffic congestion at the nearby intersections of Ala Moana Boulevard with Kalia Road and with Hobron Lane. Implementing the Dewey Lane intersection mitigation results in an increase of vehicular traffic on the lane, but the increase does not result in a significant deterioration in quality of life, significant noise impacts, or a deterioration in air quality.

1.8.2.4 Design and Views

The proposed orientation of the tower so that it would straddle the property line between the Waikikian property and HHV, ~~with a portion of the tower being constructed over the existing Hilton parking structure,~~ mitigates the potential impacts ~~that a more conventional alignment would have upon~~ on ocean views from the adjacent Renaissance Ilikai Hotel (Ilikai) and some residential buildings on the mauka side of Ala Moana Boulevard. The proposed alignment preserves all existing ocean views from the Ilikai.

1.8.2.5 Other Measures

Additional major mitigation measures to address long-term impacts are:

- Compliance with appropriate building codes and standards.
- Relocation and/or replacement of mature trees at alternate locations on and offsite whenever feasible.
- Compliance with applicable federal, state, and county archaeological, historical, and cultural feature preservation laws, rules, regulations, and recommendations of consulting archaeologists.
- Development of the necessary infrastructure to serve the proposed project, in negotiation with the applicable state and county agencies.

1.9 SUMMARY OF PUBLIC BENEFITS

- Dewey Lane Widening

  Conversion of narrow service alley/right-of-way to a safer two-lane public street.

  Landscaping on Dewey Lane along the publicly owned portion of the Ilikai podium wall.

  ~~Dedication~~ Allocation of approximately ~~8,000~~ 5,000 square feet of private property (Hilton) for widening.

  Improved safety conditions for Ilikai vehicles entering Dewey Lane from the Ilikai's residential parking exit on Dewey Lane.

- New Dewey Lane Intersection with Ala Moana Boulevard

  Improved vehicular circulation for Hilton Hawaiian Village, Ala Wai Boat Harbor, and the Ilikai.

  Improved traffic conditions at intersections of Ala Moana Boulevard with Hobron Lane and with Kalia Road.

- New Pedestrian Walkway along Dewey Lane

  Safe and convenient public access from Ala Moana Boulevard to the Ala Wai Boat Harbor and Waikīkī Beach.

  Improved public access to Waikīkī Beach for Waikīkī residents in the Hobron Lane/Ena Road community.

- New Public Access Along Mauka Side of Hilton Lagoon

  Removal of existing pool at Lagoon Tower which prevents pedestrians from walking around the lagoon.

  Addition of a pedestrian path along the mauka side of the lagoon.

  Unencumbered pedestrian access from Waikīkī Beach to the Ala Wai Boat Harbor.

1.10 SUMMARY OF ALTERNATIVES CONSIDERED

- No Action Alternative
- Restoration of Existing Structure
- Retention of the Property in Open Space
- Redevelopment with a New Low-Rise or Mid-Rise Use
- Redevelopment of Retail Use
- A 250-foot Tower with 144 Units (partial double loaded) with 2.8 floor area ratio (FAR)
- A 250-foot Tower with 123 Units (single loaded) with 2.8 FAR
- A 310-foot Tower with 197 Units (double loaded) with 4.0 FAR
- A 350-foot Tower with 188 Units (double loaded) with 4.0 FAR

- A 350-foot Tower with 332 units (double loaded) with a 4.0 FAR and partially constructed over the HHV parking structure.
- Alternative Locations for the Retail, Commercial, and Guest Amenities
- Alternative Designs for the Swimming Pool
- Vehicular Circulation with No Intersection Improvements at Dewey Lane
- Vehicular Circulation with Modifications to Traffic Direction on Rainbow Drive

1.11 SUMMARY OF UNRESOLVED ISSUES

- The form and content of a joint development agreement, if needed, to allow construction of the ~~Preferred~~ -Mitigative Alternative.
- The potential transfer of Ala Moana Boulevard from State to City jurisdiction.
- ~~The implementation of the City's Bus Rapid Transit Plan.~~Final lane configuration of the BRT system, the selection of vehicle propulsion technology, and BRT station location and design.
- The potential privatization of the Ala Wai Boat Harbor.
- The timing of removing accumulated sediments from the Hilton Lagoon.
- The expiration of the City's lease in 2008 of an existing sewer line under Fort DeRussy.
- The City's proposed but non-funded plans to ~~improve the Kapiolani~~ reroute wastewater flow from the Fort DeRussy force main to the new east end relief inceptor sewer.
- The State's carrying capacity study for the statewide visitor industry.
- The status of the City's program to revise the PUC Development Plan.

1.12 SUMMARY OF COMPATIBILITY WITH LAND USE PLANS AND POLICIES

The project is generally compatible with the land use plans and policies that guide development in Waikīkī. Detailed discussions of the project's relationship to these plans are presented in Chapter Seven.

The total proposed floor area of the project is ~~435,000~~ 551,925 square feet, yielding a FAR of ~~4.0~~3.0, which is allowable under a PD-R permit. As established by the LUO, the PD-R process provides design flexibility with regard to setbacks and transitional heights in exchange for added public benefits.

One of the outcomes of the proposed widening of Dewey Lane is that ~~one corner of~~ the proposed building ~~would abut the widened Dewey Lane which may require~~ will require relief from the transitional height requirements of the zoning precinct, under the auspices of the PD-R process.

1.13 NECESSARY APPROVALS AND PERMITS

The project will require the following permits:

- Waikīkī Special ~~Design~~ District Major Permit and a PD-R Permit
- SMA Use Permit
- If needed, Joint Development Agreements for construction and parking, pursuant to a CUP.
- Building permits, grading permits, and other necessary construction-related permits

Applications for the first two permits will be submitted to the City in December 2001. Building permit applications will be submitted to the City after approval of the PD-R and SMA permit.

Applications for the first two permits will be submitted to the City in December 2001. Building permit applications will be submitted to the City after approval of the PD-R and SMA permit.

Chapter Two

Description of the Proposed Project

CHAPTER TWO
DESCRIPTION OF THE PROPOSED PROJECT

2.1 REGIONAL CONTEXT

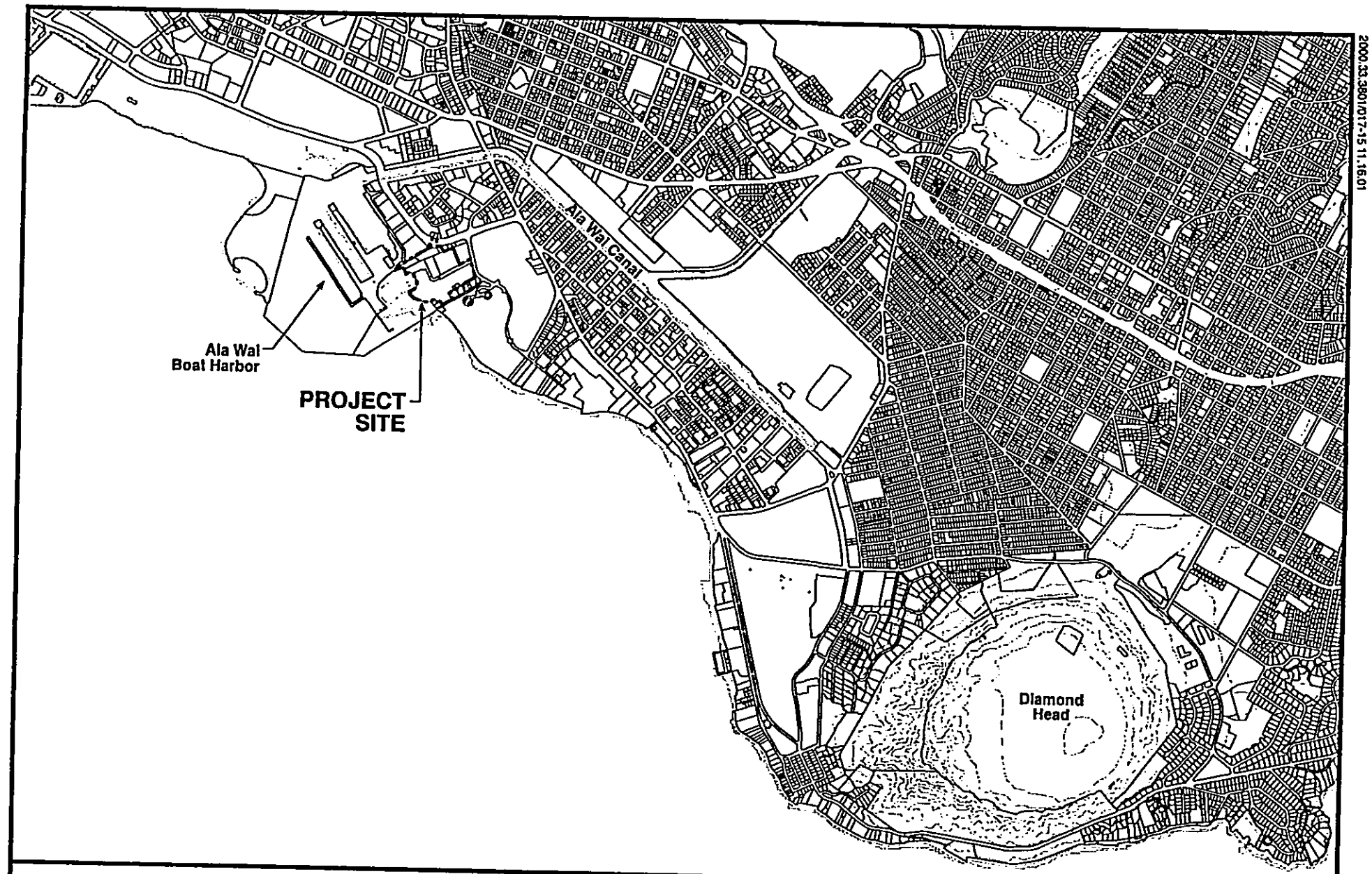
The proposed Hilton Hawaiian Village (HHV) Waikikian Development Plan (Plan) addresses ~~a~~ the expansion of the 20.21 acre HHV to include an abutting 1.9-acre property (hereinafter referred to as "the Waikikian property," or "the property") in Waikīkī on the island of O'ahu (see Figure 2-1). Waikīkī developed during the 20th century as both an urban-residential and a resort area. Engineers created much of the land area, now known as Waikīkī, behind the beachfront. The Ala Wai Canal drained much of Waikīkī by 1924. The newly dry land along the canal was subdivided and sold as residential lots. The overall value of Waikīkī lands increased eightfold (Hibbard and Franzen, 1986). Soon afterwards, Waikīkī took on national prominence as a resort with the opening of the Royal Hawaiian Hotel in 1927. (The Moana Hotel and smaller inns already provided beachfront lodging. The Royal Hawaiian provided a setting for imagining Waikīkī and Hawai'i as exotic, yet luxurious.) Resort development was democratized in the mid-1950s as Henry J. Kaiser built, then transformed, the Hawaiian Village. While it began as a complex of thatched cottages, it included three towers by 1961, a destination for many more visitors than the Royal Hawaiian could serve. In 1961, Hilton Hotels Corporation (Hilton) acquired Kaiser's interest in the property. With its own lawns and pools fronting a large stretch of public beach, the HHV is both a place apart and a large hostelry, combining both the resort tradition and the trend towards large hotels that has characterized Waikīkī over the last 40 years.

Waikīkī has grown as both a resort and a residential area since the 1950s. Major hotels have been constructed along Kalakaua Avenue and the seaward side of Ala Moana Boulevard. Most of the inland area of Waikīkī had been covered by low-rise housing earlier in the century. By the early 1960s, walk-up apartment buildings formed an area which became known as the "Waikīkī Jungle," with low rents and a reputation for crime. Most of the low-rise structures have since been replaced by higher buildings. These include mid-price to upscale condominiums which became vacation rental units, as well as modest hotels.

The very presence of dense residential development within the interior of Waikīkī and visitor industry facilities along the shoreline of Waikīkī has been the source of an ongoing debate: should Waikīkī be treated as a residential community or resort? Obviously, it is both.

As the resort area matures, elected officials and the business community recognize that if Waikīkī is to remain competitive in the world market for visitor expenditures, its facilities and visitor accommodations must be renovated and upgraded. Aged buildings and infrastructure must be replaced to avoid creating an urban slum. Waikīkī must be made more pedestrian friendly with open space and landscaping.

Upgrading and improving resort facilities will, by its very nature, impact the residential community. Construction noise and activity must be endured daily. Old land uses, some popular, some not, will change. The visual appearance of the area will be altered. And during these changes, traffic will be congested.



Revised Figure 2-1
WAIKIKI VICINITY MAP

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

In an attempt to limit the impacts of change upon the residential community, the City and County of Honolulu (City) established a visitor room cap in Waikīkī in the early 1990s, and that room cap remains in force today. The result has been impressive. Physical growth peaked in the early 1990s. But while the room cap may help to prevent the resort area from encroaching into the residential area, it was not intended to freeze Waikīkī in time.

There is no easy solution to the dilemma. In the short-term, change can create hardship for residents and for visitors. But if Hawai'i is to avoid the economic and social pains that manifest when an urban area deteriorates from neglect, than it must take a longer view and work to make the resort area as attractive as possible.

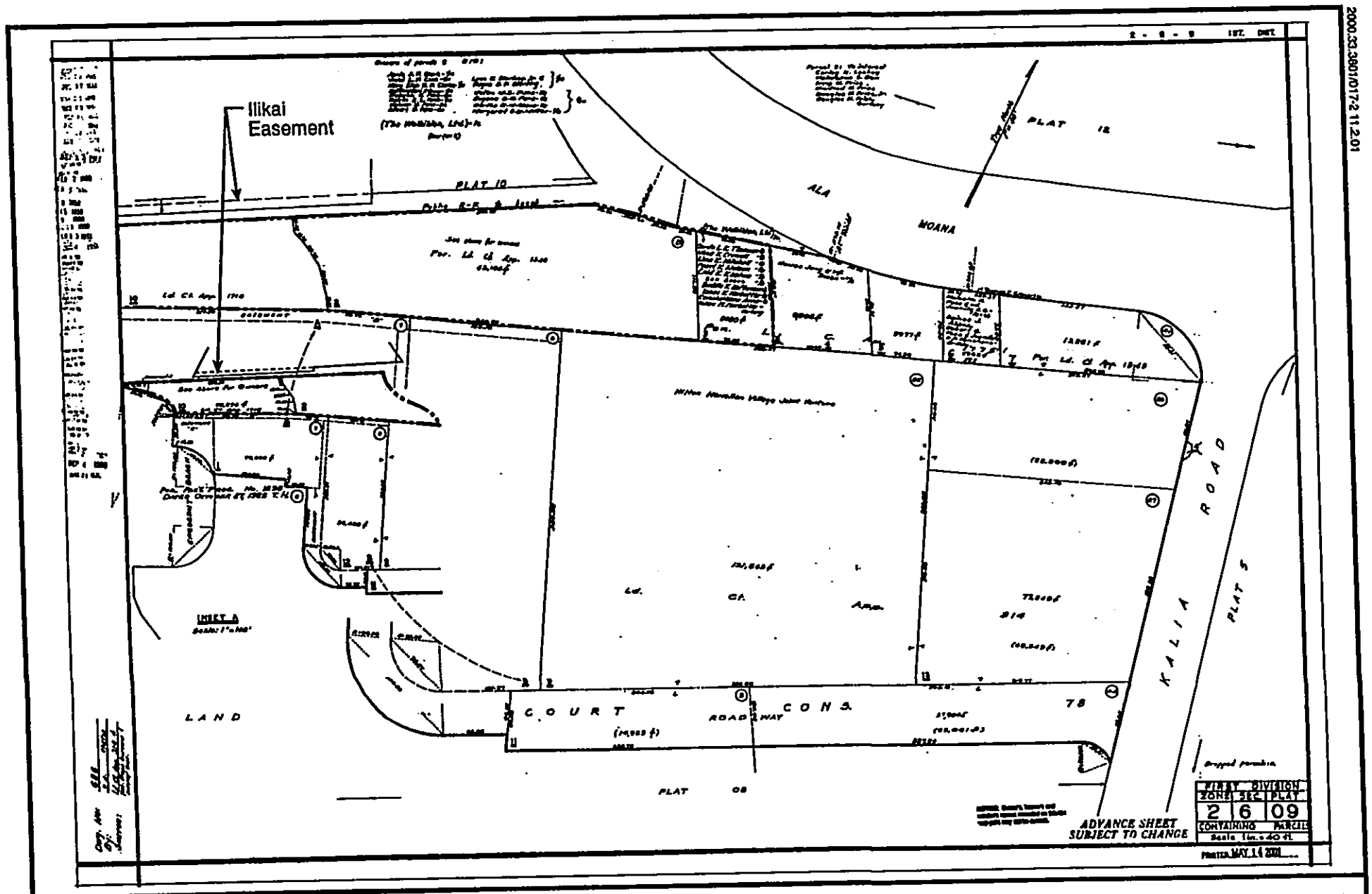
The HHV believes that the proposed development, as part of its ongoing renovation and redevelopment program, will contribute substantially to that goal.

2.2 EXISTING AND SURROUNDING USES

The Waikikian property is a narrow strip of land, approximately 880 feet long and 160 feet wide at its longest and widest points respectively. The property is situated on an east-west axis. It contains three tax map key parcels: TMK 2-6-9: parcels 2, 3, and 10 (moving from east to west) and totals approximately 82,559 square feet in area (see Figure 2-2). Parcel 2 is presently occupied by the abandoned seven-story Waikikian Hotel structure and two retail shops (a dress shop called Maria's Shop and an ABC Store). Parcel 3 was being used as the job site for the construction of HHV's new Kalia Tower, and occupied by several trailers that functioned as temporary offices for the contractor and construction project manager. Parcel 10 is being used as a temporary plant nursery for HHV.

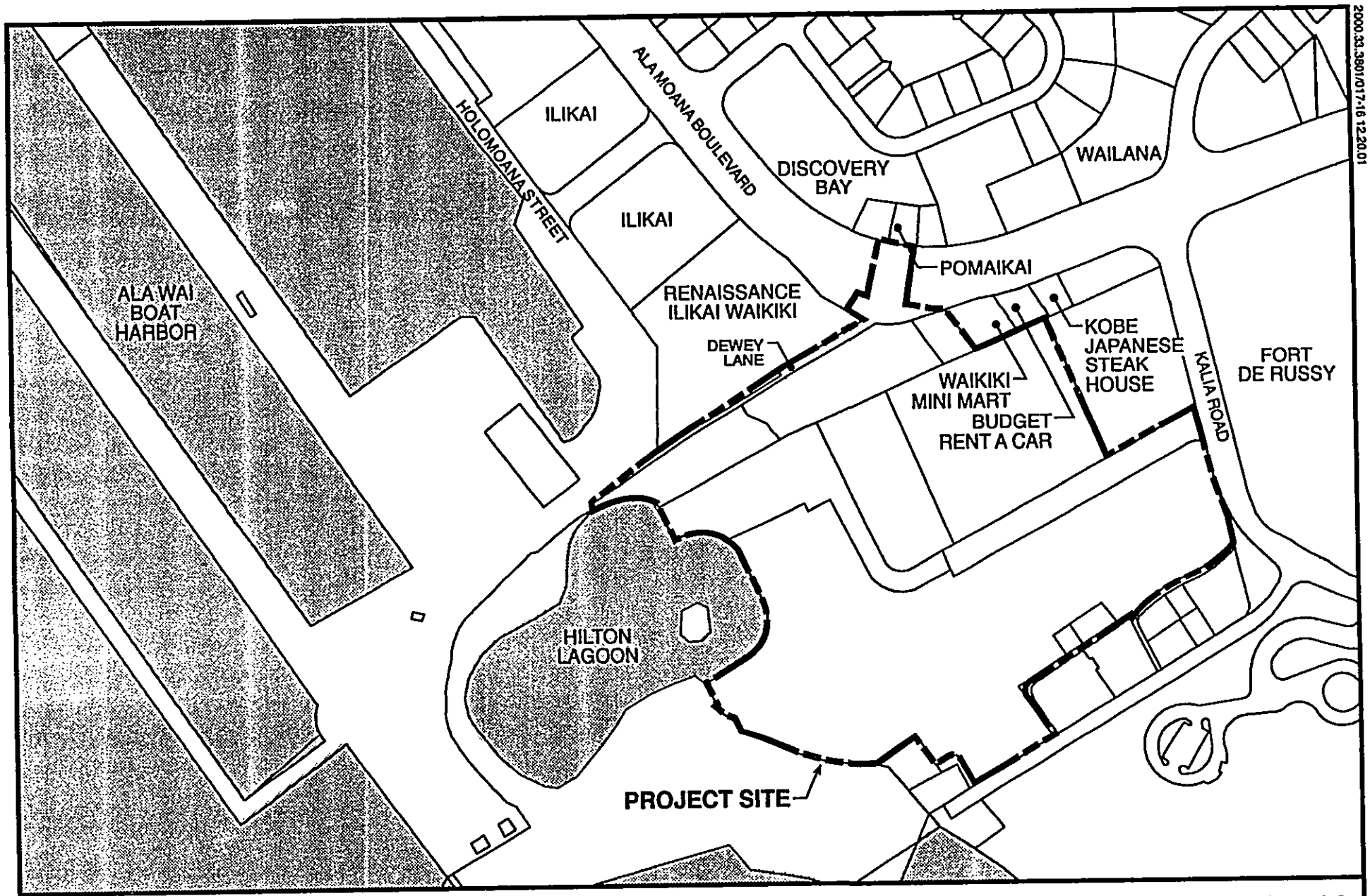
The property's western (makai) end, parcel 10, abuts the Hilton Lagoon and includes a strip of sandy beach fronting the lagoon (see Figure 2-3). The eastern (mauka) end, parcel 2, abuts the Waikiki Mini-Marts. Most of the property's northern side abuts Dewey Lane, a 20-foot-wide public right-of-way co-owned by the State of Hawai'i (State) and the Ilikai and maintained by the City. An easement over the 10-foot wide strip of the Ilikai property grants its use to the State as a public right of way. The makai end of the northern side abuts a portion of Holomoana Street, which serves as the access road to the Ala Wai Boat Harbor. The mauka end on the northern side abuts Ala Moana Boulevard. The property's southern side abuts HHV's Lagoon Tower property and the HHV parking structure (an HHV service road separates the property from the parking structure). Rainbow Drive, the principal access road for HHV, begins at Kalia Road, extends makai to the porte cochere at Rainbow Tower, and then turns in the 'Ewa direction and passes between the makai end of the HHV parking structure and the mauka side of the Lagoon Tower, and crosses the property to now connect to Dewey Lane. Since Hilton acquired the Waikikian property, Rainbow Drive has been extended across the Waikikian property to provide vehicular and pedestrian access from Dewey Lane.

In more general terms, the Waikikian property is surrounded by hotel and condominium uses on the north, the HHV resort on the south, recreational activities and public facilities on the west, and retail/commercial uses on the east. The Renaissance Ilikai Hotel (Ilikai) is on the north side of Dewey Lane directly across from the property. The recreational uses at the western end include the Hilton Lagoon, Waikīkī Beach, and the Ala Wai Boat Harbor. The public facilities at the western end include the public parking lots which serve the boat harbor. The retail/commercial use at the eastern end of the property is a small grocery store called the Waikiki Mini-Marts.



Revised Figure 2-2
TAX MAP OF WAIKIKIAN PROPERTY

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001



Revised Figure 2-3
EXISTING SURROUNDING USES

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

The Ilikai consists of two separate buildings atop a common platform which functions as a parking structure. The building closest to Dewey Lane is a 30-story tower comprised of three wings and containing approximately 706 units. The second building is a 17-story tower abutting Hobron Lane and containing about 305 units. The larger building contains 589 condominium apartments and 117 hotel units. The units in the smaller building are for hotel use only.

Most of the south-facing side of the Ilikai parking structure consists of a 9-foot-high vertical wall that abuts Dewey Lane. Four separate driveways provide access from Dewey Lane to the parking structure platform. The western-most driveway is a west-facing ramp used by service and delivery vehicles to access the hotel's loading dock atop the parking structure. The central driveway is a short east-facing ramp used exclusively by trucks to deliver and remove transfer trailers from the hotel's trash compacter. The eastern-most driveways are two east-facing ramps accessing the upper and lower levels of the Ilikai residents' parking garage.

2.3 HISTORY OF THE HILTON HAWAIIAN VILLAGE

Occupying approximately ~~20~~20.21 acres, the HHV is the single, largest resort complex in Waikīkī and the largest meeting and convention resort in the Pacific. It contains 2,998 resort guest units, 274 Lagoon Tower vacation ownership units, 45 apartment units (Diamond Head Apartments), and approximately 2.6 million square feet of built area. It is located along Kalia Road adjacent to the park-like Fort DeRussy and abuts approximately 200,000 square feet of beach area.

In 1954, developers Henry J. Kaiser and Fritz Burns consolidated oceanfront property in Waikīkī, which belonged to the John Ena Estate, the Niumalu Hotel, and various individual owners. The first increment of the Hawaiian Village consisted of hand-built thatched guest cottages erected in mid-1955. Six months later the resort included over 250 guest rooms, the Tapa Room, gardens, a convention auditorium, and three swimming pools. In 1956, the lagoon was dredged and the pier was built. In 1957, a geodesic dome was developed to provide a stage with an unobstructed view from anywhere in the room.

By 1958, the first multi-story towers had been erected on the site following the Kaiser-Burns master plan for the property. The 14-story Ocean Tower (1957) and the 13-story Village Tower (1958) were later followed in 1960 by the 17-story Diamond Head Tower, in 1965 by the 24-story Lagoon Apartments Tower, in 1968 by the 30-story Rainbow Tower, in 1982 by the 35-story Tapa Tower (which replaced the Village Tower), and in 2001 by the 25-story Kalia Tower. In addition to the six towers, the village includes the 11-story Diamond Head apartment building that was purchased in 1966.

A major change in ownership of the property occurred in 1961, when hotelier Conrad Hilton purchased Kaiser's interest in the resort. In 1977, the remaining partner, Fritz Burns, together with his associates, sold their interests to the Prudential Insurance Company of America, creating the Hilton Hawaiian Village Joint Venture. In the late 1990s, Prudential sold its interest to the Hilton Hotels Corporation, thereby placing the HHV under the control of a single owner for the first time in its history.

In 1986, Hilton began implementing a series of renovations through a master planning process. The demolition of the dome in 1999, the subsequent construction of the new Kalia Tower, and the complete renovation of the Lagoon Apartments (now known as the Lagoon Tower) and its conversion to vacation ownership units, represent the latest renovations to the HHV.

2.4 DEVELOPMENT CONCEPT

The proposed project is part of HHV's ongoing redevelopment program designed to upgrade the resort's guest rooms, public spaces, and support facilities, thereby maintaining its competitiveness, quality, and profitability of the resort.

Acquisition of the Waikikian property provides HHV with an opportunity to increase the number of vacation ownership units at the resort and to continue its renovation program. Key elements of the renovation program include relocation of the existing Lagoon Tower swimming pool; relocation of the Lagoon Tower porte cochere to facilitate expansion of the great lawn between the Lagoon Tower and the main hotel lobby at the Rainbow Tower; renovation of the HHV's main porte cochere and the hammer-head turnaround at the Rainbow Tower, addition of a second vehicular and pedestrian entranceway to the resort via Dewey Lane; and improved vehicular circulation within the resort.

2.4.1 Building Orientation

The Waikikian property represents an important asset to HHV because of its location. But in and of itself, the property's physical shape is challenging in terms of potential project layout and design. Equally challenging is its proximity to the HHV parking structure, the Lagoon Tower, the Tapa Tower, and the Ilikai. Developed to its highest and best use (resort, as allowed by the City's Land Use Ordinance [LUO]), the property's shape suggests a structure designed on the same axis as the property, such as that proposed by the former property owner in a 1990 Final Environmental Impact Statement (EIS). ~~The result would be a relatively long building facing Dewey Lane and sandwiched in between the existing structures on either side.~~

The inclusion of the Waikikian property in the HHV allows a unique design alternative that was not available to the property's previous owner. ~~Through a joint development agreement, t~~The proposed hotel structure can be ~~pivoted 90 degrees so that it~~ built so that it abuts the existing HHV parking structure and straddles its property boundary with HHV. The result is significant. First and foremost, such a design greatly reduces the building mass on the remainder of the property. Second, if the ~~pivoted~~ structure is oriented to the end of the property nearest to Ala Moana Boulevard, it greatly reduces the structure's visual impacts upon the Ilikai. Third, by reducing the building footprint on the Waikikian property, it facilitates the widening of Dewey Lane from a one-lane service road to a much safer two-lane street, allows space for landscaping on both sides of Dewey Lane and a paved pedestrian walkway, and facilitates Hilton's renovation program.

However, ~~the orientation perpendicular to Dewey Lane has~~there is a significant drawback. The proposed building would partially block the existing mauka-makai view corridor between the Ilikai and the Kalia Tower as seen from buildings on the mauka side of Ala Moana Boulevard. In addition, the proposed development concept would impact sky views from some public places, especially the makai views from Ala Moana Boulevard extending from Kalakaua Avenue to Kalia Road, and mountain views from a small portion of Waikīkī Beach and the Ala Wai Boat Harbor looking mauka between the Lagoon Tower and the Ilikai. ~~The more conventional alignment of a building on the property would also impact this view corridor to a lesser extent, but would significantly increase negative visual impacts on the Ilikai.~~

~~Essentially,~~ No matter what building orientation is proposed, the applicant is faced with a trade-off between minimizing visual impacts on its closest neighbor or on residents living on the mauka side of Ala Moana Boulevard. The applicant believes that the impacted private views are offset by the public benefits derived from a safer paved pedestrian walkway between Ala Moana Boulevard and the beach, improved

pedestrian circulation around the Hilton Lagoon, a new pedestrian plaza at Ala Moana Boulevard,and a wider mauka-makai view corridor along Dewey Lane.

2.4.2 Relationship to Hilton Hawaiian Village

As discussed above, the Waikikian property has been added to the HHV to help diversify Hilton's resort product and to facilitate continuing renovations of the visitor plant. Before acquisition of the Waikikian property, HHV consisted of 22 tax map parcels, totalling 20.21 acres. After the acquisition, the HHV now contains 25 tax map parcels totalling 22.098 acres (see Table 2-1). Table 2-1 presents a summary of the tax map parcels contained within the project site

Table 2-1: Hilton Hawaiian Village Property Data

Tax Map Key	Land Tenure	Area (square feet)	Owner/Lessee
2-6-08:34	Fee Simple	394,518	Hilton Hawaiian Village, LLC
2-6-09:01	Fee Simple	70,000	Hilton Grand Vacation Development Company
:02	**Fee Simple**	**45,105**	Hilton Hotels Corporation
:03	**Fee Simple**	**8,080**	Hilton Hotels Corporation
:09	Fee Simple	131,645	Hilton Hawaiian Village, LLC
:10	**Fee Simple**	**29,374**	Hilton Hotels Corporation
:11	Fee Simple	37,984	Hilton Hawaiian Village, LLC
:12	Fee Simple	56,428	Hilton Hawaiian Village, LLC

Note: Boldface = Waikikian Properties

Also as discussed above, the proposed project consists of development activities which will occur on the Waikikian properties, as well as in other areas of the HHV. The new vacation ownership tower and a new porte-cochere will be constructed over the property line that separates the Waikikian property from the remainder of the HHV. The new tower will abut the existing HHV Parking Structure and the required off-street parking contained within the lower floors of the new tower will be connected to the existing Parking Structure. A new swimming pool to replace the existing Lagoon swimming pool will also straddle the property boundary between the Waikikian properties and the HHV. Approximately 39 percent of the pool area will be on HHV property and 61 percent on the Waikikian property. A new pedestrian pathway along the mauka side of the Hilton Lagoon will extend from the Waikikian property's parcel 10, across HHV's parcel 2-6-09:01 and across HHV's parcel 2-6-08:34. A new wedding chapel will be constructed at the makai end of the existing Rainbow Drive hammer-head turn-around on HHV's parcel 2-6-09:34 and the HHV's existing porte-cochere at Rainbow Tower and the existing main lobby area will be renovated to improve pedestrian and vehicular circulation in this area. Finally, vehicle arrivals and departures associated with the proposed project may utilize the existing Rainbow Drive, HHV's 2-6-09:11, and guests of the new tower will generate foot traffic throughout the remainder of HHV and utilize its facilities.

- the design and construction of a fully signalized intersection at Dewey Lane and Ala Moana Boulevard.
- the design, construction, and maintenance of a new 12,827 square foot Pedestrian Plaza at the intersection of Dewey Lane and Ala Moana Boulevard.
- the design, construction, and maintenance of a new pedestrian walkway extending along Dewey Lane from the proposed pedestrian plaza to Holomoana Street.
- the design and construction costs of demolishing the existing Lagoon Tower swimming pool and replacing it with a landscaped area which would include a pedestrian pathway around the mauka side of Hilton Lagoon.

~~It is important to note that no portion of this allowable floor area is derived from any properties that presently make up the HHV. In other words, even though the proposed development utilizes a portion of the existing HHV, such as the space over the existing parking structure, the use of that space would be facilitated by the transfer of density from the Waikikian property and would not be counted against HHV.~~

~~It is assumed for the purposes of this EIS that the Waikikian property will be developed to the maximum allowable density. Therefore, t~~The Plan represents a conceptual approach for ~~maximizing~~ increasing the allowable density on the Waikikian property. Several alternatives have been evaluated as part of the planning process and are discussed in Chapter Three. The Plan discussed below represents the highest and best use of the property ~~as allowed under the LUO and is the applicant's Preferred Alternative~~. Specific elements of the Plan may be revised as the project proceeds through the design review and permit process, but any such revisions are not likely to substantively affect the impacts of the project as discussed herein. The Plan includes the demolition and/or removal of existing structures remaining on the property and the redevelopment of the property.

2.6.2 Elements of the Waikikian Development Plan

Following is a discussion of the elements which comprise the Plan (see Figure 2-4).

2.6.2.1 New Waikikian Tower and Parking Structure

The abandoned Waikikian Hotel and its ancillary facilities including the adjacent retail shops, will be ~~demolished by bulldozer~~removed. Remaining activities on the Waikikian property, including the construction trailers and the temporary plant nursery, will be removed, and the site will be grubbed and graded in preparation for redevelopment. In accordance with the LUO, trees with trunks 6 inches or greater in diameter will be either preserved in place, removed and relocated on the Waikikian property or within the HHV, relocated offsite, or replaced with a mature tree as part of the landscaping plan for the project.

The Plan ~~proposes~~presented under the Mitigative Alternative proposes that the new Waikikian Tower be constructed to the maximum allowable height, not including the height of rooftop mechanical equipment permitted to encroach beyond the prevailing 350-foot height limit. The 350-foot building will have a footprint of approximately ~~15,554~~ 24,421 square feet. The building will abut ~~a new parking structure with a footprint of approximately 9,705 square feet~~the existing HHV parking structure. Approximately ~~65~~87 percent of the building footprint is located on the Waikikian property. The remainder extends over the existing fire lane, which abuts the property~~, and a portion of the Hilton parking structure~~.

2.5 STATEMENT OF OBJECTIVES

The objectives of the applicant are to:

- develop the Waikikian property and a portion of the HHV ~~(collectively referred to as "project site")~~ in a manner that maintains the quality and profitability of the HHV;
- ensure that the proposed development promotes a Hawaiian sense of place; and
- improve vehicular and pedestrian circulation in and around the project site.

In addition, the applicant continues to implement a redevelopment program for the HHV initiated in the mid-1980s. The objectives of that program are to:

- reorganize public spaces and amenities in a manner that improves hotel management and operations;
- redesign the physical layout in a way that opens up the vista of the ocean and provides more landscaped open space adjacent to the beachfront and additional green space within the complex;
- upgrade facilities to meet or exceed the current building code and requirements for safety and energy efficiency;
- create a design concept that maintains the existing low-building density to the extent possible and continues the ground level, architectural, and landscape styles established by the Tapa Tower and Kalia Tower;
- phase reconstruction in order to keep the resort operational and to minimize adverse effects;
- contribute to the improvement of visitor facilities in Waikīkī as a whole; and
- provide a handicapped-accessible environment.

2.6 DESCRIPTION OF ~~PREFERRED~~ MITIGATIVE ALTERNATIVE

The Draft EIS for the Waikikian Development Plan presented a development plan that was identified as the Preferred Alternative. Based upon input received during the review and comment period for the Draft EIS, the applicant has revised the Preferred Alternative to include several changes:

- to mitigate the impacts of the proposed tower on views from existing buildings on the mauka side of Ala Moana Boulevard, the orientation of the proposed tower has been revised to a mauka-makai direction resulting in the long axis of the building now being proposed parallel to Dewey Lane. The proposed tower will abut the existing HHV parking structure and will not be constructed over the existing HHV parking structure as was proposed in the Draft EIS.
- to mitigate the impacts of the proposed project on building mass and open space, the required off-street parking has been incorporated into the footprint of the new tower (as opposed to being located in a separate structure abutting the new tower on its mauka side). The number of proposed parking stalls is now estimated to be approximately 120. All required off-street parking for the proposed development will be provided within the proposed building and will not require the use of any parking stalls within the existing HHV parking structure. This change has reduced building coverage on the Waikikian properties from 50 percent as presented in the Draft EIS to approximately 48 percent.
- to mitigate the proposed tower's impact on the mauka wing of the neighboring Ilikai Renaissance Hotel, the mauka facing side of the tower has been shifted approximately 128 feet in the mauka direction. This increases the space between the Ilikai and the Waikikian Tower to approximately 110 feet from the 80-foot space presented in the Draft EIS.

- to mitigate the visual impact of facility development on the HHV's Great Lawn, the proposed wedding chapel has been relocated to the area presently occupied by the Rainbow Tower service drive at the makai end of Rainbow Drive near the HHV's main lobby. This change will require renovations to the existing porte-cochere's foundation and will result in the reconstruction of the lobby and porte-cochere.

The change to the proposed tower's orientation represents a design revision of Alternative B-1 that was presented in the Draft EIS. The sum of the above changes is identified in this Final EIS as the Mitigative Alternative. The Mitigative Alternative represents the applicant's preferred design, but to avoid confusion is no longer called a preferred alternative. The Preferred Alternative presented in the Draft EIS has been moved to Chapter Three where it is presented as a design alternative that was considered but has been subsequently rejected.

2.6.1 Proposed Density and Community Benefits

The Plan is based upon an analysis of the highest and best use of the Waikikian property. Under the provisions of Section 21-9.80-4(d) of the City's LUO, the maximum allowable project floor area for ~~the~~ a property in the Resort Mixed Use District is 4.0 with some exceptions. ~~This equates to an increased density approximately 42 percent more than the 2.8 floor area ratio (FAR) allowed under the Waikiki Special Design District's standards for the Resort Mixed Use District.~~ The increased density is subject to the approval of a Planned Development - Resort (PD-R) Permit by the Honolulu City Council and the City's DPP. ~~Based upon the size of the Waikikian property and assuming the allowable bonuses that can be calculated from the abutting roadways, the maximum allowable floor area on the property would be 435,000 square feet under a FAR of 4.0.~~ As set forth in Section 21-9.80-4(d), the purpose of the PD-R option is to provide opportunities for creative redevelopment not possible under strict adherence to the development standards of the special district. The City may provide flexibility "...for project density, height, precinct transitional height setbacks, yards, open space, and landscaping when timely, demonstrable contributions benefitting the community and the stability, function, and overall ambiance and appearance of Waikīkī are produced."

The applicant proposes to exceed the allowable FAR of 2.8 at the HHV and will seek permission to build to an FAR of approximately 3.0. The applicant will also seek permission for the proposed tower to encroach into the transitional height setback on its mauka and Ewa-facing sides (see Appendix A). On the mauka side, at this point in the design process, the upper floors of the tower may encroach from 10 to12 feet into the setback. On the Ewa-facing side, the mauka-ewa corner of the building may encroach into the setback approximately 10 ½ feet. At this point in the design process, it is anticipated that no relief will be sought from the Waikīkī Special District's provisions regulating building height, open space, yards, or landscaping.

In compliance with Section 21-9.80-4(d), to compensate the community for the requested flexibility in density and transitional height setbacks, the applicant proposes to implement, fund, and construct comprehensive pedestrian access improvements, valued at approximately $8.0 million that will consist of the following elements:

- the design and construction of a widened Dewey Lane, including the development and maintenance of a 6-foot wide landscaped strip abutting the Ilikai and extending about 180 feet from the mauka end of Dewey Lane to the beginning of the Ilikai-owned easement on Dewey Lane.
- the contribution of approximately 5,700 square feet of Waikikian property to facilitate the Dewey Lane widening.

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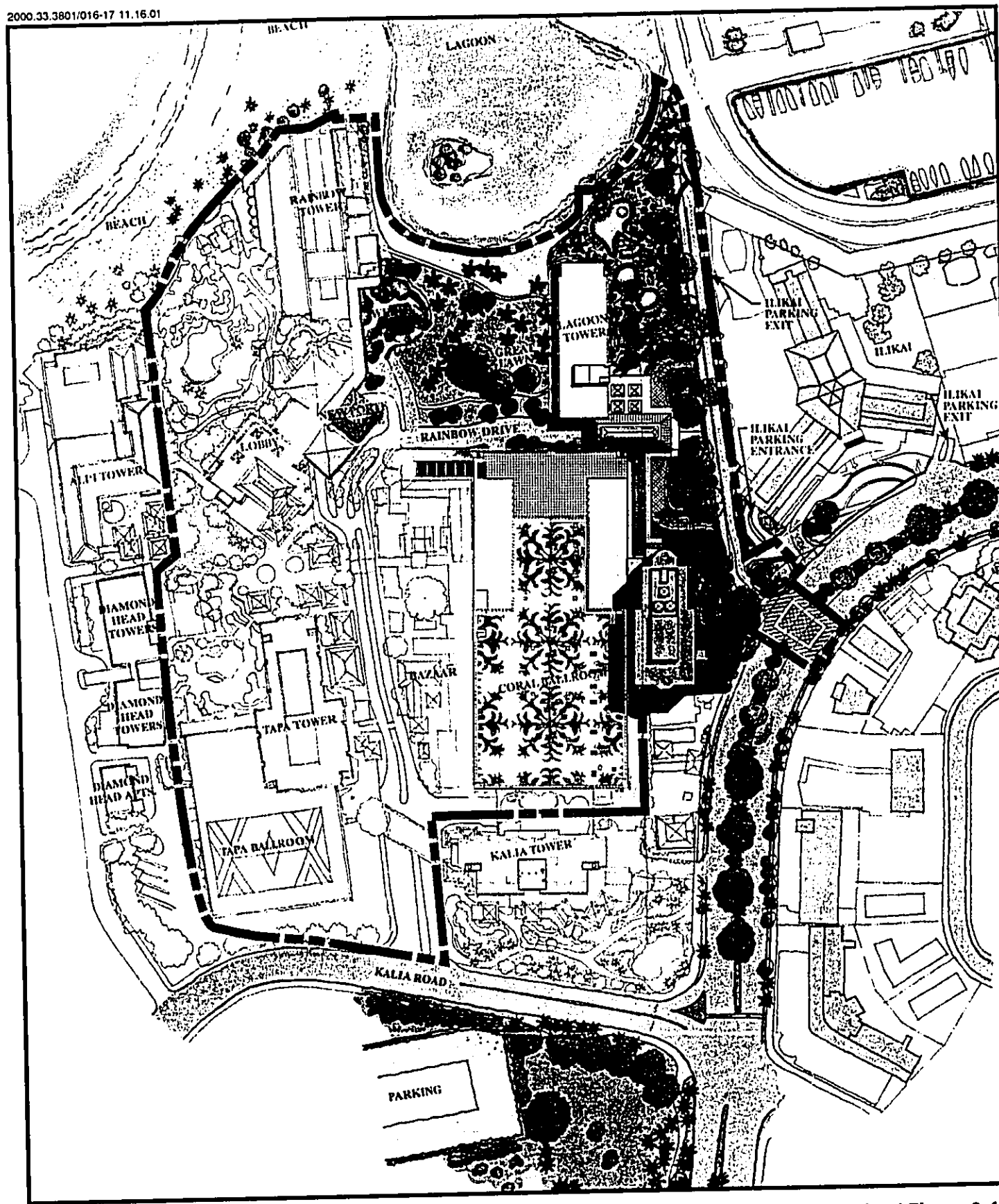


Source: Wimberly Allison Tong & Goo

Revised Figure 2-4
WAIKIKIAN SITE PLAN MITIGATIVE ALTERNATIVE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

NORTH

0 100 200 400
SCALE IN FEET

Retail, administrative offices, back-of-the-house functions, and loading docks will occupy the ground level of the building. ~~Four~~ Five levels of parking, provided above ground level ~~in the new parking structure~~within the foot print of the new building, will contain ~~up to 200~~approximately 120 parking stalls. ~~The new parking structure will rise to an elevation of approximately 55 feet. The remaining number of required parking stalls will be derived from excess capacity within the existing HHV parking structure (currently estimated to be 174 stalls) and will likely be secured through either a joint development agreement or an agreement for joint use of parking facilities.~~

The building will abut the northern side of the existing HHV parking structure and will be oriented such that access to the ~~proposed~~ parking ~~structure~~ levels will be through the center lane on each of ~~the first four floors~~ Levels 2, 3, 4, 5, and 6 of the existing HHV parking structure.

The building will contain up to 350 visitor units, with approximately ~~70~~67 percent being two-bedroom units, ~~27~~30 percent being one-bedroom units, and the remaining 3 percent being three-bedroom units. The building is intended to be operated as a hotel, although the units will be marketed as vacation ownership units. What this means is that during its initial phase of operation, those units not occupied under the *Hilton* vacation ownership program ~~will~~ may be utilized as hotel units by HHV.

On the ~~makai~~ Ewa side of the building, the first level of visitor units will begin at an elevation of about ~~37~~55 feet. On the ~~mauka~~ Diamond Head side of the building, the first level of visitor units will begin at an elevation of ~~64~~91 feet, which equates to level ~~four~~five of the building. The tower will contain a total of ~~35~~33 floors, as counted from the first level of units on the makai side of the building.

The tower will be aligned ~~perpendicular~~ parallel to the HHV parking structure. The length of the building will be approximately 200 feet. ~~Approximately 80 feet of the 'Ewa side of the tower will be constructed above the existing HHV parking structure, supported by columns rising through the existing HHV parking structure.~~ The width of the building will be approximately 80 feet. Appendix A presents a detailed summary of floor area, floor plans, and uses in the proposed building. Figure 2-5 presents an artist's rendering of the building as viewed from the Ala Wai Bridge on Ala Moana Boulevard.

The foundation of the building, including the parking structure and tower, will consist of concrete caissons with concrete caps connected by grade beams and topped by a 6-inch concrete slab. The building will likely have a structural steel frame with a concrete core. The shafts for the caissons will vary in diameter from 18 to 48 inches and will be drilled. There will be no pile driving for the project.

Excavation at the site of the building will generally be limited to a small area for the elevator core (approximately ~~600 square feet~~ 67 cubic yards to a depth of about 8 feet below existing grade); the area of the proposed loading dock on the ground floor of the parking structure (approximately ~~5,700 square feet~~ 527 cubic yards to a depth about 2.5 feet below grade); the area of a portion of the proposed retail shops (approximately ~~13,000 square feet~~ 722 cubic yards to a depth of about 1.5 feet below grade); and the proposed swimming pool (approximately ~~5,700 square feet~~ 844 cubic yards to a depth of about 4 feet below grade). Thus, only about ~~6,300 square feet~~ 911 cubic yards of area (the elevator core plus the swimming pool) will be excavated to a depth below the existing water table, thereby requiring dewatering.

2.6.2.2 Dewey Lane Improvements

The project site is presently accessed by Dewey Lane. Improvements to this public right-of-way will convert it from its present condition as a service alleyway to a two-lane dedicatable street (see Figure 2-6). To achieve this, Hilton proposes to provide a strip of the Waikikian property fronting Dewey Lane,

approximately 10 feet in width, for the widening. The resulting street will be up to 30-feet wide and will contain two lanes extending makai from the mauka edge of the Ilikai property to the lane's intersection with Holomoana Street, and a 6-foot-wide landscape strip abutting portions of the Ilikai podium wall. The landscape strip will not encumber access to Ilikai's service ramps or its parking garage exit, and it will be limited to the portion of the right-of-way that is owned by the State. No Ilikai-owned property will be impacted by the proposed landscaping. Figure 2-6 presents a rendering of the proposed improvements to Dewey Lane.

To improve traffic flow to and from Ala Moana Boulevard, the Plan proposes a signalized intersection at Dewey Lane. This will require several improvements within the State-owned Ala Moana Boulevard right-of-way. The Ala Moana Boulevard median strip will have to be breeched and the existing turnout lane on the makai side of Ala Moana Boulevard will be redesigned. The Plan proposes to accomplish this by squaring the Dewey Lane connection to Ala Moana Boulevard. On the 'Ewa side of Dewey Lane, the existing "island" would be reduced in size and reshaped. The goal is to improve the connection to Ala Moana Boulevard without constraining the Ilikai Apartment owners' access to the parking garage entrances abutting Dewey Lane or constraining access back to Ala Moana Boulevard by vehicles exiting the Ilikai porte cochere. On the Diamond Head side of Dewey Lane, the Plan proposes the conversion of about 5,200 square feet of the existing paved turnout lane to a landscaped pedestrian plaza (see Figure 2-7), with a turn-in lane fronting Ala Moana for use as a City bus stop if required by the City. The pedestrian plaza will be set back approximately 12 feet from Dewey Lane in order to provide a short right-turn only lane for vehicles making a right turn out of Dewey Lane. No private land uses are proposed within the State's right-of-way.

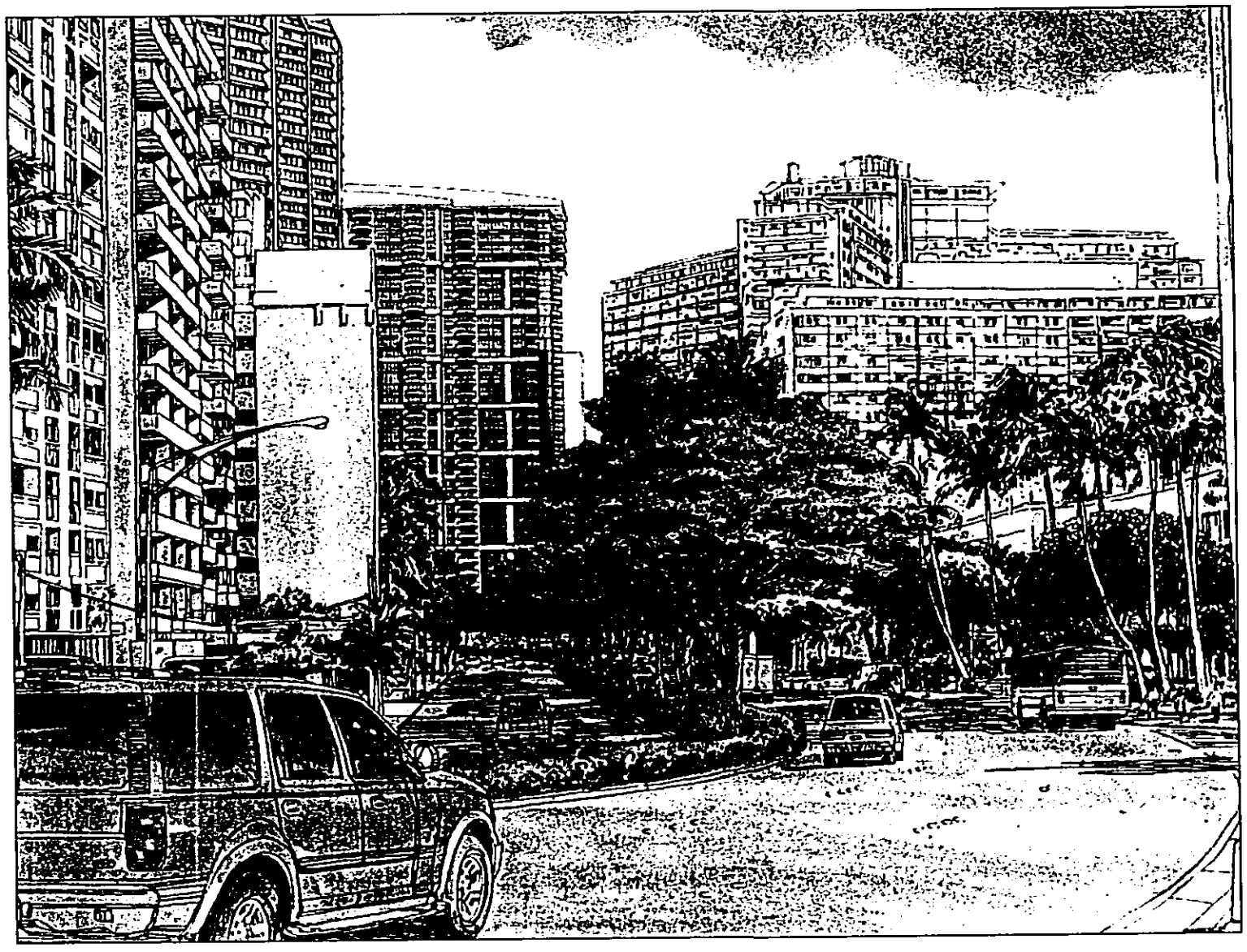
The proposed intersection will be signalized and will include a dedicated left-turn lane from Ala Moana Boulevard into Dewey Lane and an acceleration lane on Ala Moana Boulevard for vehicles making a left turn out of Dewey Lane. Pedestrian crossings are proposed on all three sides of the intersection.

A paved walkway enhanced by landscaping and landscape lighting on its property will be provided along the Diamond Head side of Dewey Lane connecting Ala Moana Boulevard to Holomoana Street, thereby providing safe and convenient access to the public beach.

2.6.2.3 New Porte Cochere

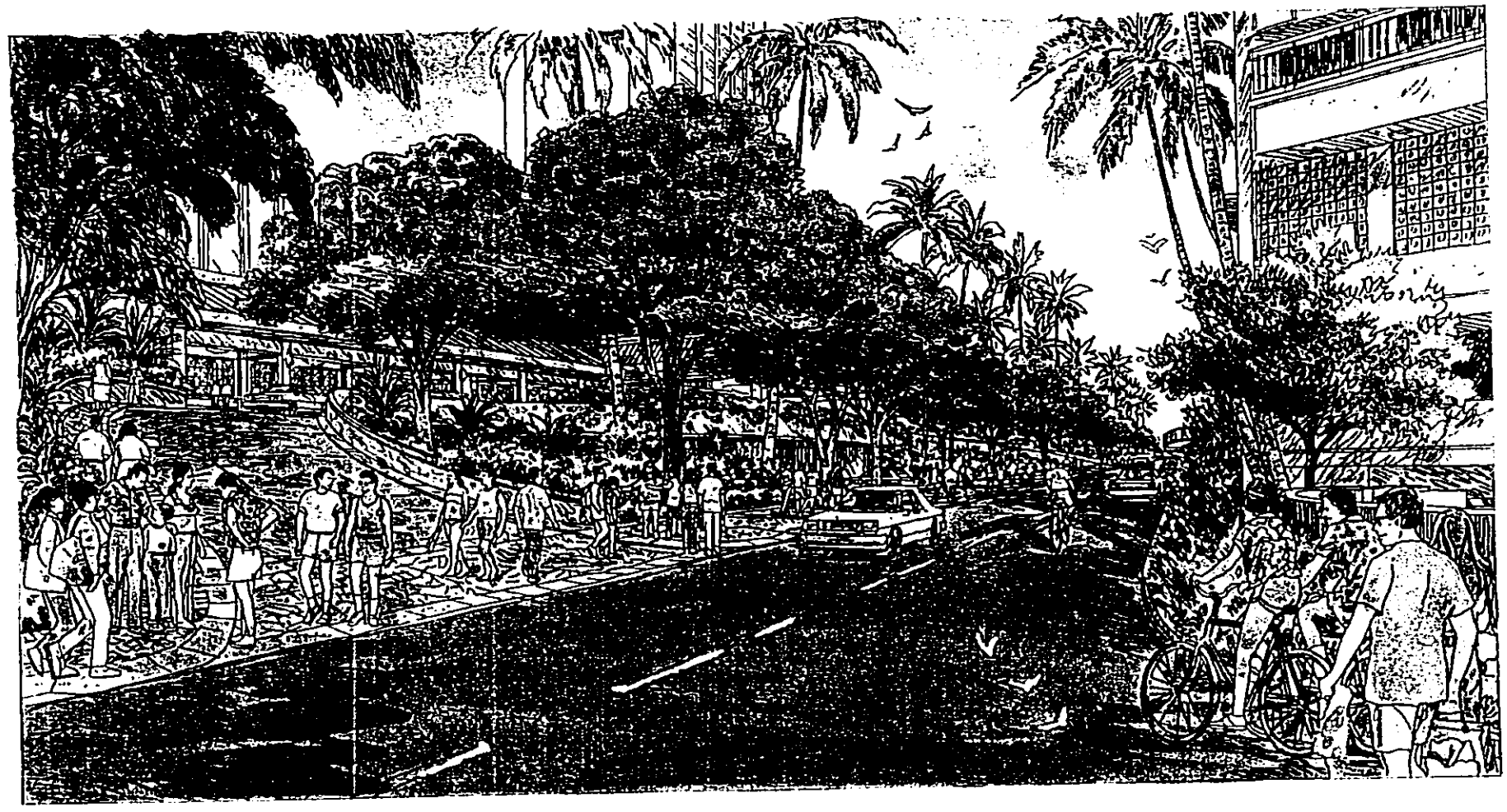
As discussed earlier, acquisition of the Waikikian property presents Hilton with the opportunity to expand vacation ownership opportunities at the resort, and in so doing, improve service for vacation unit owners as well as resort guests. Because both the existing Lagoon Tower and the new Waikikian Tower are proposed for vacation ownership, Dewey Lane provides a practical means of vehicular access for guests at these towers. It also provides HHV with an alternate route for vehicles accessing the HHV parking structure.

Since vacation unit owners are free and independent travelers (FIT), as opposed to visitors who are part of tour groups, the intended occupants of both the existing Lagoon Tower and the proposed Waikikian Tower are not anticipated to generate any additional bus traffic at HHV.



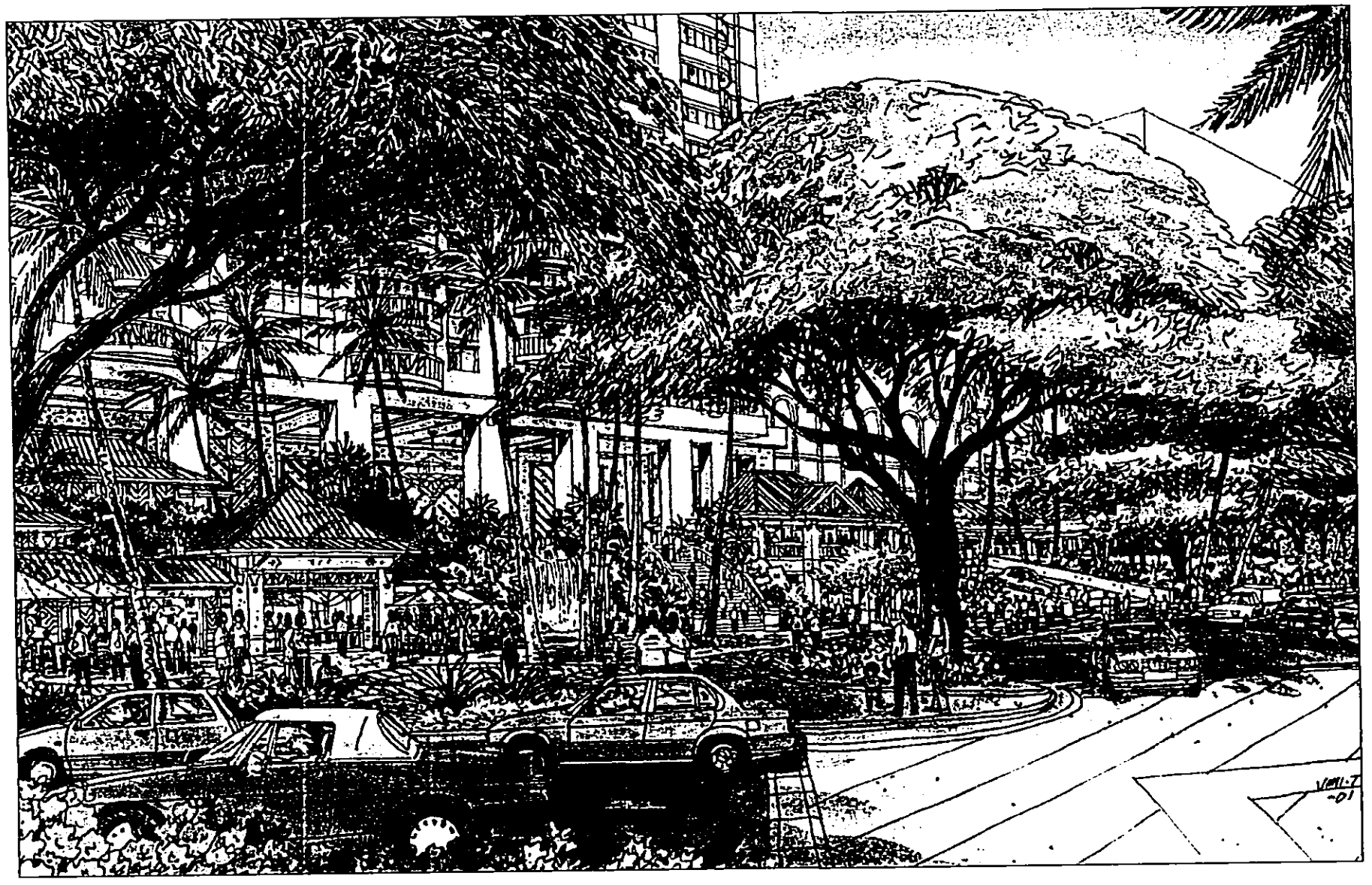
Source: Wimberly Allison Tong & Goo

Revised Figure 2-5
PROPOSED WAIKIKIAN AS VIEWED FROM THE ALA WAI BRIDGE (ARTIST RENDERING)
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001



Source: Wimberly Allison Tong & Goo

Figure 2-6
VIEW OF IMPROVED DEWEY LANE (ARTIST RENDERING)
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



Source: Wimberly Allison Tong & Goo

Revised Figure 2-7
PROPOSED PEDESTRIAN PLAZA
(ARTIST RENDERING)
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001

In order to help separate traffic flow destined for the Lagoon Tower and Waikikian Tower from other resort traffic, the Plan proposes a grade-separated porte cochere on the project site. This is essentially a U-shaped ramp that will extend across the makai portion of Rainbow Drive with an ingress and egress off Dewey Lane. Extending between the top of the ramped ends of the porte cochere, the elevated drop-off area will abut a covered guest arrival plaza which will provide direct pedestrian access to the the Lagoon Tower. The guest arrival plaza will contain lobby facilities for both vacation ownership towers, including check-in/check-out and concierge services.

The guest arrival plaza will be constructed off-grade at an elevation of approximately 14.5 feet above existing grade. The plaza will essentially be a second story deck extending in the makai direction from the proposed building over the existing service lane on the 'Ewa side of the HHV parking structure to the makai end of Rainbow Drive. The ingress and egress ramps will be approximately 22 feet wide each. They will be located approximately 192 feet apart. The portion of the porte cochere fronting the guest arrival plaza will be approximately 32 feet wide, which will allow adequate space for baggage handling and valet parking service. A greeter station will be centrally located on the plaza to direct arriving guests to their destination.

Vehicles intending to access HHV from Dewey Lane will enter Rainbow Drive and proceed in a Diamond Head direction under the guest arrival plaza to the makai entrance of the HHV parking structure or to the resort's main porte cochere at Rainbow Tower.

By centralizing the porte cochere functions of the Lagoon Tower and the Waikikian Tower, the existing porte cochere on the Diamond Head side of the Lagoon Tower can be eliminated and the area can be reclaimed as part of the great lawn extending between the Lagoon Tower and Rainbow Tower.

2.6.2.4 Loading Docks, Service Vehicles and Fire Lanes

The combined effect of the ~~proposed parking structure,~~ new tower and guest arrival plaza will be to ~~completely~~ cover the former fire lane along the 'Ewa side of the HHV parking structure. Because HHV recently made several design improvements to Rainbow Drive, including raising the roofs of the covered pedestrian crossings, Rainbow Drive has been converted to the principal fire lane serving HHV and is now accessible to fire trucks and emergency vehicles, in compliance with the appropriate and recognized design standards. Therefore, the former fire lane along the HHV parking structure will no longer be needed for that purpose, but it will not be closed.

Instead, this lane is proposed to function as a one-way service lane for supply vehicles delivering goods to the resort. Service vehicles will enter the lane through an existing driveway between the Kobe Steakhouse and Kalia Tower on Ala Moana Boulevard and make a right turn into the proposed parking structure. The ground floor of the structure will be reserved for a large loading dock, as well as mechanical rooms and back-of-the-house functions, and no guest parking or employee parking will be provided at this level. The loading dock is intended to serve as a centralized receiving area for the Lagoon Tower/Waikikian end of HHV. Off-loaded goods may be transported to their final destination within the resort by smaller, golf-cart-style flatbed vehicles presently used at the resort.

It is intended that by containing the loading dock within the ground floor of the parking structure, the annoying sound of back-up signals will be greatly reduced, if not eliminated for resort guests as well as the residents of nearby buildings, especially the Ilikai. Service vehicles departing the loading dock will continue makai on the covered service lane and exit by making a right turn on to the makai portion of Rainbow Drive and then exiting either right or left on Dewey Lane, depending on the location of their next

delivery. The covered service lane will also continue to function as a queuing lane for taxis and limousines.

2.6.2.5 Commercial/Retail Uses

In addition to the main building, the Plan also proposes several smaller structures intended for commercial/retail use. These include a wedding chapel (approximately 1,200 square feet), a restaurant (approximately 2,500 square feet) and retail shops (approximately ~~11,800~~ 10,481 square feet). ~~The wedding chapel is proposed to be located at the makai end of the project site near the Hilton Lagoon.~~

The wedding chapel will replace the existing Rainbow Tower porte cochere. It will overlook the Hilton Lagoon with a view of the lagoon and ocean beyond. The design of the chapel is of an open six-sided gazebo-like structure with glass sides and a sloping roof. The changing rooms and a small amount of storage will be located to the side of the chapel.

The service area for the Rainbow Tower will be relocated to the base of the chapel structure where it will be concealed from general public view. This new service area location has been moved in a mauka direction under the chapel to provide more at-grade landscaping and beach promenade. The driveway to the service court will be concealed by the chapel structure.

Construction of the wedding chapel will require the relocation of the Rainbow Tower porte cochere and the reconstruction of the Rainbow service court in an enclosed structure at grade. The wedding chapel will be constructed above the service court to appear as a free standing structure.

The Rainbow Tower porte cochere and lobby will be shifted slightly to accommodate the wedding chapel. A new a single-story covered structure with skylights similar to the existing porte cochere structure will be constructed over the relocated porte cochere and lobby. Rainbow Drive at this area will be modified slightly to accommodate this change. Guests arriving at this location will also enjoy the view of the lagoon and the ocean beyond.

The restaurant will be situated in an area on the makai end of the project site. ~~The Plan envisions the restaurant to recapture some of the atmosphere and style of the old Tahitian Lanai restaurant that formerly occupied the property.~~ The restaurant will be comprised of three single-story components: a pool-side bar overlooking the main element of the new swimming pool, the kitchen/production area, and a covered dining area that faces the Hilton Lagoon. With a covered dining area of approximately 1,500 square feet, it is envisioned as a small, casual, and moderately-priced facility serving three meals a day to visitors and residents. The restaurant will have a Hawaiian atmosphere with a warm and welcoming character complimented by Hawaiian music.

Some of the retail shops are proposed to be located at ground level along the ~~entire~~ 'Ewa face of the proposed ~~parking structure~~tower, looking out to the proposed pedestrian plaza. All these facilities will be one to two stories in height.

In addition, more retail shops will be located under the guest arrival plaza. In effect, the second-story plaza deck and porte cochere will create a large covered, ground-floor shopping plaza set back about 100 feet from Dewey Lane. The backs of these shops will abut the aforementioned service lane, thereby providing each shop with convenient delivery access.

2.6.2.6 Renovation of the Lagoon Tower Swimming Pool

The existing swimming pool at the Lagoon Tower is located on a concrete platform that extends in a makai direction from the base of the tower out into the Hilton Lagoon. The wall forming the edge of the platform rises about 5 feet above mean high tide. Presently, the entire pool platform is gated and access is limited to guests at the Lagoon Tower. This arrangement prohibits pedestrian access around the mauka side of the Hilton Lagoon.

The Plan proposes to demolish the existing pool and restore a portion of the property to a combination of sand and landscaped area. Demolition will involve lowering the entire platform by about 2 feet, to a height of approximately 3 feet above mean high tide. Because the Hilton Lagoon is within the State Conservation District, but the pool deck is in the Urban District, all demolition work must be conducted from the landside and no equipment can operate in the water without the proper permit. Furthermore, because the Hilton Lagoon is influenced by tides, it falls under the jurisdiction of the U.S. Army Corps of Engineers and no work can occur in the water without the necessary federal permits. Therefore, the demolition of the pool and the subsequent landscaping of the area will be conducted in a manner that will prevent any demolished material or construction equipment from entering the water.

Once the pool deck is lowered, the land will be reshaped to better conform to the beach abutting either side. A portion of the property will be landscaped with a combination of tropical plants and sand so that its finished appearance, a slightly wmounded landscaped area, will compliment the rest of the lagoon. A pedestrian pathway will be added to provide unencumbered access around the mauka side of the lagoon. The makai edge of the wall will be dressed with a combination of lava rock and ground cover similar to the character of the existing island in the lagoon, to the extent possible, without impacting the lagoon water. The remaining portion of the former pool deck will be reserved for the resort.

2.6.2.7 New Swimming Pool

A new swimming pool will be added at the makai end of the project site. It is intended to total approximately 5,700 square feet in area and consist of a series of separate pools connected by flowing waterways and slides. The entrance to the main slide will be elevated and covered by a small gazebo to help contain noise. The space under the slide entrance will house the mechanical pumps for the pool. The exit for the slide will be configured to face the Hilton Lagoon. This will direct noise away from the Ilikai as well as the Lagoon Tower.

2.6.2.8 Public Benefits

As discussed at the beginning of this chapter, the applicant proposes to contribute approximately $8 million in public benefits to compensate for the design flexibility being sought for the proposed development. The public benefits include the widening of Dewey Lane, its signalized intersection with Ala Moana Boulevard, a new Pedestrian Plaza, a new pedestrian sidewalk along Dewey Lane, and a new pedestrian pathway along the mauka side of Hilton Lagoon. The estimated cost of these benefits does not include the long-term costs that will be incurred by Hilton to maintain these improvements on a daily basis. Items requiring maintenance by Hilton are identified.

The widening of Dewey Lane and the development of a signalized intersection at Ala Moana Boulevard is intended to improve vehicular movements and provide pedestrians with a new mauka-makai beach access route. While people can presently walk along the existing alley, there is no sidewalk, and they must

compete for space with service trucks and other vehicles. The lane widening will add 10 feet of HHV property to the lane, enough for two 12-foot lanes and a landscaped strip along a portion of the Ilikai podium. The total cost of the lane widening, including design, construction, and the value of the HHV property is approximately $2.24 million.

The new intersection will provide Waikīkī residents on the mauka side of Ala Moana Boulevard with a direct route to Waikīkī beach, as opposed to having to cross Ala Moana at the Hobron or Kalia intersections and then either walk along the Holomoana Street to get to the beach, or along Kalia Road to Paoa Place (the mauka-makai roadway between the HHV and Hale Koa Hotel). The cost of designing and constructing the intersection at Dewey Lane is estimated to be approximately $1.9 million.

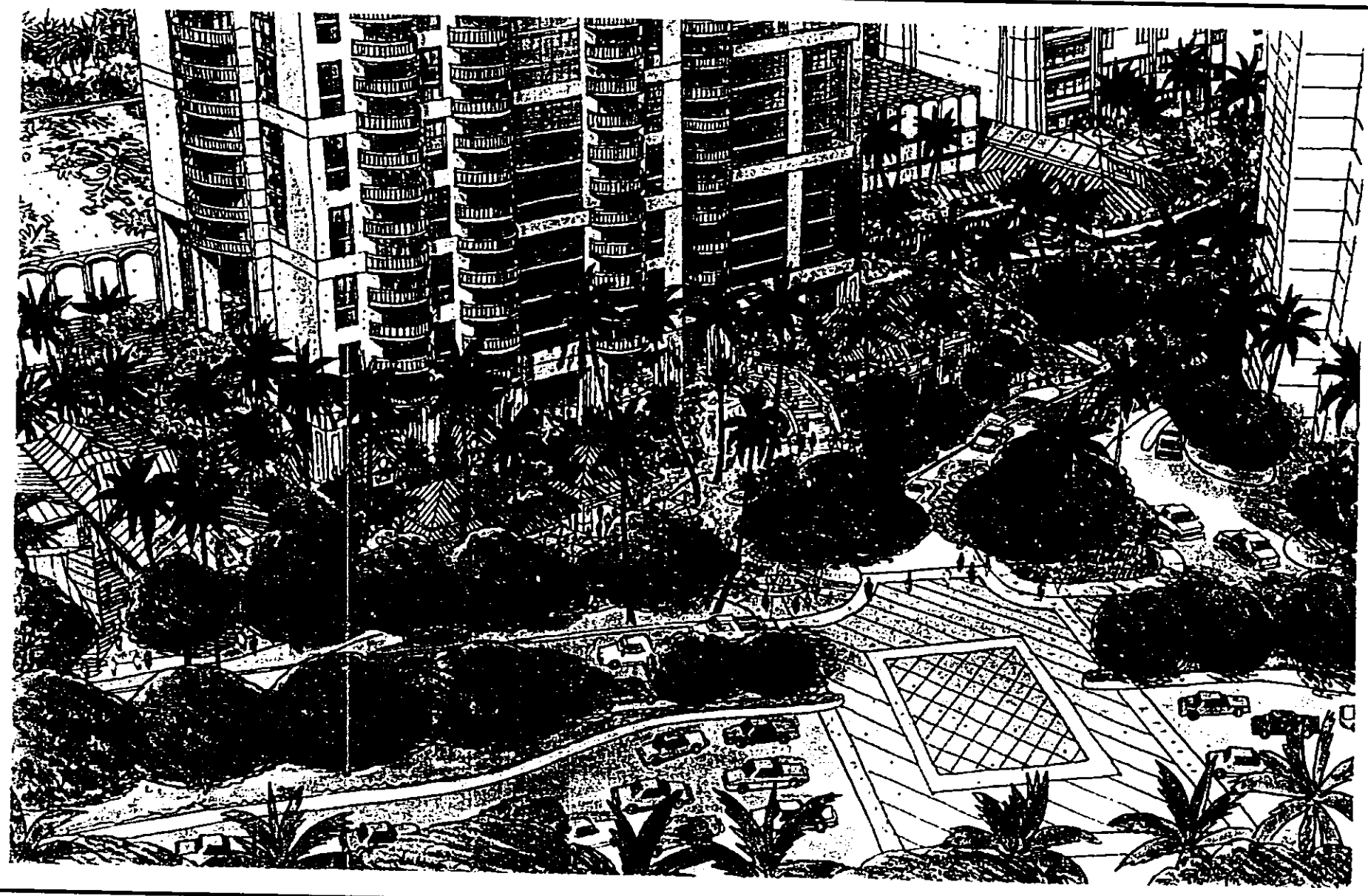
A new Pedestrian Plaza is proposed within the state-owned Ala Moana Boulevard right-of-way and will be constructed and maintained by the applicant on land presently occupied by a portion of the existing turn-out and the median strip separating the turnout from the Diamond Head bound lanes of Ala Moana Boulevard. Containing approximately 12,827 square feet, the plaza is intended to continue the landscape theme initiated at the corner of Kalia Road and Ala Moana Boulevard. (See Figure 2-8.) However, in the place of grassed areas, the plaza will take on a greater people orientation as a *wahi 'akoakoa* (gathering place) - a place to sit, eat, talk story, and people-watch. The plaza will be paved with an attractive natural material, as opposed to concrete, and structures will incorporate natural building materials. A water feature or fountain is proposed as a means of visually demonstrating the meaning of Waikīkī ("spouting water"). No commercial development is proposed on the publicly-owned land.

Abutting the plaza on Hilton owned property, selected vendor carts, perhaps even lei-making and craft demonstrations, along with local café-style outlets offering meals and snacks such as those found at juice bars, panini sandwich shops, and neighborhood coffeestands will add to the comfortable atmosphere. Additional retail outlets will be located at the lobby level of the Waikikian Tower and will offer sundry items focusing on guests' needs while Hawaiian artwork similar to that in the Kalia Tower will grace the building lobby.

The sum effect of the plaza will be an attractively landscaped visual focal point that invites pedestrians to stop and linger before heading to beach or home again. The cost of designing and constructing the new Pedestrian Plaza is estimated to be approximately $1.5 million.

A new paved walkway is proposed along the length of Dewey Lane. The public walkway will be within HHV property. It will be separated from the lane by tropical landscaping and will likely be designed with a gentle curving alignment as opposed to a straight line. The walkway will be between six and eight feet in width. Its total cost, including the value of the HHV property, its design, construction, and maintenance by HHV staff, is estimated to be approximately $150,000.

To complete the pedestrian access to Waikīkī Beach, the applicant proposes the construction of a paved pathway around the mauka side of Hilton Lagoon which will connect the public sidewalk at Holomoana Street to Hilton's paved sidewalk along the makai side of Rainbow Tower. The total estimated cost of designing, constructing, and maintaining this walkway, including the demolition of the exiting Lagoon Tower swimming pool which is needed to accomplish the design, is approximately $2 million.



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Source: Wimberly Allison Tong & Goo

Additional Figure 2-8
OBLIQUE VIEW OF PROPOSED PEDESTRIAN PLAZA (ARTIST RENDERING)
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

2.7 PROPOSED INFRASTRUCTURE

In addition to onsite infrastructure improvements associated with the Plan, the project will require the following offsite improvements:

- 600-foot long, 15-inch relief sewer line in Ala Moana Boulevard between Dewey Lane and Kalia Road;
- 300-foot long, 8-inch branch off the main Ala Moana water main;
- a fire hydrant within 150 feet of the farthest exterior wall; and
- extension of an existing 2-inch natural gas line from HHV to the property.

Chapter Four discusses onsite and offsite infrastructure in greater detail.

2.8 DEVELOPMENT SCHEDULE

Construction of the proposed project cannot commence until all relevant permits are granted. Under the most recent scenario, construction is anticipated to begin in March 2003 and conclude by the end of January 2005.

2.9 PROJECT COSTS

~~The overall estimated cost of the project will be in excess of $80 million~~Construction of the proposed project is estimated to be $80 million.

Chapter Three

Alternatives

CHAPTER THREE
ALTERNATIVES

3.1 INTRODUCTION

Hilton Hotels Corporation (Hilton) acquired the Waikikian property for two primary reasons: to protect the 'Ewa edge of the Hilton Hawaiian Village (HHV) from potentially incompatible development, and to provide an area for the relocation and improvement of guest services and resort operations. The Waikikian property, zoned for resort development, has the highest allowable height limit in Waikīkī but has an extremely narrow configuration. It is very likely that if bought by someone else, the property would be developed to its highest and best use to justify the purchase price, which would result in a 350-foot-high elongated building on a mauka-makai orientation similar to that proposed in the 1990 Waikikian Environmental Impact Statement (EIS). Thus, when the property was placed on the market by the former owner, it was considered to be in Hilton's best interest to purchase it.

Once the property was acquired, a range of possible uses was evaluated, including retaining the property in undeveloped open space. But the so-called No Action Alternative was abandoned in favor of alternatives that yielded a reasonable return on Hilton's investment of $20 million (acquisition cost). At the time of the acquisition, the conversion of the Lagoon Apartments (now known as Lagoon Tower) to vacation ownership units was nearing completion. The success of the program, in terms of market demand for the Lagoon Tower units, led to the conclusion that the Waikikian property could be adapted to the same use. Thus, development alternatives for the property focused on schematic layouts for a new vacation ownership building. The rejection of the development alternatives in favor of the Draft EIS's Preferred Alternative was based largely upon two considerations. First, the alternatives could not provide the number of units needed to produce a sufficient revenue stream, and second, they were generally inconsistent with the objectives discussed in Chapter Two, which focus on implementing the renovation plan and improving ocean views from the resort.

The Mitigative Alternative now presented in Chapter Two replaces the Draft EIS's Preferred Alternative, which has been moved to this chapter as an alternative which was considered, but ultimately rejected.

3.2 ALTERNATIVE USE OPTIONS

3.2.1 No Action

The No Action Alternative would retain the Waikikian property in its present condition. Given the presence of the vacant and abandoned Waikikian Hotel structure, this alternative is not considered to be desirable for purposes of public safety as well as aesthetics. The abandoned building is unsightly and incompatible with the character of the HHV.

3.2.2 Restoration of the Existing Structure

Restoration of the existing hotel building is not practical because its age, location, and architectural style would severely limit its market competitiveness in Waikīkī. It is highly doubtful that visitors would choose to stay at the renovated Waikikian given the other available choices and their more attractive amenities.

Furthermore, the limited number of rooms that the old building could offer would not be able to generate revenue sufficient to offset the acquisition cost + renovation costs + annual real property taxes. For these reasons, restoration of the existing structure was rejected.

3.2.3 Retention of the Property in Open Space

It was suggested during the early consultation period that the Waikikian property be retained in open space and utilized as a park or as a landscaped buffer around the edge of the HHV. Dedicating the land as a park cannot be justified economically given its $20 million purchase price. In addition, Hilton and its surrounding neighbors all recognize that the existing character of Dewey Lane represents a public safety concern at night. With no sidewalks, street lighting, and activity, it is not a safe place to walk. Unless heavily patrolled, public parks in urban settings generally attract loitering and other undesirable activities. Converting the property to a public park would thereby compromise the safety and sense of security enjoyed by the visitors and surrounding residents, and would likely place a higher burden on the Honolulu Police Department (HPD) than already exists. Finally, the property's irregular shape makes it ill suited as a recreational-oriented park. The alternative is a passive park that would be limited to shade trees and landscaping. In view of Hilton's desire to maximize open space on the property, the choice between turning it over to the City and County of Honolulu (City) or State of Hawai'i (State), where it would have an uncertain future due to continuing budget constraints, versus retaining control over the property for the benefit of the resort was not difficult to make.

Redeveloping the property solely as a landscaped buffer along the 'Ewa edge of the HHV is consistent with some of Hilton's objectives, but cannot be justified in terms of the cost to maintain the property while continuing to pay real property taxes based on its value for hotel use. The land was simply too valuable to maintain as open space with no opportunity for a reasonable return on the investment. Therefore, Hilton has determined that the optimal use of the property involves maximizing the generation of revenue on as small of an area of the property as possible and retain the remainder in open space.

3.2.4 Redevelopment with a New Low-Rise or Mid-Rise Use

This alternative is essentially the same as restoring the existing Waikikian Hotel, only more expensive. The cost of redevelopment, when coupled with the tax burden the property bears, cannot be justified by a land use that is significantly less than its highest and best use.

In addition, the location of the property and its configuration would severely limit its ability to successfully compete for market share in Waikiki. Low- to mid-rise development would enjoy no ocean or mountain views. The mass of the Ilikai podium on the 'Ewa side of the property and the mass of the HHV parking structure on the Diamond Head side provide no aesthetic value to the property.

3.2.5 Redevelopment of Retail Use

This alternative would limit development on the site to retail/commercial land uses that would compliment existing retail activities at the HHV. As with the other low-density alternatives, an inability to generate sufficient revenue to justify the purchase price and development cost is an important consideration. To maximize revenue from retail, the Waikikian property would need to be developed to its highest allowable density. The City's Land Use Ordinance (LUO) requires that at least 50 percent of the property be retained in open space. This requirement would limit the amount of retail that could actually be developed on the

property, thereby constraining to a certain degree its revenue-producing potential. In other words, only half the property could be developed and it would be limited to no more than two or three stories of retail, because consumer preference studies show that customers generally prefer shops with no more than three levels.

Assuming that half the Waikikian property is developed to the allowable Floor Area Ratio (FAR) of 2.8, the existing parking standard of one stall for every 800 square feet of retail space would result in up to 140 parking stalls being required for off-street parking. These stalls would have to be located onsite in a multi-story parking garage, which would either be built above the retail or below ground. Subterranean parking would result in extensive excavation and dewatering since the groundwater table is only a few feet below the surface. The potential environmental impacts of this would be significant. Aboveground parking would result in approximately three or more stories of parking above the retail. Thus, while retail development might be assumed to be low-rise in character, because there is little evidence to demonstrate the financial success of multi-level retail in Waikīkī beyond three stories, when the parking requirement is taken into consideration it results in a development rising to six or more stories. Consequently, retail development of the property has been rejected because it would not be consistent with Hilton's objectives for the resort.

3.2.6 Redevelopment for Visitor Use

Redevelopment of the Waikikian property in a manner that is consistent with the highest and best use allowable under the current land use controls provides the best opportunity for Hilton to fulfill its objectives, as outlined in Chapter Two. The physical proximity of the property to the Lagoon Tower also presents a unique opportunity for Hilton to expand the vacation ownership concept at the resort while improving its operations by centralizing operations that would serve both the Lagoon Tower and a new vacation ownership building. For these reasons, Hilton has concentrated its planning efforts on the provision of visitor units on the property.

3.2.7 Postponing the Action

The alternative of postponing development of the Waikikian property was evaluated but has been rejected. The applicant recently converted the existing Lagoon Apartments to vacation ownership units. This involved not only the renovation of the building interior, but also the implementation of a sales program at the HHV to sell the Lagoon Tower units. To date, sales of the Lagoon Tower units have been very successful. The timing of the proposed development of the Waikikian property is based in part upon the anticipated demand for additional vacation ownership units at the HHV beginning in 2005. By postponing the project, Hilton would lose the momentum gained during its Lagoon Tower sales program, thereby jeopardizing its ability to compete for a share of the worldwide vacation ownership market.

In addition, during the early consultation period it was suggested by some neighboring property owners that the proposed project should be postponed until the traffic impacts of the recently completed Kalia Tower can be fully evaluated. This alternative has been rejected on the basis that an assumption of the traffic generated by Kalia Tower has been included in the traffic study conducted for the Waikikian project. Therefore, postponing the project to evaluate the traffic impacts of Kalia Tower is not necessary. Its impacts are already assumed to be part of the existing traffic conditions in 2005 when the proposed Waikikian project would be completed.

3.3 DESCRIPTION OF ALTERNATIVES

Following is a discussion of the ~~four~~five building design alternatives that were considered, and ultimately rejected, in favor of the ~~Preferred~~ Mitigative Alternative, which constitutes the Waikikian Development Plan (Plan). The preferred alternative presented in the DEIS has been added to this Chapter, as it has been rejected in favor of the Mitigative Alternative.

3.3.1 Alternative A-1

3.3.1.1 Overall Site Plan and Building Mass

The 250-foot-high building under this alternative would have a 40-foot-high podium housing the main lobby, front office, retail shops, guest amenities, administration offices and back-of-house functions on the ground level, as well as three split-level floors for parking independent of the existing HHV parking structure (see Figure 3-1). The entry to and exit from the site would be along the 25-foot widened Dewey lane. It would have one-way driveways for access into the new timeshare porte cochere and the relocated drop-off for the existing Lagoon Tower.

Above this, the structural framework of the tower would extend about 44 feet into void space to elevate the first guest unit floors above the existing parking structure. In compliance with all front yard, side, rear and height transition setbacks, the 310-foot-long single/double loaded tower would be oriented along the east-west or mauka-makai direction.

The west side of the site adjacent to the existing Lagoon Tower would feature retail in two single-story blocks to create a tropical village path leading to a wedding chapel facing the lagoon. A new pool and recreation area would be provided at the northwest side of the existing Lagoon Tower (see Figure 3-1).

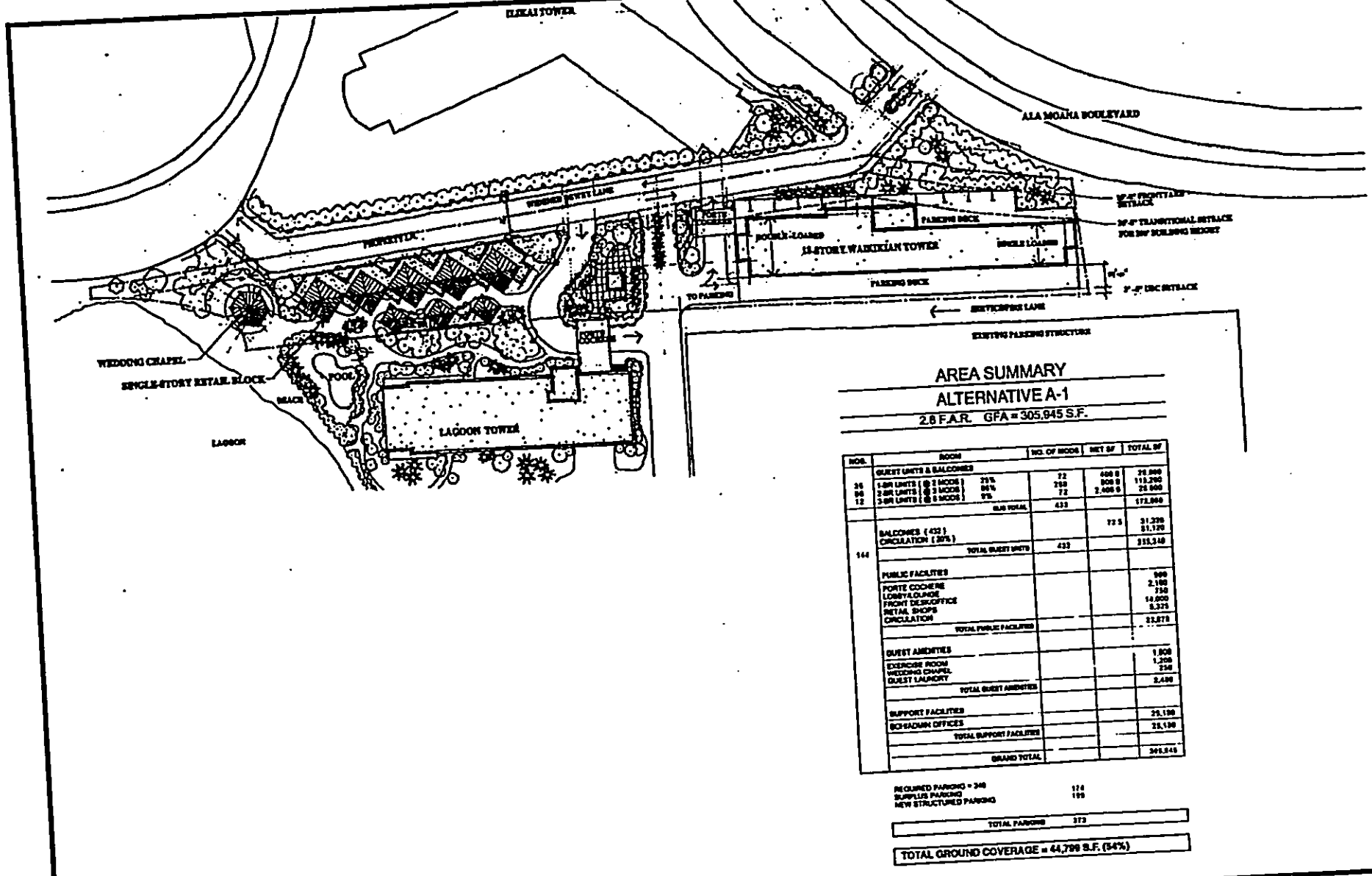
Total gross floor area would be 305,945 square feet, with ground coverage approximately 44,799 square feet or 54 percent of the site area (see Figure 3-2).

3.3.1.2 Guest Units

A total of 144 timeshare units would be in 18 levels in the tower. All of the guest units would have an angled view towards the ocean and Diamond Head or 'Ewa directions. However, the interior of the guest rooms would be clearly visible from the Ilikai and the Tapa Tower.

3.3.1.3 Wedding Chapel

A wedding chapel would be located on the western end of the site facing the lagoon. The 1,200-square-foot open pavilion would have dressing and toilet facilities.



AREA SUMMARY
ALTERNATIVE A-1
2.6 F.A.R. GFA = 305,945 S.F.

NOS.	ROOM		NO. OF MODS	NET SF	TOTAL SF
	GUEST UNITS & BALCONIES				
35	1-BR UNITS (@ 2 MODS)	75%	72	406 S	28,980
96	2-BR UNITS (@ 3 MODS)	96%	72	906 S	113,256
12	3-BR UNITS (@ 5 MODS)	5%		2,406 S	28,800
		SUB TOTAL	433		171,960
144	BALCONIES (432)			72 S	31,320
	CIRCULATION (30%)				51,120
		TOTAL GUEST UNITS	433		255,348
	PUBLIC FACILITIES				
	PORTE COCHERE				900
	LOBBY/LOUNGE				2,100
	FRONT DESK/OFFICE				750
	RETAIL SHOPS				14,600
	CIRCULATION				5,325
		TOTAL PUBLIC FACILITIES			23,675
	GUEST AMENITIES				
	EXERCISE ROOM				1,800
	WEDDING CHAPEL				1,300
	GUEST LAUNDRY				250
		TOTAL GUEST AMENITIES			3,450
	SUPPORT FACILITIES				
	BOH/ADMIN OFFICES				25,190
		TOTAL SUPPORT FACILITIES			25,190
		GRAND TOTAL			305,945

REQUIRED PARKING = 348	174
SURPLUS PARKING	199
NEW STRUCTURED PARKING	
TOTAL PARKING	373

TOTAL GROUND COVERAGE = 44,799 S.F. (54%)

Source: Wimberly Allison Tong & Goo

NORTH

0 75 150 300
SCALE IN FEET

Figure 3-1
SITE PLAN: ALTERNATIVE A-1

Hilton Hawaiian Village Waikiklan Development Plan
Prepared by Belt Collins Hawaii
July 2001

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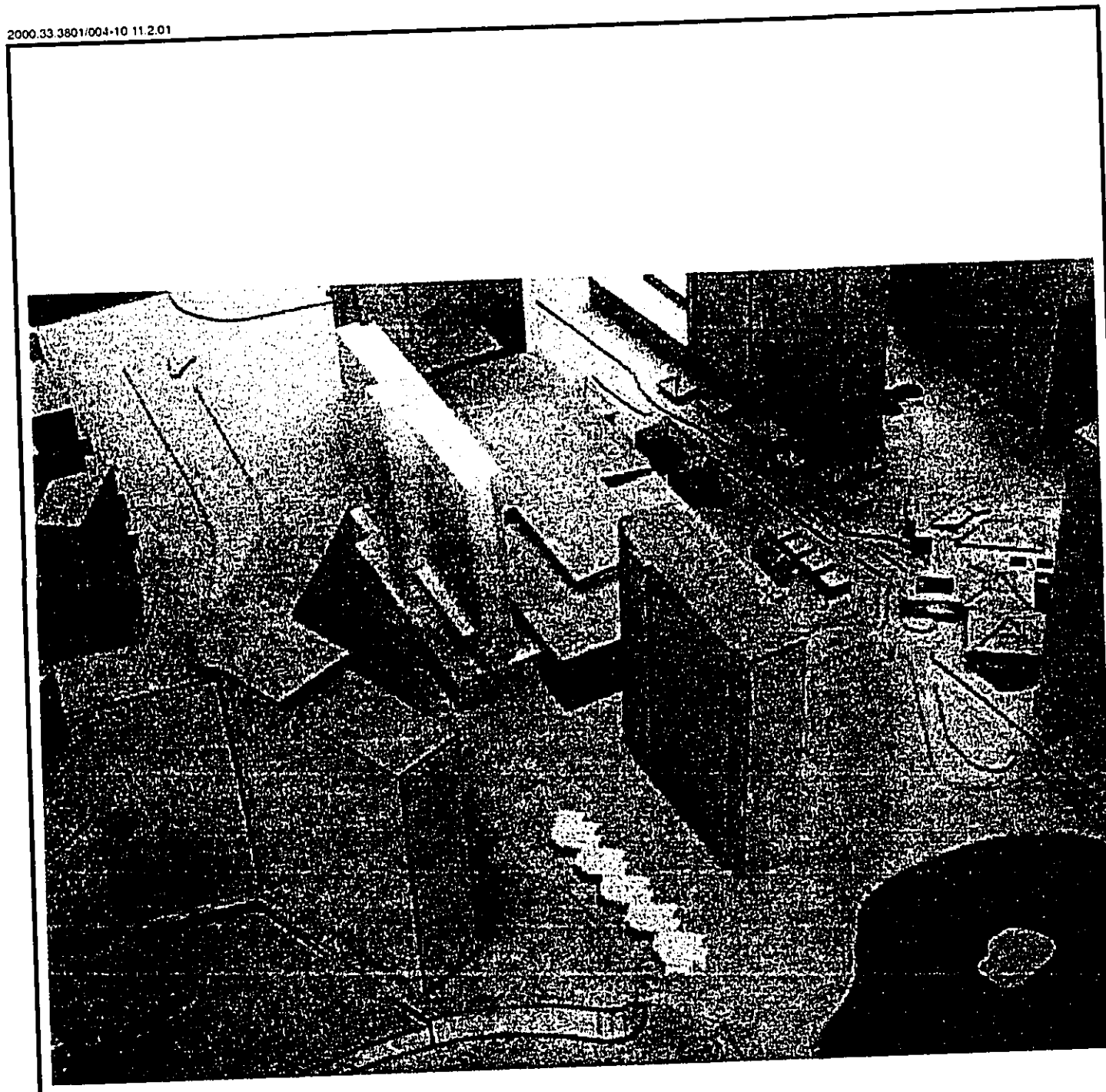


Source: Wimberly Allison Tong & Goo

Figure 3-2
ALTERNATIVE A-1 VIEW OF ARCHITECTURAL MODEL

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

3.3.1.4 Retail

Approximately 4,400 square feet of small- and medium-size shops would be located on the ground level of the new timeshare tower and around 9,600 square feet would be along the village path that leads to the wedding chapel and lagoon. Total retail area is 14,000 square feet. These single-story blocks would have a very tropical and Hawai'ian theme.

3.3.1.5 Guest Amenities

Guest amenities would include a 1,000-square-foot exercise room and a 250-square-foot guest laundry on the ground level of the timeshare tower.

3.3.1.6 Pool

A new 4,000-square-foot recreational deck would be located on the northwest side of the existing Lagoon Tower, and feature a new pool and snack kiosks and access to the restored lagoon beach.

3.3.2 Alternative A-2

3.3.2.1 Overall Site Plan and Building Mass

This alternative is essentially the same as Alternative A-1, except that the 250-foot-high tower would be single loaded and contain 123 units (see Figure 3-3). The west side of the site adjacent to the existing Lagoon Tower would feature more retail in one single-story block as well as on the ground level of a four-story block that would have an additional 10 high-end guest units. In between these structures, a tropical village path would lead to the wedding chapel facing the lagoon. A new pool area would be provided at the northwest side of the existing Lagoon Tower.

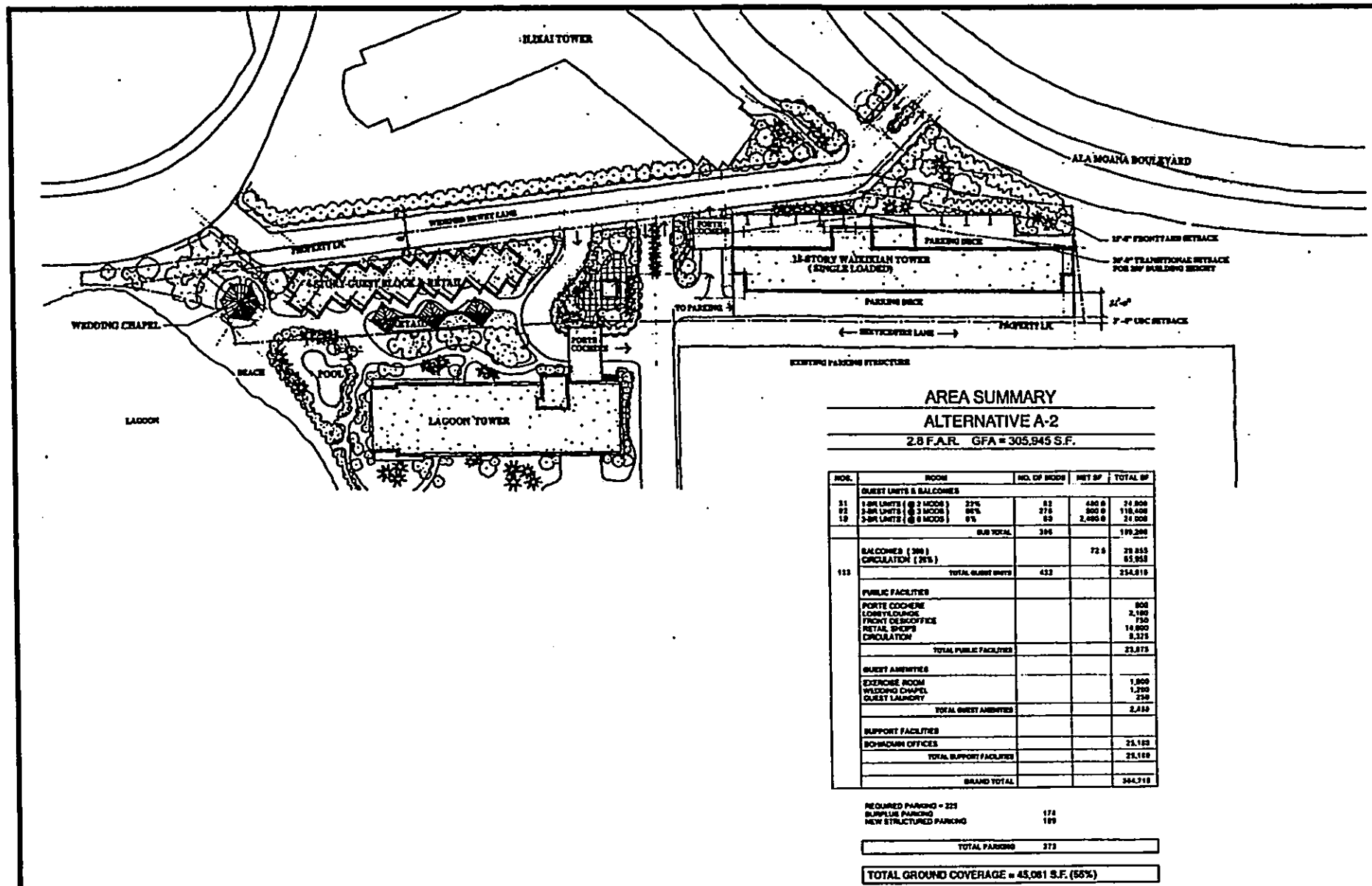
Total gross floor area would be 305,945 square feet, with ground coverage approximately 45,081 square feet or 55 percent of the total site area (see Figure 3-4).

3.3.2.2 Guest Units

A total of 133 timeshare units, 10 units would be on three levels at the retail village facing the lagoon, and 123 units would be on 18 levels in the tower. All of the guest units would have an angled view toward the ocean and Diamond Head, but would be visible the Tapa Tower.

3.3.2.3 Wedding Chapel

Same as Alternative A-1.



AREA SUMMARY
ALTERNATIVE A-2
2.8 F.A.R. GFA = 305,945 S.F.

NOS.	ROOM		NO. OF MODS	NET SF	TOTAL SF
	GUEST UNITS & BALCONIES				
31	1-BR UNITS (@ 2 MODS)	33%	62	680.0	24,800
92	2-BR UNITS (@ 3 MODS)	66%	276	900.0	110,400
10	3-BR UNITS (@ 6 MODS)	6%	60	2,400.0	24,000
	SUB TOTAL		396		159,200
133	BALCONIES (396) CIRCULATION (26%)			72.5	28,855 65,958
	TOTAL GUEST UNITS		432		254,013
	PUBLIC FACILITIES				
	PORTE COCHERE LOBBY/LOUNGE FRONT DESK/OFFICE RETAIL SHOPS CIRCULATION				800 2,100 750 10,800 9,325
	TOTAL PUBLIC FACILITIES				23,875
	GUEST AMENITIES				
	EXERCISE ROOM WEDDING CHAPEL GUEST LAUNDRY				1,800 1,200 250
	TOTAL GUEST AMENITIES				2,250
	SUPPORT FACILITIES				
	BOH/ADMIN OFFICES				25,193
	TOTAL SUPPORT FACILITIES				25,193
	GRAND TOTAL				304,310

REQUIRED PARKING = 225	
SURPLUS PARKING	174
NEW STRUCTURED PARKING	199
TOTAL PARKING	373

TOTAL GROUND COVERAGE = 45,061 S.F. (55%)

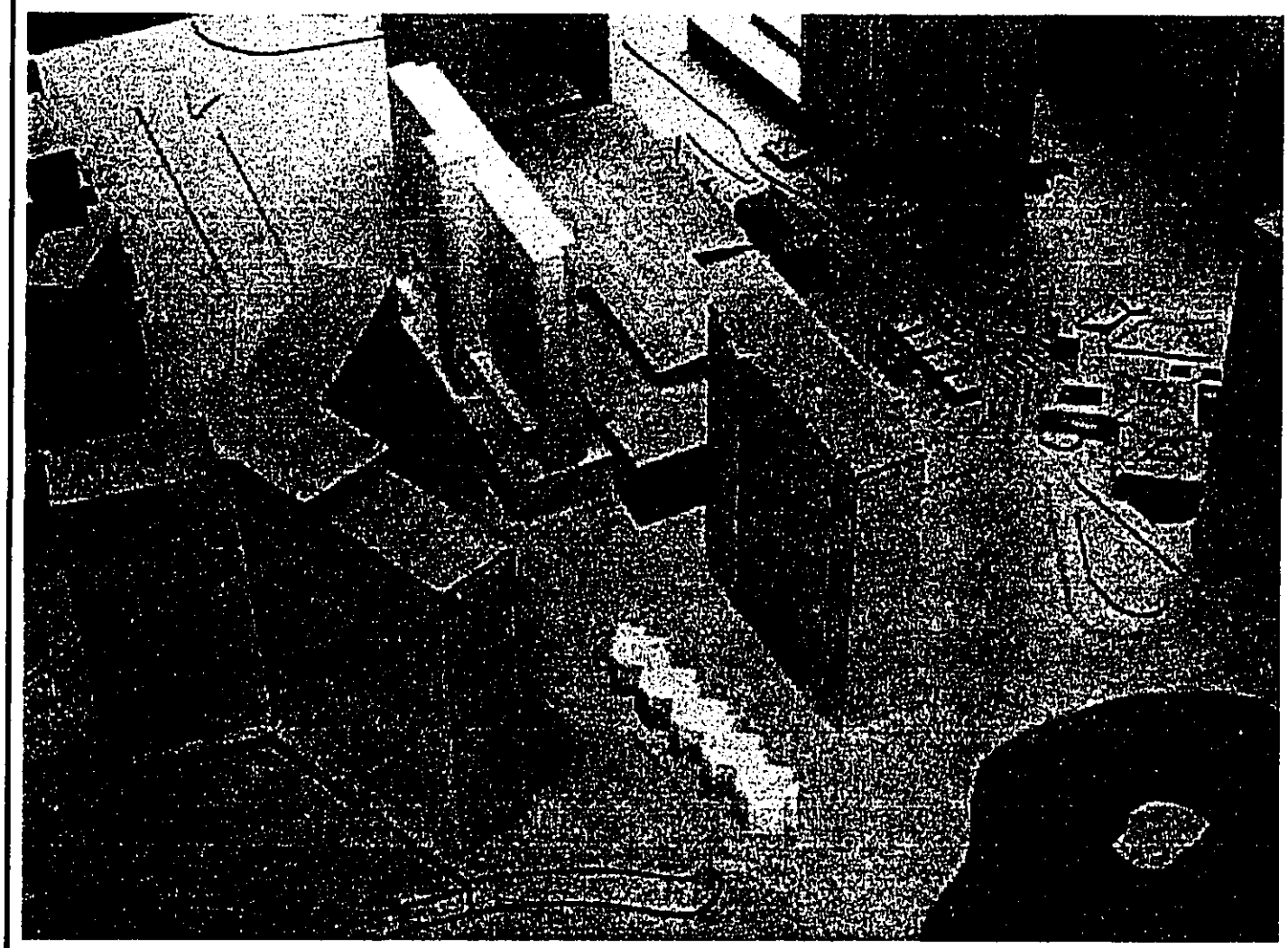
Source: Wimberly Allison Tong & Goo

NORTH

0 75 150 300
SCALE IN FEET

Figure 3-3
SITE PLAN: ALTERNATIVE A-2

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



Source: Wimberly Allison Tong & Goo

Figure 3-4
ALTERNATIVE A-2 VIEW OF ARCHITECTURAL MODEL

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

3.3.2.4 Retail

Same as Alternative A-1.

3.3.2.5 Guest Amenities

Same as Alternative A-1

3.3.2.6 Pool

Same as Alternative A-1.

3.3.3 Alternative B-1

3.3.3.1 Overall Site Plan and Building Mass

The 310-foot-high building under this alternative would have a podium housing the main lobby, front office, retail shops, administration offices, and back-of-house functions on the ground and second levels, as well as four levels of parking that would be linked to the existing HHV parking structure (see Figure 3-5). The entry to and exit from the site would be along the 25-foot widened Dewey lane, with one-way driveways for access into the new timeshare porte cochere and the relocated drop-off for the existing Lagoon Tower.

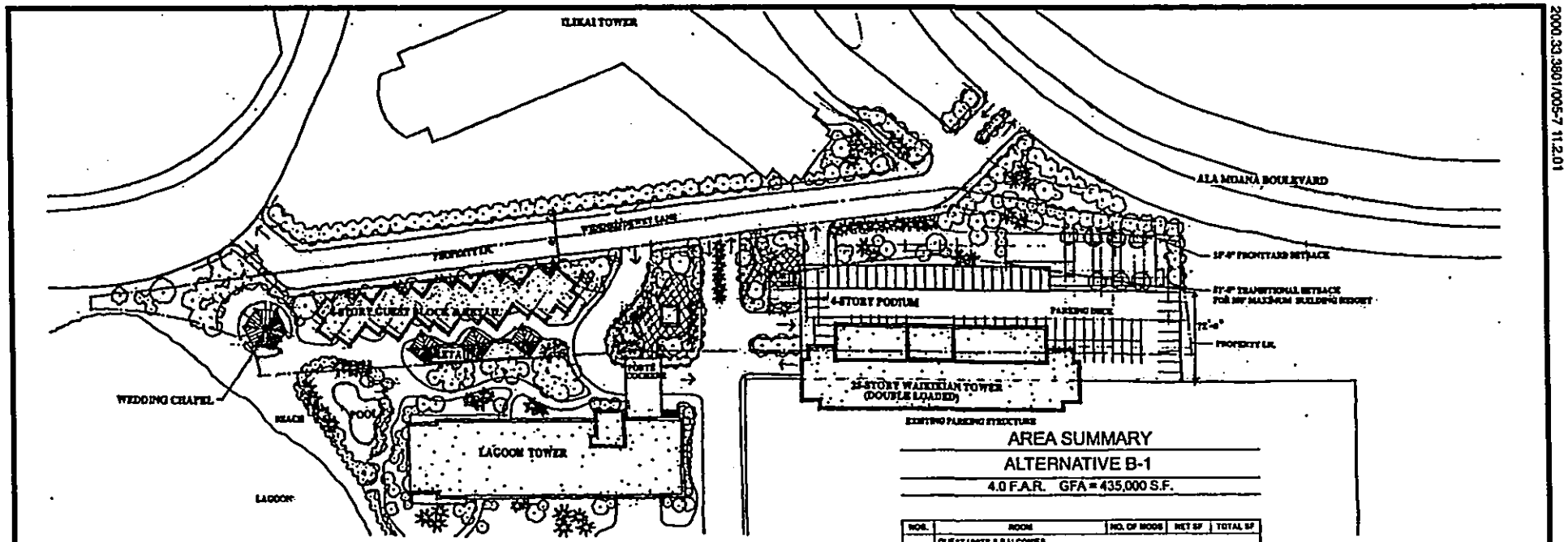
Above this, the structural framework of the tower would extend about 35 feet into void space to elevate the first guest unit floor above the existing parking structure. The 230-foot-long, double-loaded tower would be oriented along the east-west or mauka-makai direction, cantilevered 30 feet over the existing HHV parking structure to get a substantial setback from the neighboring Ilikai Hotel tower. Rooms on the mauka side would be visible from the Kalia Tower.

The west side of the site adjacent to the existing Lagoon Tower would feature more retail in a single-story block and on the ground level of a four-story block with high-end units above. In between these low-rise buildings, a tropical village path would lead to the wedding chapel facing the lagoon. A new pool area would be located at the northwest side of the existing Lagoon Tower.

Total gross floor area would be 435,000 square feet, with ground coverage approximately 36,781 square feet or 45 percent of the total site area (see Figure 3-6).

3.3.3.2 Guest Units

Of a total 207-timeshare units, 10 units would be on three levels at the retail village facing the lagoon and 197 units would be on 25 levels in the tower. All of the guest units would have an angled view towards the ocean and Diamond Head or 'Ewa directions.



AREA SUMMARY
ALTERNATIVE B-1
4.0 F.A.R. GFA = 435,000 S.F.

NOR.	ROOM		NO. OF MODS	NET SF	TOTAL SF
	GUEST UNITS & BALCONIES				
53	1-BR UNITS (@ 2 MODS)	26%	106	400 S	42,400
130	2-BR UNITS (@ 3 MODS)	66%	406	800 S	162,306
10	3-BR UNITS (@ 6 MODS)	01%	190	2,400 S	43,200
	SUB TOTAL		672		248,906
207	BALCONIES (672)			77.5	46,965
	CIRCULATION (31%)				96,519
	TOTAL GUEST UNITS		822		393,495
	PUBLIC FACILITIES				
	PORTE COCHERE				900
	LOBBY LOUNGE				2,100
	FRONT DESK/OFFICE				750
	RETAIL SHOPS				14,900
	CIRCULATION				5,325
	TOTAL PUBLIC FACILITIES				23,975
	GUEST AMENITIES				
	EXERCISE ROOM				1,500
	WEDDING CHAPEL				1,200
	GUEST LAUNDRY				250
	TOTAL GUEST AMENITIES				2,450
	SUPPORT FACILITIES				
	BOH/ADMIN OFFICES				16,075
	TOTAL SUPPORT FACILITIES				16,075
	GRAND TOTAL				435,000

REQUIRED PARKING = 343	
SURPLUS PARKING	174
NEW STRUCTURED PARKING	341
TOTAL PARKING	475

TOTAL GROUND COVERAGE = 36,781 S.F. (45%)

Source: Wimberly Allison Tong & Goo

NORTH

0 75 150 300
SCALE IN FEET

Figure 3-5
SITE PLAN: ALTERNATIVE B-1

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

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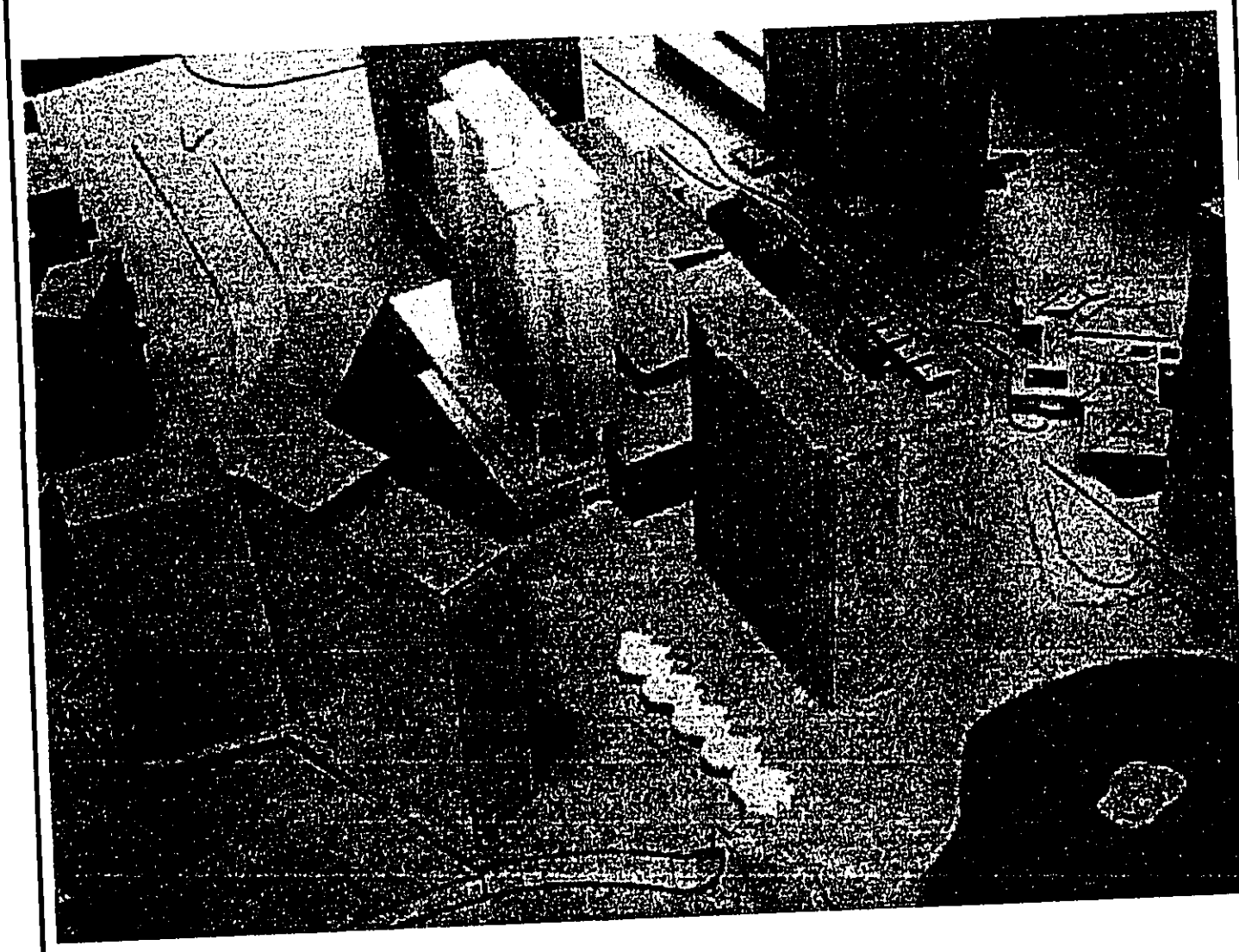


Source: Wimberly Allison Tong & Goo

Figure 3-6
ALTERNATIVE B-1 VIEW OF ARCHITECTURAL MODEL

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

3.3.3.3 Wedding Chapel

Same as Alternative A-1.

3.3.3.4 Retail

Same as Alternative A-1.

3.3.3.5 Guest Amenities

Same as Alternative A-1.

3.3.3.6 Pool

Same as Alternative A-1.

3.3.4 Alternative B-2

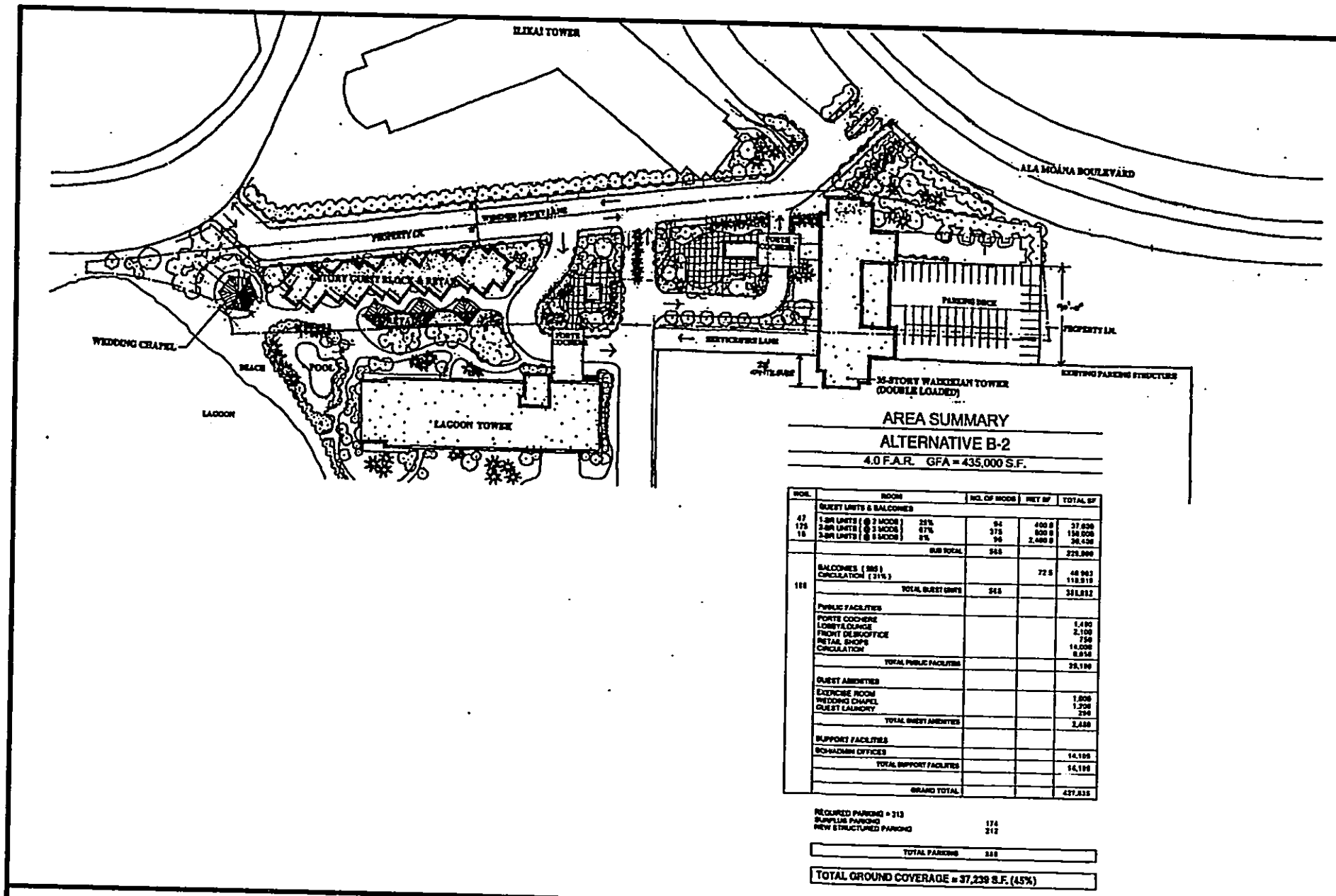
3.3.4.1 Overall Site Plan and Building Mass

Under this alternative, 37-story/350-foot-high building with a five-story podium on the east side would house the main lobby, front office, retail shops, administration offices, and back-of-house functions on the ground level (see Figure 3-7). Parking for 212 cars on the next four levels would be linked to the existing HHV parking structure. The entry to the site, along the 25-foot widened Dewey lane would have one-way driveways for access into the new timeshare porte cochere and the relocated drop-off for the existing Lagoon Tower.

The 175-foot-long tower would be oriented towards the north-south or 'Ewa/Diamond Head direction to achieve the best direct ocean views for most of the guest units, as well as minimize the visual impact of its mass as viewed from the southbound Ala Moana Boulevard direction. The north end of the building would be set back only about 8 feet from the property line but approximately 80 feet on average from Ala Moana Boulevard. The south end of the tower would be cantilevered 29 feet over the existing parking structure.

The west side of the site adjacent to the existing Lagoon Tower would feature more retail in a single-story block and on the ground level of a four-story block with high-end units above. In between these low-rise buildings, a tropical village path would lead to the wedding chapel facing the lagoon. A new pool area would be located at the northwest side of the existing Lagoon Tower.

Total gross floor area would be 435,000 square feet, with ground coverage is approximately 37,239 square feet or 45 percent of the site area (see Figure 3-8).



AREA SUMMARY
ALTERNATIVE B-2
4.0 F.A.R. GFA = 435,000 S.F.

NOS.	ROOM		NO. OF NOOS	NET SF	TOTAL SF
	GUEST UNITS & BALCONIES				
47	1-BR UNITS (@ 2 NOOS)	25%	94	400 S	37,600
175	2-BR UNITS (@ 3 NOOS)	67%	375	800 S	150,000
18	3-BR UNITS (@ 5 NOOS)	8%	90	2,400 S	36,450
	SUB TOTAL		565		223,800
188	BALCONIES (565)			72 S	40,963
	CIRCULATION (31%)				118,919
	TOTAL GUEST UNITS		565		381,832
	PUBLIC FACILITIES				
	PORTE COCHERE				5,400
	LOBBY/LOUNGE				2,100
	FRONT DESK/OFFICE				750
	RETAIL SHOPS				14,000
	CIRCULATION				8,850
	TOTAL PUBLIC FACILITIES				35,100
	GUEST AMENITIES				
	EXERCISE ROOM				1,800
	WEDDING CHAPEL				1,250
	GUEST LAUNDRY				250
	TOTAL GUEST AMENITIES				3,400
	SUPPORT FACILITIES				
	BOH/ADMIN OFFICES				14,100
	TOTAL SUPPORT FACILITIES				14,100
	GRAND TOTAL				437,832

REQUIRED PARKING = 313
SURPLUS PARKING 174
NEW STRUCTURED PARKING 312

TOTAL PARKING 312

TOTAL GROUND COVERAGE = 37,239 S.F. (45%)

Source: Wimberly Allison Tong & Goo

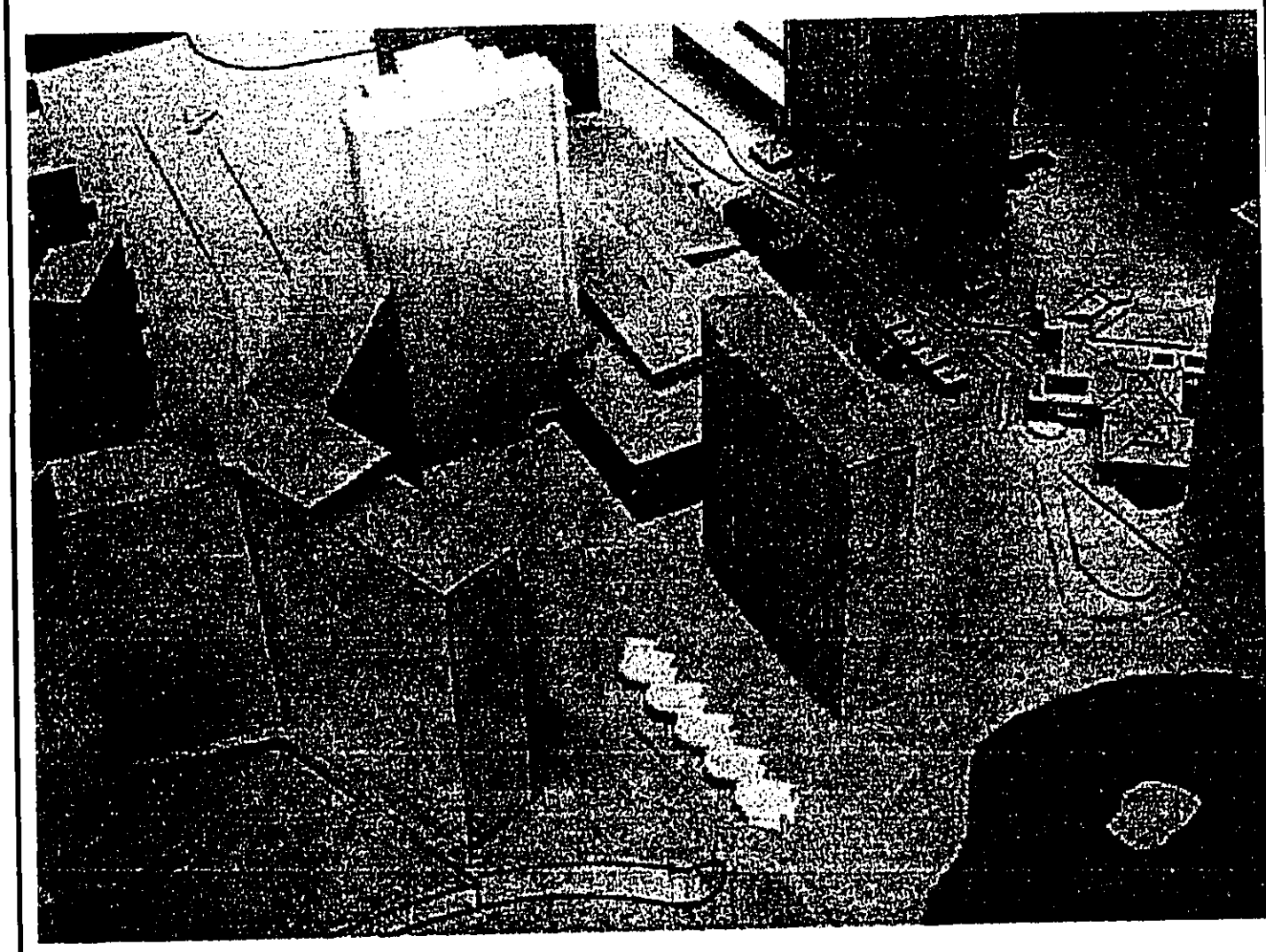
NORTH

0 75 150 300
SCALE IN FEET

Figure 3-7
SITE PLAN: ALTERNATIVE B-2

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

2000.33.3801/004-13 11.2.01



Source: Wimberly Allison Tong & Goo

Figure 3-8
ALTERNATIVE B-2 VIEW OF ARCHITECTURAL MODEL

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

3.3.4.2 Guest Units

Of a total 188-timeshare units, 10 units would be on three levels at the retail village facing the lagoon and 178 units would be on 31/35 levels in the tower. Around 80 percent of the guest units would have direct views toward the ocean and Diamond Head and the remaining would have city and mountain views

3.3.4.3 Wedding Chapel

Same as Alternative A-1.

3.3.4.4 Retail

Same as Alternative A-1.

3.3.4.5 *Guest Amenities*

Same as Alternative A-1.

3.3.4.6 Pool

Same as Alternative A-1.

Same as Alternative A-1.

3.3.5 Draft EIS Preferred Alternative

3.3.5.1 Overall Site Plan and Building Mass

The proposed 37-story/350-foot high building has a 5-story podium on the east side that will house the main lobby, front office, retail shops, administration offices and back-of-house on the ground level. Parking for up to 200 cars is provided on the next 4 levels that are linked to the existing HHV parking structure. The entry to the site will be along the 25 foot widened Dewey lane. It will have an elevated porte-cochere to replace the relocated drop-off for the existing Lagoon apartment towers and will include one-way entry and exit driveway ramps. The porte-cochere will connect the proposed tower to the existing Lagoon Tower, allowing the consolidation of guest services.

The 200 foot long tower is oriented towards the north-south or Ewa/Diamond Head direction to achieve the best direct ocean views for most of the guest units as well as minimize the visual impact of it's mass as viewed from the southbound Ala Moana Boulevard direction (see Figure 5-4 in Chapter Five). The north end of the building is set back only about 8 feet from the property line but approximately 80 feet average from Ala Moana Boulevard. The south end of the tower will be constructed about 80 feet over the existing parking structure, with support columns rising through to the parking structure (Figure 3-9).

The west side of the site adjacent to the existing Lagoon Apartment tower will feature a new swimming pool and a small restaurant.

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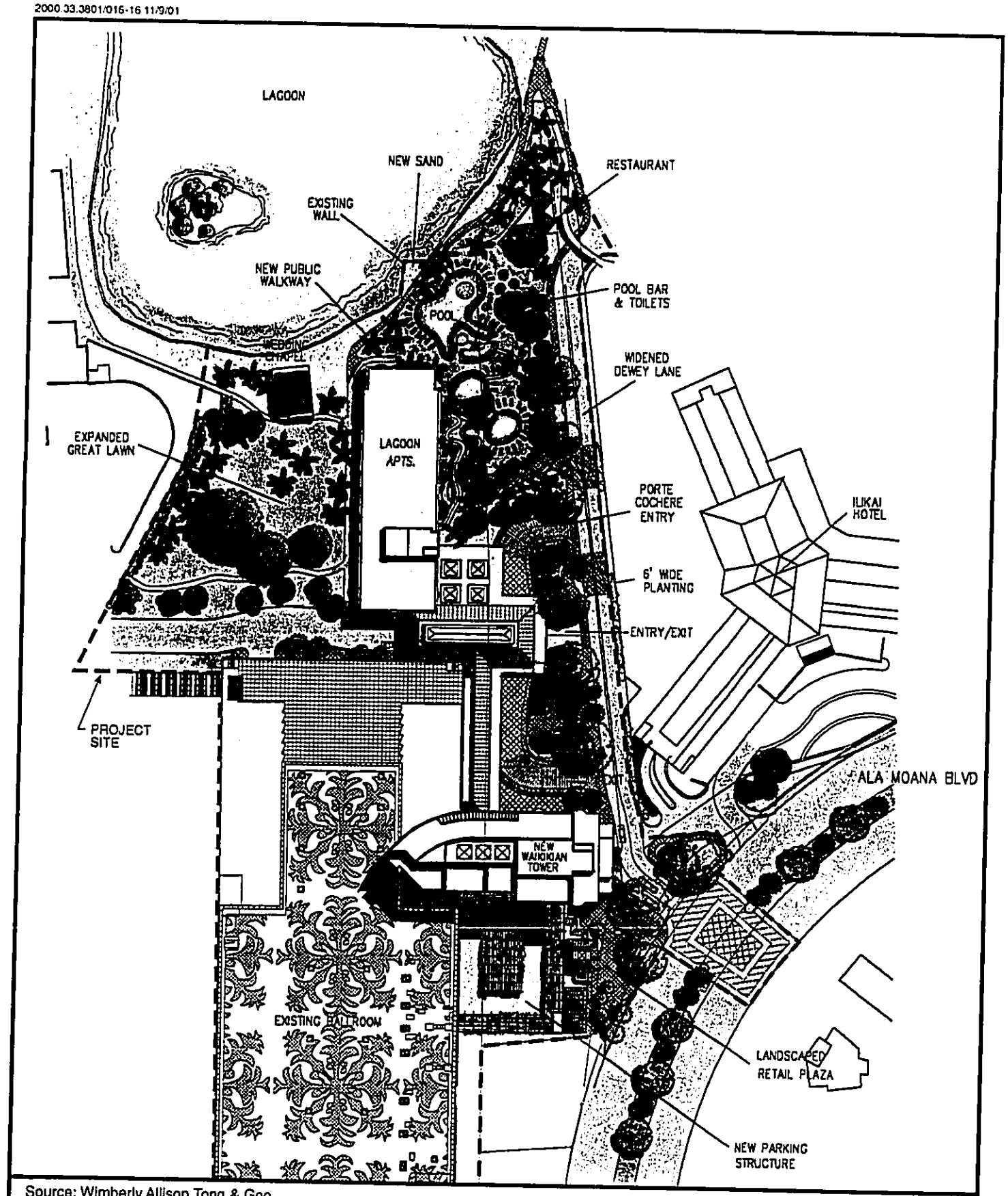


Source: Wimberly Allison Tong & Goo

NORTH

0 64 128 256

SCALE IN FEET

Additional Figure 3-9
DRAFT EIS PREFERRED ALTERNATIVE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Total gross floor area is 435,000 square feet. The ground coverage is approximately 41,250 square feet or 50 percent of the site area.

3.3.5.2 Guest Units

There will be a total of 332 timeshare units. Around 60 percent of the guest units will have an direct views towards the ocean and Diamond Head and the remaining will have city and mountain views

3.3.5.3 Wedding Chapel

The Wedding Chapel will be situated at the makai edge of the Great Lawn between the Lagoon Tower and the Rainbow Tower, overlooking the Hilton Lagoon.

3.3.5.4 Retail

Retail space will be located along the Ewa-facing side of the parking structure and the tower, and under the elevated porte-cochere.

3.3.5.5 Guest Amenities

Same as Alternative A-1.

3.3.5.6 Pool

Same as Alternative A-1.

3.4 COMPARISON OF BUILDING DESIGN ALTERNATIVES

The following table (6-1) compares the design alternatives to the ~~Preferred~~ Mitigative Alternative. Alternatives A-1 and A-2 provide less than 150 units each. The tower configuration is the same for both alternatives: an elongated building oriented in a mauka-makai direction, and completely contained within the property setbacks. The primary difference between the two is that in addition to a retail block near the lagoon, A-2 includes a four-story block of luxury units on the makai end of the property. The front portion of A-1 is double-loaded (meaning it has guest units on both sides), while all of A-2 is single loaded.

Alternatives B-1 and B-2 are similar to A-2 in their provision of a tower and a low-rise block of units. Each alternative straddles a portion of the existing HHV parking structure, but the benefit of reducing the tower footprint on the property is offset by the provision of the makai block of low-rise units. B-2 seeks a higher FAR than B-1, rotates the building 90 degrees, and increases the height, which improves the amount of open space provided. This suggests that to maximize open space on the property, it is essential to concentrate the units within the tower.

From the applicant's point of view, the Preferred Alternative providesd a much better return on investment than Alternative B-2 because it nearly doublesd the number of guest units in a similar size building.

The Preferred Alternative providesd less open space than Alternatives B-1 and B-2 (50 percent versus 55 percent) because of the elevated porte cochere which is intended to improve guest services between the Waikikian Tower and the Lagoon Tower and to improve traffic circulation. Without the elevated porte cochere, the lot coverage of the Preferred Alternative is only 42 percent. In addition, the building coverage included in Alternatives B-1 and B-2 is distributed among the tower and its podium and the four-story makai guest block of units, while the Preferred Alternative providesd an area of continuous open space extending makai from the tower. Thus, under the Preferred Alternative the expanse of open space provided ~~is~~was aesthetically superior to the layout in Alternatives B-1 and B-2. ~~For these reasons, the Preferred Alternative has been selected as the most desirable building and open space design.~~

The design of the tower in the Mitigative Alternative is similar to the design presented in the Draft EIS's Preferred Alternative, but it has been rotated 90 degrees to reorient the long axis to a mauka-makai direction. By including the required off-site parking within the footprint of the tower, the number of guest floors are reduced by two from the Draft EIS's Preferred Alternative. The increase in building footprint resulting from the building's rotation is offset by the elimination of the abutting parking structure proposed in the Draft EIS's Preferred Alternative, resulting in a net gain of about 5 percentage points in the overall open space on the property. It should be noted that the proposed Pedestrian Plaza is not counted in the open space calculation because it is state-owned property within an existing right-of-way. The FAR of the Mitigative Alternative is less than the Preferred Alternative (3.0 as opposed to 4.0), but it is based on a different methodology as requested by the DPP. The FAR for the Mitigative Alternatives adds the Waikikian property to the area of the project site, and then calculates the proposed project's floor area against that sum. The number of units has increased by 10 due to a slight revision in the architectural design of the building which eliminates some of the "stepping" in the upper floors. Viewed in its entirety, the Mitigative Alternative represents a significant improvement over the Preferred Alternative in the Draft EIS because it brings the project into conformance with the policies of the Waikiki Special District which encourages a mauka-makai orientation, and in so doing, helps to reduce the visual impact of the building on some residential buildings mauka of Ala Moana Boulevard, and at the same time, increase the amount of open space on the Waikikian properties.

3.5 RETAIL, COMMERCIAL, AND GUEST ALTERNATIVES

3.5.1 Retail Activities

Alternatives to the retail component of the Plan are generally limited to two considerations: the amount of floor area provided for retail activities and the location of these activities on the project site. A No Action Alternative for retail, in other words, not providing retail, was rejected by Hilton because in its experience as an hotelier, retail is an important guest amenity and an attractive revenue generator.

The amount of floor area provided for retail activities is essentially a function of the floor area program for the entire development. Retail floor area would generally represent the remaining allowable floor area once the detailed design of the principal buildings has been completed. For this reason, there are no distinct program alternatives or thresholds for retail space.

Table 3-1: Comparison of Alternatives

	A-1	A-2	B-1	B-2	DEIS Preferred	Mitigative
Tower Height	250 feet	250 feet	310 feet	350 feet	350 feet	350 feet
Tower Units	144	123	197	188	332	342
Tower Design	Single/double loaded	Single loaded	Double loaded	Double loaded	Double loaded	Double Loaded
Number of Guest Floors	18	18	25	35	35	33
Tower Orientation	Mauka/makai	Mauka/makai	Mauka/makai	Diamond Head/'Ewa	Diamond Head/'Ewa	Mauka/Makai
Tower Length	310 feet	310 feet	230 feet	175 feet	200 feet	200
ApproximateTower Width	60/40	45	80	61 feet	80 feet	80
Cantilevered Over HHV Parking Structure	No	No	Yes	Yes	Yes	No
Parking Structure	Independent structure	Independent structure	Linked to HHV structure	Linked to HHV structure	Linked to HHV structure	Linked to HHV structure
Additional Units	None	10 in 4-story makai building	10 in 4-story makai building	10 in 4-story makai building	None	None
Percent of Open Space	46 percent	45 percent	55 percent	55 percent	50 percent	52 percent
Floor Area Ratio	2.8	2.8	4.0	4.0	4.0	3.0

Alternative locations of retail space are also a function of the overall design concept of the development. As discussed in some of the previous building alternatives, retail space was generally proposed for the area between the main tower and the front of the Hilton Lagoon. Various configurations included the provision of retail space in stand-alone buildings, or on the first floor of a multi-story building.

The currently proposed retail configuration in the Mitigative Alternative is preferred for three reasons. First, providing retail space along the edge of the proposed ~~parking structure~~ tower would provide visual relief to the exterior wall of the structure, thereby improving its appearance from Ala Moana Boulevard. Second, the aforementioned retail space would also contribute to an active pedestrian plaza at the corner of Dewey Lane and Ala Moana Boulevard, which would reinforce a human scale to the development, and would directly benefit pedestrians using the proposed public pedestrian walkway between Ala Moana Boulevard and the beach. Third, providing the remainder of the retail space under the elevated porte cochere optimizes the use of an otherwise uninviting space, and in so doing, also provides benefits to the overall project. It orients these retail shops away from Dewey Lane, thereby adding to the sense of open space, and helps to separate internal resort foot traffic from non-resort related pedestrian traffic along Dewey Lane.

3.5.2 Commercial Activities

3.5.2.1 Wedding Chapel

In the course of developing the concept plan over the last two years, two specific commercial components have been included, a restaurant and a wedding chapel. The applicant rejected a No Action Alternative for

these two functions on the basis that they both would represent attractive amenities for the resort. Alternatives for these functions have therefore been limited to their location and their size.

With regard to the wedding chapel, Hilton wishes to provide the chapel principally for the benefit of its guests. The so-called honeymoon market for visitors has proven to be quite resilient, even during periods of economic downturn. The presence of a wedding chapel at the HHV would assist Hilton in competing for market share.

No alternative sizes for the chapel have been seriously considered. It has always been assumed to be a very relatively small facility, largely due to the fact that visiting wedding parties do not tend to consist of a large number of family and relations.

Several alternate locations for the wedding chapel have been considered. But essential to each alternative is the requirement of an attractive visual setting, preferably with a sunset and ocean view. Thus, the alternative locations have all been oriented around the shoreline of the Hilton Lagoon.

3.5.2.2 Restaurant

Alternatives for the proposed restaurant have been generally limited to size. In recognition of the popularity associated with the former Tahitian Lanai, which occupied the *makai portion of* the Waikikian property for several decades before being demolished by the previous landowner, the location of a restaurant in the current development plan has always been assumed to be in the same general area as its predecessor.

The restaurant facility is envisioned to be a casual, beachfront Hawaiian-style restaurant designed to be attractive not only to HHV guest and visitors staying in surrounding hotels, but neighboring residents and the local community at large. As with the retail activities discussed above, its ultimate size would probably be a function of the allowable floor area for the entire development minus the floor area of the principal buildings once their detailed design has been completed.

3.5.3 Guest Activities

The principal guest activity proposed in the project is a new swimming pool. The No Action Alternative would retain the existing Lagoon Tower swimming pool in its present form and provide no new swimming pool. This alternative was rejected by Hilton for two reasons. First, the existing swimming pool deck prohibits continuous pedestrian access around the mauka side of the Hilton Lagoon. Second, the relative lack of swimming pools at the HHV undermines the resort's ability to compete with the neighbor island resorts for visitor market share.

Alternatives related to the proposed swimming pool have been limited to two considerations, size and function. As is the case with the retail and commercial activities discussed above, the size of the swimming pool would ultimately depend upon the availability of space after the detailed design of the principal buildings has been completed.

Alternative functions of the pool have focused on the provision of slides in the pool. Hilton recognizes that the addition of slides represents a potential source of noise because of the excitement some slide designs can generate. In response to comments received during early consultation for this EIS, Hilton conducted a qualitative analysis to determine the optimal character of the pool. Several alternative pool designs involving slides were evaluated. These included slide designs at the Hawaiian Water Park (a worst case

scenario for comparison purposes), as well as at several neighbor island hotels. The project's noise consultant was then directed to conduct specific noise studies to compare noise levels as a function of pool design (with and without slides). The results of his efforts are included in the noise study presented as Appendix E to this EIS and are discussed in Chapter Five. The noise analysis indicates that slide users most often tend to vocalize at the beginning of the slide and at the end. It also found no strong correlation between children and slide-related noise. In fact, in many instances, it appears that adults may generate more slide-related noise than children, largely due to the loudness of their voices.

In view of these findings, the preferred pool design includes a standard resort-style pool and a single slide with a relatively low angle and no significant drop at its end into the water. This proposed design is similar to the slide at the Maui Marriott pool. It is preferred because the design appears to generate less noise than steeper slides where users move at a relatively high speed and drop several feet in the water at the end of the slide.

The size and function of the pool would dictate the ultimate shape of the pool.

3.6 PORTE COCHERE AND PEDESTRIAN ROUTES

Design alternatives to the proposed porte cochere are presented in the principal building alternatives discussed above.

Design alternatives for the proposed pedestrian walkway along Dewey Lane include three alternatives: a walkway abutting the Ilikai side of Dewey Lane, a walkway abutting the Hilton side of Dewey Lane, and a meandering walkway set back from the edge of Dewey Lane. The latter has been identified as the preferred alternative for two reasons. First, it is consistent with the walkway design theme recently established at the new Kalia Tower. Second, it provides more design flexibility, and provides a better ambiance for the mauka-makai view corridor.

Chapter Four

Infrastructure and Public Facilities

CHAPTER FOUR
INFRASTRUCTURE AND PUBLIC FACILITIES

4.1 EXISTING TRAFFIC AND PEDESTRIAN CIRCULATION

This chapter discusses the infrastructure requirements for the ~~Preferred~~ Mitigative Alternative. Because the alternatives discussed in Chapter Three are all of a lower density than the ~~Preferred~~ Mitigative Alternative, it is assumed that the ~~Preferred~~ Mitigative Alternative represents the so-called worst-case scenario. Thus, the impacts associated with the other alternatives would be to varying degrees less than those associated with the ~~Preferred~~ Mitigative Alternative.

The traffic impacts of the proposed Hilton Hawaiian Village (HHV) Waikikian Development Plan (Plan) have been assessed by Wilbur Smith Associates (WSA). The following information is from WSA's May 7, 2001 report titled, *Hilton Waikikian Site, Traffic Impact Study*, attached hereto as Appendix B.

In response to concerns raised during the agency and public review comment period for the Waikikian Development Plan Draft EIS, WSA was subsequently directed to conduct new traffic counts to ensure that the existing traffic conditions included the Kalia Tower and Lagoon Tower. The new counts were conducted from September 6 to September 8, 2001. During this period, the HHV was operating with 98 percent occupancy, which included Kalia Tower at 99 percent occupancy and the Lagoon Tower at 78 percent occupancy. In addition, Fort DeRussy's Asia-Pacific Center was in operation. The results of the traffic counts are included at the end of Appendix B and are entitled, Hilton Waikikian Site Impact Study Supplement. The results show that at the key intersections around the HHV, traffic volumes were on the average 6.7 percent lower in September 2001 than in September 1999, when Kalia Tower was under construction, Lagoon Tower was only partially occupied, and the Asia-Pacific Center was not operational. The supplemental study also updated traffic projections for 2005, based upon the September 2001 traffic counts and including the traffic impacts of the Outrigger Hotels' proposed renovation project at Beach Walk and Lewers Street, which were obtained from the Outrigger's traffic report. Despite the Outrigger project being included, the year 2005 projections in the supplemental study also show an improvement over the projections presented in the original WSA analysis.

The following discussion of WSA's original traffic study has not been revised to reflect the new baseline traffic counts or the new 2005 projections presented in the supplemental study because the supplemental study, which included the Outrigger project, projects less impact than the original study. Thus, the original study represents the scenario with the most impacts.

In August 2000, the City published the Draft EIS for a Bus Rapid Transit (BRT) system that included service to Waikiki on Ala Moana Boulevard, Kalia Road, Saratoga Road, Kalakaua Avenue, and Kuhio Avenue. The DEIS disclosed that the BRT would utilize two lanes on Ala Moana Boulevard in the vicinity of the Waikikian project (one 'ewa and one Diamond Head). After the DEIS was published, the City, through the passage of the City Council Resolution in November 2000, committed to pursue the BRT project. The City is scheduled to complete the project's Final EIS in early 2002.

Consultation with the City's Department of Transportation has been ongoing in order to assess potential direct and indirect impacts of the Waikikian project with the BRT. As of the writing of this Final EIS, we are advised by the City's Department of Transportation Services that the BRT is still moving forward on the same alignment, but the design elements of lane configuration are being refined. As a result of the public outreach efforts to date, several alternative design concepts are presently being reviewed in terms of BRT lane location and street/median landscaping along the alignment. The previous BRT proposal included a concept that converted center lanes of Ala Moana Boulevard for two-way BRT operation and retained two lanes on each direction for the general purpose traffic. The current design concepts include a curbside operation for BRT and three lanes for general purpose traffic in the Diamond Head direction on Ala Moana Boulevard between the Ala Wai bridge and Kalia Road.

The curbside lane for the BRT system would be shared with tour buses and right-turn vehicles at the intersections and at a few driveways on Ala Moana Boulevard.

In view of these possible design revisions to the proposed BRT system and the retention of the same number of general purpose lanes on Ala Moana Boulevard that now exist, the presence of the BRT system on Ala Moana Boulevard appears to have minimal or no significant impact. Using a shared curbside lane, while replacing up to 50 percent of the existing buses, the BRT system in this portion of Waikiki would appear to function in a manner similar to the existing TheBus service.

The revisions to the project resulting from the reorientation of the tower and the relocation of the proposed wedding chapel, which are now collectively referred to as the Mitigative Alternative and are discussed in detail in Chapter Two, have no substantive impact upon the original traffic study. The revisions do not affect the traffic volumes generated by the project.

4.1.1 Vehicular Traffic Volumes

According to WSA, typical weekday volumes in both travel directions are as follows, based on recent traffic counts by the State of Hawai'i (State) Department of Transportation (DOT) and City and County of Honolulu (City) Department of Transportation Services (DTS):

ROADWAY	LOCATION	VEHICLES	DATE
Ala Moana Boulevard	Ala Wai Bridge	45,300	5/3/99
	South of Kalia Road	39,000	5/7/98
	South of Kalakaua Avenue	26,400	5/7/98
Kalakaua Avenue	West of Niu Street	39,400	5/7/98
Kalia Road	At Ala Moana Boulevard	21,200	1997
	West of Saratoga Road	14,300	1997

WSA conducted special turning movement counts at the study area intersections during the weekday morning and afternoon commute peak periods. The counts were made between 6:00 and 9:00 a.m. and between 3:00 and 6:30 p.m. on Thursday, September 23, 1999, for the intersections along Kalia Road, with the others made on Thursday, June 22, 2000. These dates were selected after consultation with HHV

management as representing a typical occupancy level for peak season, with a normal schedule of meetings and events at the HHV facilities. These factors included:

- Guest occupancy of 90 percent or more of the hotel rooms.
- A typical schedule of small- to mid-size resident and visitor breakfast meetings, luncheons, and all-day conferences, with the number of participants ranging between 40 and 600 attendees at each.
- The adjacent Hale Koa Hotel had nearly 100 percent occupancy.

On the 1999 survey day, the Lagoon Apartments (now known as the Lagoon Tower), with a total of 235 units, had 35 units occupied by residents and 90 units occupied by guests. On the 2000 survey day, the Lagoon Apartments were vacant, and construction work was underway for both the Lagoon Tower and Kalia Tower projects.

The traffic volumes for the intersections along Kalia Road near the project site are depicted in Figures 4~~3~~-1 and 4~~3~~-2 for the weekday morning and afternoon commute peak hours, respectively. The peak one-hour traffic volumes were recorded between 7:00 and 8:00 a.m., and between 3:30 and 4:30 p.m. The major work-shift changes for administrative, housekeeping, and property operations staff occurs at these times, as well as work shifts for many of the food/beverage and special function staffs.

At the Ala Moana Boulevard intersection with Kalia Road, the highest volumes occurred for the through movements along Ala Moana Boulevard, the right-turn movement onto Kalia Road, and the left turn from Kalia Road. The total volume of traffic passing through the intersection during the afternoon peak hour was approximately 32 percent higher than in the morning peak hour, largely due to higher traffic volumes along Kalia Road in the afternoon period.

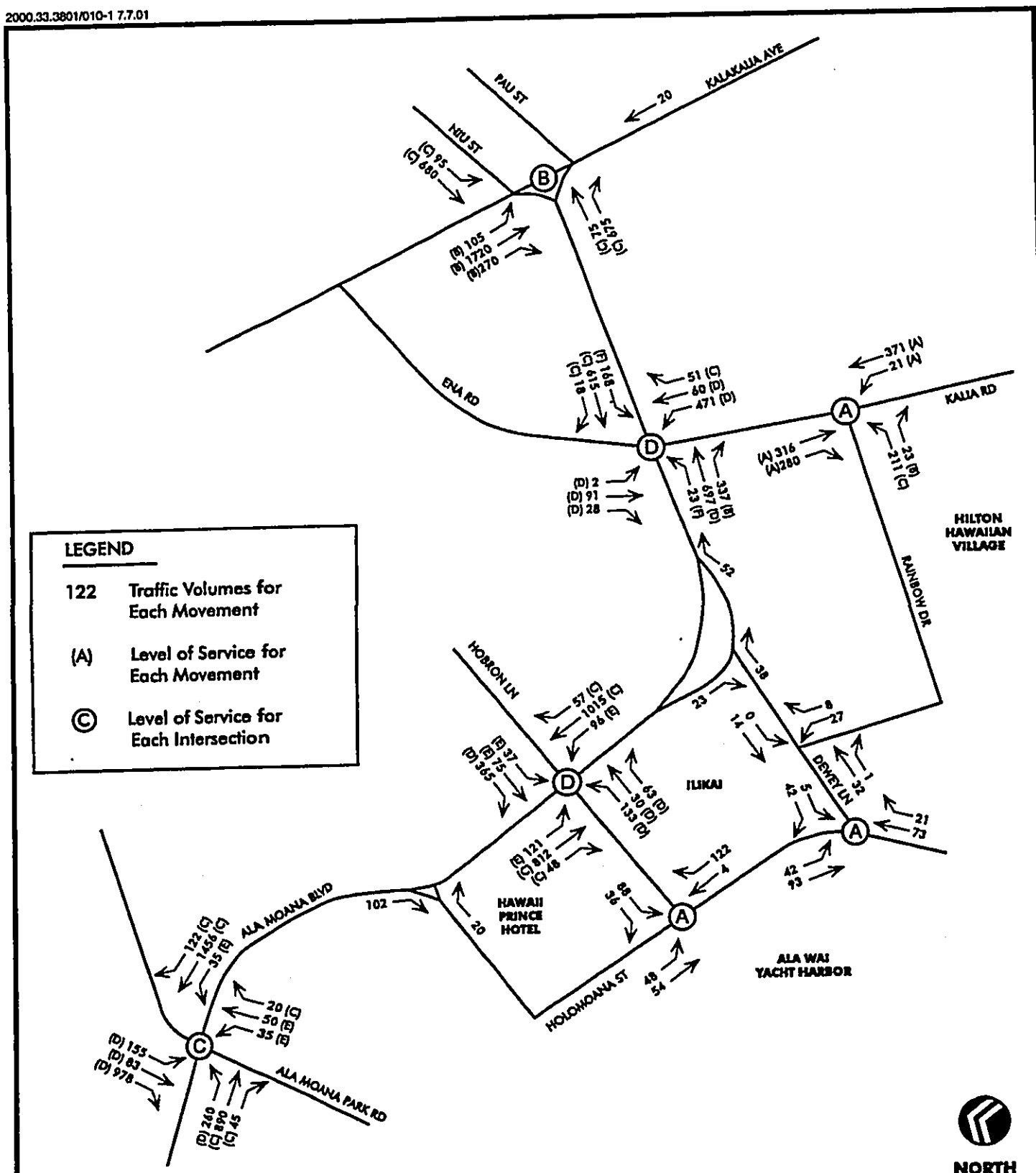
On Kalia Road, approximately one-half of the Diamond Head-bound vehicles turned right into Rainbow Drive during the morning peak hour. In the afternoon peak hour, a similar number of vehicles turned right into the Rainbow Drive, but this amounted to only one-third of the Diamond Head-bound traffic due to a much larger volume of through traffic. Traffic exiting Rainbow Drive was approximately 50 percent higher in the afternoon as compared to the morning peak hour, with most of this traffic turning 'Ewa towards Ala Moana Boulevard.

The traffic volumes on Dewey Lane were slightly higher in the afternoon than in the morning, with volumes higher makai of the HHV driveway (Rainbow Drive) than those mauka of the driveway. In the afternoon peak hour, about 115 and 95 vehicles used the sections makai and mauka of the driveway, respectively. With the gate open between the HHV and Dewey Lane, 35 and 47 vehicles exited onto Dewey Lane in the morning and afternoon peak hours, respectively.

4.1.2 Pedestrian Volumes

The WSA survey included observation of pedestrian volumes. The crosswalks at each of the intersections along Kalia Road were actively used by pedestrians during both peak-hour periods, with the afternoon volumes between 1½ to 2 times those in the morning peak hour. The highest volumes occurred along the makai side sidewalk and crosswalks, and the 'Ewa-side crosswalk at the Maluhia Street intersection.

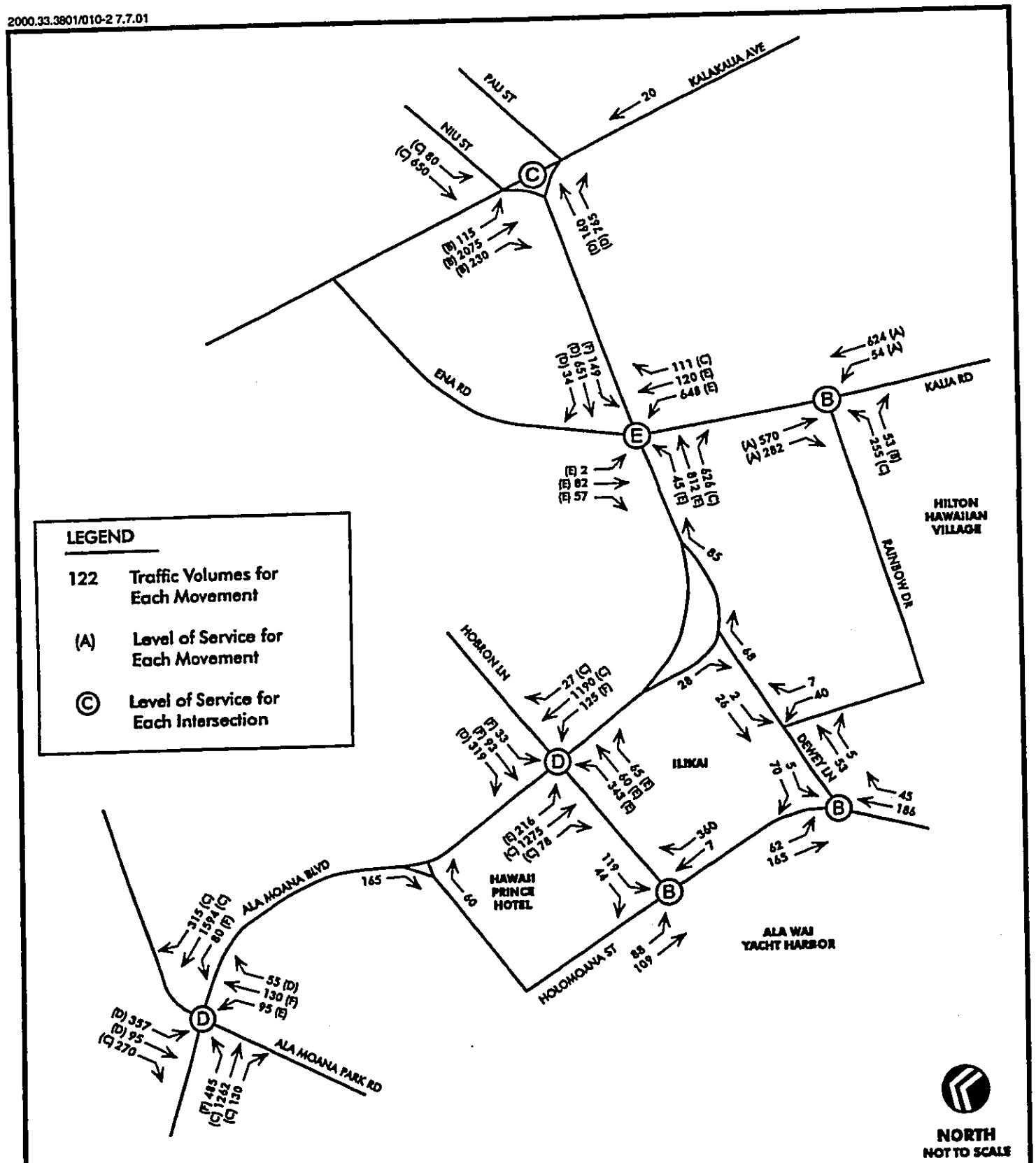
2000.33.3801/010-1 7.7.01



Source: Wilbur Smith Associates, June 2001

Figure 4-1
EXISTING WEEKDAY MORNING PEAK HOUR TRAFFIC
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

2000.33.3801/010-2 7.7.01



LEGEND

122 Traffic Volumes for Each Movement

(A) Level of Service for Each Movement

Ⓒ Level of Service for Each Intersection

Source: Wilbur Smith Associates, June 2001

Figure 4-2
EXISTING WEEKDAY AFTERNOON PEAK HOUR TRAFFIC
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

In the morning peak hour, the most heavily used crosswalk was the crossing of the 'Ewa leg of Ala Moana Boulevard at Kalia Road, with 200 pedestrians. Large portions of the pedestrians using this crosswalk were walking between the Wailana Coffee Shop and the HHV, and from the HHV to the Hawai'i Convention Center. Fewer than 100 pedestrians used the other crosswalks during the morning peak hour.

In the afternoon peak hour, the crosswalk on the 'Ewa leg of Ala Moana Boulevard was also the most actively used, with 250 pedestrians. About 140 pedestrians crossed the Ena Road leg of this intersection. High volumes of pedestrians also used the two crosswalks at the Rainbow Drive intersection, with 190 crossing Rainbow Drive and 130 crossing the Diamond Head-side leg of Kalia Road. The other crosswalks were each used by fewer than 100 pedestrians.

Approximately 100 pedestrians entered or exited the HHV from Dewey Lane in each hour in the afternoon, not counting construction workers. Pedestrian volumes along Dewey Lane mauka of the driveway were approximately 50 per hour in the morning and 100 per hour in the afternoon. Makai of the driveway, pedestrian volumes were approximately 50 per hour throughout both peak periods.

4.2 EXISTING ROADWAY CONDITIONS

The project site includes the recently acquired area of the HHV previously occupied by the Waikikian *Hotel and the Tahitian Lanai restaurant.* At the time of the traffic counts conducted by WSA for this study, the project site was vacant except for several contractor office trailers and materials storage associated with the Kalia Tower construction project. The Lagoon Apartments building was being remodeled and refurbished for conversion to a time-share operation. The remaining hotel and commercial facilities at the HHV, as well as other hotel, commercial, and residential uses in the area, were operating normally at the time of the surveys.

4.2.1 Roadway System

The key roadways and intersections near the project site are depicted in Figure 4-3. Key features of these roadways are described in the following paragraphs:

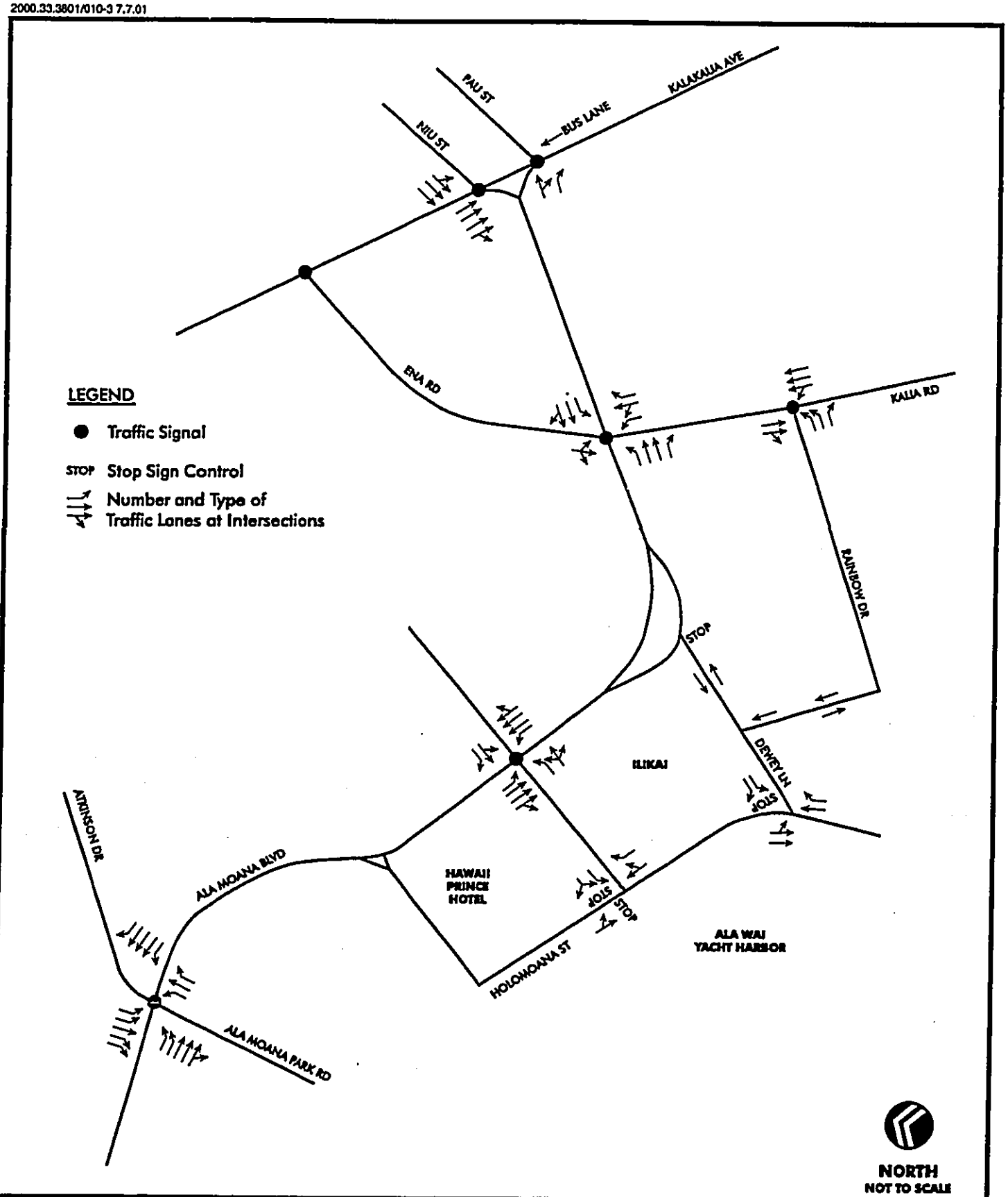
Dewey Lane – This narrow roadway serves as the boundary along the 'Ewa side of the HHV. The two-way roadway has a pavement width of approximately 20 feet. There are no improved pedestrian facilities along Dewey Lane, so pedestrians walk within the paved roadway area. Specific elements of Dewey Lane include:

Renaissance Ilikai Waikīkī (Ilikai) Trash Dumpster - The Ilikai trash pick-up is located between Ala Moana Boulevard and the makai exit gate for the HHV. The trash trucks block the entire roadway during the time the trash dumpster is being loaded or off-loaded on the trucks.

Ilikai Deliveries/Loading Area - The truck loading area for the Ilikai is located between the HHV driveway connection and Holomoana Street. The ramp up to the loading area intersects Dewey Lane at a sharp angle and maneuvering within the delivery area is limited; therefore, larger trucks either back into or back out of the ramp.

Ilikai Parking Exit - A card-controlled exit out of the basement-level resident and permit parking area is located near the makai end of Dewey Lane. This is one of two exits out, with the second located at the Ilikai porte cochere near Ala Moana Boulevard.

2000.33.3801/010-3 7.7.01



Source: Wilbur Smith Associates, June 2001

Figure 4-3
KEY ROADWAYS AND INTERSECTIONS
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Junction with Ala Moana Boulevard - At the mauka end, Dewey Lane connects to a section of the old roadway, rather than directly to Ala Moana Boulevard. This one-way section of roadway serves as the exit from the Ilikai porte cochere, provides entry into two ramps accessing the basement resident parking and second level public parking levels of the Ilikai, and serves as the entry-exit to Dewey Lane. The one-way section also serves as a commercial loading area and has a bus stop.

Ala Moana Boulevard – This State highway links Waikīkī to the Ala Moana Center and Downtown Honolulu, as well as the Airport and other areas 'Ewa of Downtown Honolulu. In the Waikīkī area, Ala Moana Boulevard is primarily a five- or six-lane roadway with a median divider strip and separate left-turn lanes at the cross streets. At Kalia Road, the outside lane of Ala Moana Boulevard in the northbound direction ends as a right turn lane to Kalia Road, with only two Diamond Head-bound through lanes at the Kalia Road intersection to Kalakaua Avenue. The right-turn movement from Ala Moana Boulevard onto Kalia Road is not directly controlled by the traffic signal at the intersection. A raised traffic island and striping allow a continuous right-turn movement except when vehicles must yield to pedestrians crossing between the sidewalk and the island.

Kalakaua Avenue – This major street is the primary route for eastbound (Diamond Head direction) travel within or through the Waikīkī area. Between Ena Road and Monsarrat Avenue, Kalakaua Avenue is a one-way street, with the exception of a westbound bus lane from Kuhio Avenue to Ena Road. The remaining one-way segment provides four lanes for eastbound travel.

Kalia Road – Kalia Road is a two-way secondary street between Ala Moana Boulevard and Saratoga Road. Between Ala Moana Boulevard and Rainbow Drive, the street provides two through-lanes in the eastbound direction and three lanes in the westbound direction. From the east side of Rainbow Drive to Saratoga Road, Kalia Road has one lane in each direction plus left-turn lanes at cross streets and major driveways.

Ena Road - This two-lane street provides a connection between Ala Moana Boulevard and Kalakaua Avenue, as well as access to the Hobron Lane residential area.

Hobron Lane – The two-lane segment of Hobron Lane mauka of Ala Moana Boulevard provides a connection between Ala Wai Boulevard/Kalakaua Avenue and the Ilikai, Hawaii Prince Hotel, and the Ala Wai Boat Harbor and shoreline area. The one-block segment makai of Ala Moana Boulevard has two lanes in each direction.

Holomoana Street – This street provides access to the Hawaii Prince Hotel, Ala Wai Harbor, and the beach parking area. The street has one lane in each direction except for the section between Hobron Lane and Dewey Lane, which has two lanes plus a parking lane in each direction.

4.2.2 Public Transportation

Waikīkī is served by a large number of public transit routes and is also the focus of numerous private tour and shuttle bus services on O'ahu. Several of these provide service to the project area.

4.2.2.1 Public Transit Routes

TheBus provides most of the local and express routes that serve the project area. Leeward O'ahu Transportation Management Association (LOTMA) provides two express bus routes. These public buses follow two routes through the project area. Most of the routes use Ala Moana Boulevard, Kalia Road,

Saratoga Road, and Kuhio Avenue. Several other routes use Kalakaua and Kuhio Avenues. Key features of these bus services are described in the following paragraphs.

TheBus Route 8 (Waikīkī -Ala Moana) – This route serves as a shuttle between Waikīkī and the retail areas at Ala Moana Center and Ward Warehouse. The route provides a connection to the network of suburban trunk bus routes that operate from Ala Moana Center to windward and leeward O'ahu. Route 8 operates seven days a week with weekday and Saturday service extending from about 7:00 a.m. to 11:00 p.m., and Sunday service from 8:30 a.m. to 9:00 p.m. The service frequency is approximately 10 minutes during most of the day.

TheBus Routes 19 (Airport/Hickam), 20 (Pearlridge), and 47 (Waipahu) – These routes provide service from Waikīkī to Ala Moana Center and Downtown Honolulu via Ala Moana Boulevard. Each route continues 'Ewa to serve the outlying areas referred to in the route names. All three routes operate seven days a week. Routes 19 and 47 operate from about 5:00 a.m. until 1:00 a.m., while Route 20 operates from about 7:00 a.m. to 7:00 p.m.

TheBus Route 58 (Hawai'i Kai/Sea Life Park) – *This route connects Waikīkī* to East Honolulu and also to Kailua. The route runs seven days a week from about 7:00 a.m. to 7:30 p.m. with a service frequency of 30 minutes.

TheBus Express Routes 201 (Waipahu via Farrington), 202 (Waipahu via Paiwa), and 203 (Kalihi) – These three express routes serve areas that have concentrations of Waikīkī workers. Each route operates seven days a week with two or three trips during both the morning and afternoon peak commute periods.

LOTMA 'Ewa Beach and Mililani/Waipi'o Express Routes – These two routes provide commute service from these outlying areas to the Downtown and Waikīkī employment centers. The two routes operate on weekdays with one or two trips in both the morning and afternoon commute peak periods.

The public bus stops for TheBus routes along Kalia Drive are located east of Rainbow Drive, with the eastbound stop located between Tapa Tower and the exit driveway from the Hilton bus terminal, and the westbound stop located opposite Paoa Place. Pullouts have been constructed at these two bus stops so that stopped buses do not block traffic flow, with each stop long enough to accommodate at least two buses. Bus stops along Ala Moana Boulevard are located 'Ewa of Ena Road and Diamond-Head of Hobron Lane for the 'Ewa-bound travel direction, and Diamond Head side of Hobron Lane and at Dewey Lane in the Diamond Head travel direction.

The HandiVan Paratransit Service – The City's paratransit program provides pick-up and drop-off service to the HHV on an as-needed basis at the Tapa Tower bus loading area, the Rainbow porte cochere, the Diamond Head Tower porte cochere, and the Lagoon Tower porte cochere. However, the registration and reservation process associated with the program tends to orient it more to O'ahu residents than visitors. Thus, paratransit service to the HHV is usually associated with resident-focused special events.

4.2.2.2 Private Bus Operations

A wide range of private bus operators serve the project area. The various types of services include the following:

- A large number of shuttle bus routes that provide visitor access to various shopping centers, retail stores, and visitor attractions.

- Charter and tour coaches, minibuses, and vans for sightseeing and excursions to areas outside of Waikīkī.
- Vans transferring patrons between rental car agencies and their hotels.
- Airport shuttle buses and vans.

The HHV has an off-street bus terminal at Paoa Place and taxi and limousine areas at Paoa Place and along Rainbow Drive to accommodate these vehicles. The bus terminal has marked stalls for five full-size buses and five stalls for mini-buses, vans, and limousines.

Most private buses and trolley shuttles serving the Ilikai use a porte cochere along the Diamond Head side of Hobron Lane, or stop in the street adjacent to the porte cochere.

4.3 EXISTING TRAFFIC CONDITIONS

Traffic conditions were analyzed at key intersections for the weekday morning and afternoon peak traffic hours. A discussion of the conditions follows a brief presentation of the methodology utilized in the traffic study.

4.3.1 Methodology for Analyzing Levels of Service

The Transportation Research Board (TRB), a division of the National Science Foundation, has developed standardized methods for use in evaluating the effectiveness and quality of service for roadways and streets. Different methodologies are available for analyzing traffic signal-controlled intersections and other types of roadways.

The TRB evaluation methods use concepts referred to as volume-to-capacity ratio (V/C) and level-of-service (LOS). The V/C ratio compares the existing or projected traffic volumes on a facility to the facility's theoretical capacity and, as such, indicates the relative adequacy of the facility to accommodate the traffic volumes. Capacity is estimated primarily from the facility's physical characteristics (e.g., number and widths of lanes), and to a lesser extent by the traffic characteristics (e.g., types of vehicles) and type of traffic controls. The LOS concept is a qualitative description of the ease of traffic flow through an intersections based on the amount of delay experienced by a vehicle, denoted with a letter of "A" through "F" with "A" being no delay and "F" being intersection failure. LOS E and F are considered unacceptable.

Signal-Controlled Intersections. Traffic conditions at traffic signal-controlled intersections were evaluated using the Operations Analysis methodology described in the *1997 Highway Capacity Manual Update (1997 HCM Update)*[1] to the *1994 Highway Capacity Manual* (1994 HCM)[2]. The methodology calculates a ratio of actual or estimated peak hour traffic volumes to the theoretical capacity of the intersection. This V/C ratio reflects the physical characteristics of the intersection and the traffic characteristics, and is somewhat independent of the efficiency of the traffic signal phasing/timing. This ratio indicates the proportion of available capacity being used by traffic volumes and where there is unused capacity available for future traffic increases.

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1 Transportation Research Board. December 1997. *1997 Highway Capacity Manual Update.*

2 Transportation Research Board. 1994. *Highway Capacity Manual, Special Report 209,* Third Edition.

With the 1997 HCM Update method, the LOS is based on the average delay per vehicle for the various movements within the intersection as a result of the traffic signal control. This total delay is the difference between the travel time experienced with the traffic signal and the reference travel time that would result under ideal conditions, in the absence of the traffic control and geometric delay. This delay, referred to as control delay, includes initial deceleration delay, stop delay, queue move-up delay, and final acceleration delay. Average delay time and LOS is estimated for the entire intersection, for each roadway approach, and for each traffic movement or lane group. A description of the criteria associated with LOS A through LOS F is provided in Table 4-1.

Table 4-1: Level-Of-Service Criteria For Intersections With Traffic Signal Control

LOS	Average Stopped Delay (seconds/vehicle)
A	<10.0
B	10.1 - 20.0
C	20.1 - 35.0
D	35.1 - 55.0
E	55.1 - 80.0
F	>80

Source: Transportation Research Board. 1997. *1997 Highway Capacity Manual Update*, Chapter 9.

In the assessment of traffic signal-controlled intersections, it is usually most appropriate to relate the adequacy of the geometric design features (such as numbers and use of lanes, lane widths, etc.) to the V/C. Delay and LOS are most relevant to assessing modifications to the traffic signal controls, since these are most directly related to the signal design features, such as cycle length, number and arrangement of phases, and allocation of green time.

Unsignalized Intersections. At intersections with STOP sign controls, the LOS was calculated using the 1994 HCM procedures for intersections with STOP or YIELD signs. In this methodology, the six levels of service, A through F, are used to describe traffic conditions for those movements that must yield to other movements:

- Left-turn out of a side street or driveway;
- Through movement from a side street,
- Right-turn out of a side street or driveway; and
- Left-turn into a side street.

Through vehicles on a major streets are not required to yield to other movements at two-way STOP controlled intersections.

The general indicator of intersection delay is determined by calculating the one-hour capacity for each key movement, based on the conflicting traffic volumes, and then comparing the number of vehicles making that maneuver to the calculated capacity. The unused or "reserve" capacity for the movement is then used to identify a delay time and a LOS for that movement. Unlike analysis at signalized intersections, an overall intersection LOS is not calculated, but a LOS is calculated for each lane group subject to the STOP or YIELD condition.

The LOS criteria for unsignalized intersections with STOP or YIELD controls are defined in Table 4-2.

Table 4-2: Level-Of-Service Criteria For Unsignalized Intersections

LOS	Average Stopped Delay (seconds/vehicle)
A	<5.0
B	5.1 - 10.0
C	10.1 - 20.0
D	20.1 - 30.0
E	30.1 - 45.0
F	>45

Source: Transportation Research Board. 1994. *Highway Capacity Manual, Special Report 209*, Chapter 10.

4.3.2 Intersection Conditions

Traffic conditions at the study intersections are summarized for the morning and afternoon peak hours in Table 4-3, based on the analyses of the existing traffic volumes, traffic lanes, and traffic controls at each intersection.

Table 4-3: Existing Conditions At Key Intersections

Intersection	Morning Peak Hour			Afternoon Peak Hour		
	V/C	ADPV	LOS	V/C	ADPV	LOS
Ala Moana Boulevard & Kalakaua Avenue	0.65	19.7	B	0.78	22.6	C
Ala Moana Boulevard & Kalia Road/Ena Road	0.62	47.7	D	0.77	55.3	E
Ala Moana Boulevard & Hobron Lane	0.58	38.2	D	0.68	43.1	D
Ala Moana Boulevard & Atkinson Drive	0.76	34.1	C	0.76	45.9	D
Kalia Road & Rainbow Drive	0.33	9.7	A	0.51	10.7	B
Holomoana St. & Hobron Lane	--	8.4	A	--	13.6	B
Holomoana St. & Dewey Lane	--	9.0	A	--	10.1	B

Notes:
V/C = Ratio of the traffic volume to the theoretical capacity of the intersection.
ADPV = Average delay per vehicle, in seconds.
LOS = Level of service.
Source: Wilbur Smith Associates. March 12, 2001

Morning Peak Hour Conditions - Based on the analyses of each individual intersection, the proportion of the estimated capacity used by existing traffic volumes and the overall service level at each intersection represented acceptable conditions in the morning peak hour. The intersection of Ala Moana Boulevard with Kalia/Ena Roads operated at LOS D, although the present volumes amount to only about 65 percent of the intersection capacity. The LOS D condition results from the long signal cycle length and the signal phasing at this intersection, which results in long delays for traffic on the Kalia and Ena Road approaches, as well as the vehicles turning left from Ala Moana Boulevard.

The STOP sign controlled intersections along Holomoana Street operated at LOS A.

Afternoon Peak Hour Conditions. Traffic at the Ala Moana Boulevard intersection with Kalia/Ena Roads operated at LOS E with volumes at 78 percent of capacity at the time of the traffic survey. As with the morning peak hour, the comparatively poor LOS at the intersection, relative to capacity, is due largely to the long signal cycle length and phasing of the Kalia and Ena Road approaches. LOS E or F conditions were experienced by most of the traffic movements from the Kalia Road and Ena Road approaches, as well as the left-turn traffic and the Diamond Head-bound through traffic on Ala Moana Boulevard.

The afternoon peak hour volumes at the Rainbow Drive intersection approximated 51 percent of the estimated capacity, with overall conditions at LOS B. The analyses indicated that traffic movements along Kalia Road operated at average conditions of LOS A or B, and that vehicles exiting Rainbow Drive operate at LOS B or C.

Although the analyses indicate acceptable overall traffic conditions from a technical point of view at most of the intersections, field observations during the counts identified several traffic problems that occurred for short intervals along Kalia Road. These were:

- During three separate signal phases between 3:30 and 4:00 p.m., the vehicles turning left from 'Ewa-bound Ala Moana Boulevard onto Kalia Road were observed to remain stacked from Kalia Road across the Diamond Head-bound lanes of Ala Moana Boulevard after the signal changed to provide the green indication to the Diamond Head-bound through movement. This prevented the through vehicles from proceeding during the initial portion of the green phase, and resulted in longer queues and delays for the through traffic for the ensuing one or two signal cycles until the queue of through traffic dissipated. This problem appeared to occur when the pedestrians crossing Rainbow Drive blocked the right-turn movement into the HHV for a sufficient period, causing vehicles to stack in the curb lane back to the Ala Moana Boulevard intersection. Those vehicles turning left from Ala Moana Boulevard and attempting to merge into the curb lane were thus blocked from the merge. These merging vehicles stopped in the center lane with their turn signals on while waiting for the traffic in the curb lane to resume moving. During this wait, vehicles blocked those in the lane behind them, thus queuing traffic into the intersection. This problem did not occur during observations made during the 3:30 to 4:00 p.m. period on three other days. Therefore, it appears to occur only during a particular combination of factors.
- On several occasions, the eastbound traffic on Kalia Road stacked from a bottleneck Diamond Head of Maluhia Street through the Maluhia Street intersection to the vicinity of Rainbow Drive. On the survey day, the queue did not affect access to Rainbow Drive. The constraint onto the eastbound traffic flow appeared to be the Saratoga Road intersection.
- On several occasions, tour and shuttle buses stopped along the makai and mauka curbs of Kalia Road adjacent to the crosswalk at Rainbow Drive to load or unload passengers. This disrupted traffic flow along Kalia Road while the vehicles were stopped.

The right-turn movement from Ala Moana Boulevard to Kalia Road is not controlled by a traffic signal. Field observations indicated that this movement experiences no significant delays or disruptions due to the pedestrian conflict at the intersection. Delays did regularly occur when through traffic caught in the right-turn lane blocked the right-turn movement while waiting to merge into the adjacent through lane. If the right-turn movement were controlled by the traffic signal, the analysis indicates LOS C conditions for the lane.

The intersection of Ala Moana Boulevard with Hobron Lane operated at acceptable overall conditions of LOS D. However, the long signal cycle length and allocation of green time resulted in LOS E or F conditions for the Hobron Lane approaches and the left-turn movements from Ala Moana Boulevard. Field observations indicated that extensive queuing occurred on the makai leg of Hobron Lane for a 15- to 20-

minute period around 4:00 p.m. when both hotel workers at the area hotels and construction workers were leaving work. Many of these workers utilize the free public parking spaces along Holomoana Street and the boat harbor area. Stops by trolley and tour buses in the street adjacent to the Ilikai bus loading area also disrupted traffic on the makai leg of the intersection several times during the traffic counts.

Overall traffic conditions were at acceptable levels at the intersection of Ala Moana Boulevard with Atkinson Drive and Ala Moana Park Road. However, the present signal timing result in LOS E or F conditions for the vehicles turning left from Ala Moana Boulevard and exiting from Ala Moana Park.

The analyses indicated that the STOP sign-controlled intersections of Holomoana Street with Hobron Lane and with Dewey Lane operated at very acceptable conditions. However, traffic operations at these intersections were disrupted around 4:00 p.m. when people were leaving work, with the traffic queue extended from Ala Moana Boulevard back to the vicinity of Dewey Lane.

4.3.3 Trip Generation By Hilton Hawaiian Village

Some 2,291 hotel units in the HHV and 125 units in the Lagoon Apartments were occupied during the September 23, 1999 traffic counts. The total number of vehicles entering and exiting Rainbow Drive, Paoa Place, and the Hilton bus terminal driveway were combined to estimate the total vehicle trips generated by the HHV during the morning and afternoon peak hours, as summarized in Table 4-4. This slightly overestimates the trips since the Paoa Place traffic volumes also include vehicles using the Hale Koa Hotel loading dock.

Table 4-4: Existing Vehicle Trip Generation Rates For Hilton Hawaiian Village Complex

Time Period	Vehicle Trip Ends (1)			Trip Ends per Occupied Unit (2)		
	Arrive	Depart	Total	Arrive	Depart	Total
7:00 - 8:00 a.m.	398	323	721	.165	.134	.299
3:30 - 4:30 p.m.	409	434	843	.169	.180	.349

(1) Trips based on traffic counts on September 23, 1999.
(2) Trip rates based on 2,291 occupied units at HHV and 125 occupied units at the Lagoon Apartments.
Source: Wilbur Smith Associates. September 30, 1999.

The numbers of peak hour trips were divided by the number of occupied units on the survey day to provide an estimated trip generation rate for each peak hour, with the resultant rates listed in Table 4-4. The Hilton facilities generate an average of 0.299 vehicle trip ends per occupied hotel unit in the morning peak hour, and 0.349 trip ends in the afternoon peak hour. These trip rates per occupied unit represent all vehicle trips associated with the hotel complex, including guest, employee, visitor, and delivery trips associated with the hotel operations and the other commercial activities within the HHV.

4.3.4 Special Events At Hilton Hawaiian Village

At present, traffic for special events at the HHV uses Rainbow Drive to enter and exit the HHV, with the special event traffic normally parking in the Hilton garage. For a very large special event, or a combination of several smaller events, Hilton uses the following actions to provide sufficient parking for the event attendees:

- Employees are directed to park at the Fort DeRussy parking structure to free up additional spaces in the Hilton garage for the special event attendees. With this relocation, approximately 1,000 or more of the 1,670 spaces in the Hilton garage can be made available for attendees.
- When the size of the planned event(s), coupled with other guest and visitor use, will exceed the available spaces in the Hilton garage, attendees of certain events are asked to use the Fort DeRussy garage, or personnel are stationed at the Rainbow Drive entrance to divert vehicles to the Fort DeRussy garage once the Hilton garage is full.

Present Hilton traffic management procedures for special event traffic include the following actions:

- Hilton security staff are stationed on Rainbow Drive at the driveway and crosswalk at the mauka end of the garage and at the existing main front desk/porte cochere area at the makai end of the garage to expedite traffic and pedestrian flow.
- Hilton security and parking personnel are assigned to the parking garage entry gates to set the gates in an open position and hand parking tickets to drivers to increase entry capacity into the garage.
- For very large special events, Hilton employs and stations off-duty Honolulu Police Department (HPD) officers at the entrance to Rainbow Drive to minimize pedestrian conflicts and expedite vehicle flow.

Traffic arriving for very large special events or combinations of special events at the HHV at times stacks along the curb lane on Kalia Road and Diamond Head-bound Ala Moana Boulevard. Field observations at past large events indicated that the entry gates to the HHV garage were the traffic capacity constraints that resulted in the queuing of arriving vehicles.

Although the Plan should not affect the frequency or size of special events at the HHV, the Plan may impact traffic conditions during special events through increased normal daily employee and guest traffic as a result of the additional accommodation units and ancillary uses.

4.3.5 Parking Garage Entry Capacity

The entrances to the HHV parking structure have been the key limitation on the flow rate at which vehicles could enter the Hilton complex in recent years, particularly for local functions. Prior to the Kalia Tower project, the garage had two entry gates with a normal capacity of about 1,000 vehicles per hour, if both entrances are fully utilized. The entry capacities could be further increased for special events by stationing a parking attendant at each ticket dispenser to hand tickets to the entering driver, with the gate locked in the up position. With two previous entry gates, this procedure could boost the total garage entrance rate to about 1,300 vehicles per hour

During the present Kalia Tower construction project, the gate on the mauka side has been redesigned to provide two entry gates and lanes. That entrance should be able to accommodate about 780 vehicles per hour with normal operation. The single gate at the makai entrance can accommodate about 600 vehicles per hour, for a total entry rate of 1,380 vehicles per hour using normal operation. The entry capacities can be further increased for special events by stationing a parking attendant at each ticket dispenser to hand tickets to the entering driver, with the gate locked in the up position. With three entry gates, the total garage entrance rate is boosted to 1,600 to 1,700 vehicles per hour. In addition, the recent installation of new gate equipment allows existing exits to be used for contra-flow, thereby further increasing entrance rates by another 600 vehicles an hour.

Therefore, the parking entry capacity will be nearly doubled with the completion of the modifications to the mauka and makai garage entrance.

4.4 2005 CONDITIONS WITHOUT THE WAIKIKIAN PROJECT

Construction of the Waikikian project is planned for completion in mid-2005, with initial occupancy in summer of 2005. The travel forecasts and conditions for mid-2005 without the Waikikian project (No Action Alternative) are presented as a baseline from which to identify the effects of the project.

4.4.1 Roadway Improvements

No major roadway improvements are reflected in the analyses of traffic conditions in year 2005. The State DOT has been considering improvement options along the segment of Ala Moana Boulevard within Waikiki. However, these modifications would likely focus on facilities for pedestrians and bicycles, as well as enhanced landscaping. In the past, the State DOT has also considered the construction of an additional Diamond Head-bound lane on Ala Moana Boulevard from the vicinity of Kalia Road to Kalakaua Avenue. However, no additional roadway lanes are included in this analysis.

The City is considering the construction of a transitway through central Honolulu and Waikīkī to improve transit operations and to encourage additional use of public transportation by area residents, workers, and visitors. In the project area, one transitway alignment is planned from Ala Moana Center along Ala Moana Boulevard to Kalia Road, and then along Kalia Road into the central area of Waikīkī. The segment along Ala Moana Boulevard would occupy one traffic lane in each direction on either side of the median. The segment along Kalia Road between Ala Moana Boulevard and Rainbow Drive would occupy two of the existing traffic lanes along the mauka side of the street, which would be separated from the remaining traffic lanes by a raised curb. This would leave three lanes for normal traffic use, versus the five lanes available at present. The traffic impact analyses for the Waikikian project is based on the existing lanes along Ala Moana Boulevard and Kalia Road, with the relationship of the Waikikian to the transitway discussed on a qualitative basis.

4.4.2 Traffic Volumes

The traffic volumes for mid-2005 without the Waikikian Project were estimated to include the additional traffic that would be generated by the Kalia Tower, the re-opening of the Lagoon Tower as a time-share operation, and the construction of the Asia-Pacific Center at Fort DeRussy. An annual growth factor was applied to the 1999/2000 traffic counts to reflect general growth in the area and those redevelopment projects located in other sections of Waikīkī.

4.4.2.1 Lagoon Tower Time-Share Project

On the day the 1999 traffic counts were made, only 125 of the 235 units in the Lagoon Apartments tower were occupied; at the time of the 2000 counts, the building was being renovated and all units were vacant.

For year 2005 traffic forecasts, it is assumed that the Lagoon Tower time-share units would be 90 percent occupied, and that the units would exhibit trip generation characteristics similar to the present trip rates for the HHV. The 90 percent occupancy rate would result in 212 occupied units on the analysis day. The 212 occupied units would generate an increase of 65 and 75 vehicle trips in the morning and afternoon peak hours, respectively, as summarized in Table 4-5.

4.4.2.2 Kalia Tower

The Kalia Tower project has added 453 hotel rooms to the HHV. It will also include a health and wellness spa, small retail shops, a lobby bar, and a lounge, all oriented towards hotel guests.

The trip rates for the HHV were applied to 408 occupied hotel rooms (90 percent occupancy factor) to estimate the additional peak hour vehicle trips. Kalia Tower is estimated to generate an additional 123 and 143 vehicle trips to/from the HHV in the morning and afternoon peak hours, respectively.

4.4.2.3 Asia-Pacific Center

The Asia-Pacific Center has started renovation of an existing building at Fort DeRussy to house its operations, with the renovation work expected to be completed in the near future. Once the renovation has been completed, the Asia-Pacific Center will relocate its operations to Fort DeRussy from its current location in the Waikiki Trade Center.

The Asia-Pacific Center, with a present staff of 92 persons, conducts 12-week sessions for 50 to 75 students from Asian and Pacific countries three times a year. The Center expects to expand its staff to 122 personnel after its relocation to Fort DeRussy.

The Asia-Pacific Center staff would park at the Fort DeRussy parking structure on Maluhia Street. After discussions with the Public Affairs Officer for the Center,[3] traffic forecasts for the Asia-Pacific Center were based on the following assumptions:

- Three-quarters of the staff would arrive and depart in the 7:00-8:00 AM and 3:30-4:30 PM peak hours. Most of their staff presently start work between 6:30 and 8:00 AM and leave between 4:00 and 5:00 PM.
- All of the staff would arrive/depart by automobile with an average of 1.09 staff per vehicle, the average vehicle occupancy rate for work trips for O'ahu.
- Off-peak direction vehicle trips would approximate 10 percent of peak direction trips to reflect drop-offs and deliveries.
- No students would drive to the Center. At present, all students are billeted at hotels or condominiums within walking distance of the Center.

Based on these assumptions, the Center would generate 94 vehicle trip ends in each peak hour.

4.4.2.4 General Area Growth

The growth factor was based on the average annual increases on Ala Moana Boulevard between 1995 and 1997, as determined from State DOT 24-hour machine counts made near Kalakaua Boulevard. The average annual increase for this period was 1.4 percent. This average annual growth rate would amount to an 8.7 percent increase between the 1999 counts and the mid-2005 period used for the analyses of the Waikikian traffic impacts. However, based upon the findings of the supplemental study, the average annual growth rate from 1999 to 2005 is now estimated to be slightly less.

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[3] Telephone conversation with Barbara O'Neal, Public Affairs Officer for Asia Pacific Center, September 28, 1999.

4.4.2.5 Traffic Forecasts

The resultant 2005 traffic forecasts are depicted in Figures 4-4 and 4-5 for the morning and afternoon commute peak hours, respectively. Note that the traffic forecasts reflect the gate from HHV to Dewey Lane being open in 2005 for exiting vehicles.

The traffic volumes along Kalia Road 'Ewa of Rainbow Drive would increase by about 27.1 percent and 21.5 percent in the morning and afternoon peak hours, respectively. The higher proportional increases in the morning peak hour result from the higher contribution of HHV to the morning traffic than the afternoon traffic, when there is more through traffic using Kalia Road.

The increases along Ala Moana Boulevard between the Atkinson Drive and Kalakaua Avenue intersections would amount to between 14 and 18 percent higher than present volumes, depending on the location.

4.4.3 Intersection Conditions

Following is a summary of projected conditions at key intersections in mid-2005 without the Waikikian project. One scenario assumes no intersection improvements; the other assumes a full intersection at the Dewey Lane connection with Ala Moana Boulevard.

4.4.3.1 Without Intersection Improvements at Dewey Lane

Traffic conditions at study area intersections in mid-2005 without the Waikikian project are summarized in Table 4-5 for the morning and afternoon peak traffic hours. These projected conditions assumes no improvements to existing intersections.

At the Ala Moana Boulevard-Kalia Road intersection, additional traffic would substantially increase the portion of the intersection capacity used in each peak hour, most significantly in the afternoon when the forecast traffic volume increases to 91 percent of capacity, versus 77 percent for existing conditions. In the morning peak hour, the 'Ewa-bound left-turn/through traffic conditions would worsen from LOS D to LOS E with the present signal timing, but overall conditions would remain at LOS D. In the afternoon peak hour, the 'Ewa-bound left-turn/through traffic conditions would worsen from LOS E to LOS F with the present signal timing, but overall conditions would remain at LOS E.

The traffic increases would have little effect on conditions at the Kalia Road-Rainbow Drive intersection with both the proportion of intersection capacity used by future traffic and the traffic conditions for the movements little changed from existing conditions.

Peak hour traffic conditions are forecast to remain at LOS D at the intersection of Hobron Lane with Ala Moana Boulevard. The additional traffic would increase the proportion of capacity use to 77 percent in the afternoon peak hour.

At the Ala Moana Boulevard intersection with Atkinson Drive, the forecast traffic growth would result in about 86 to 87 percent of capacity being used in each peak hour, or about 10 percentage points higher than existing conditions. The additional traffic would worsen conditions to LOS D in the morning peak hour and to LOS E in the afternoon peak hour.

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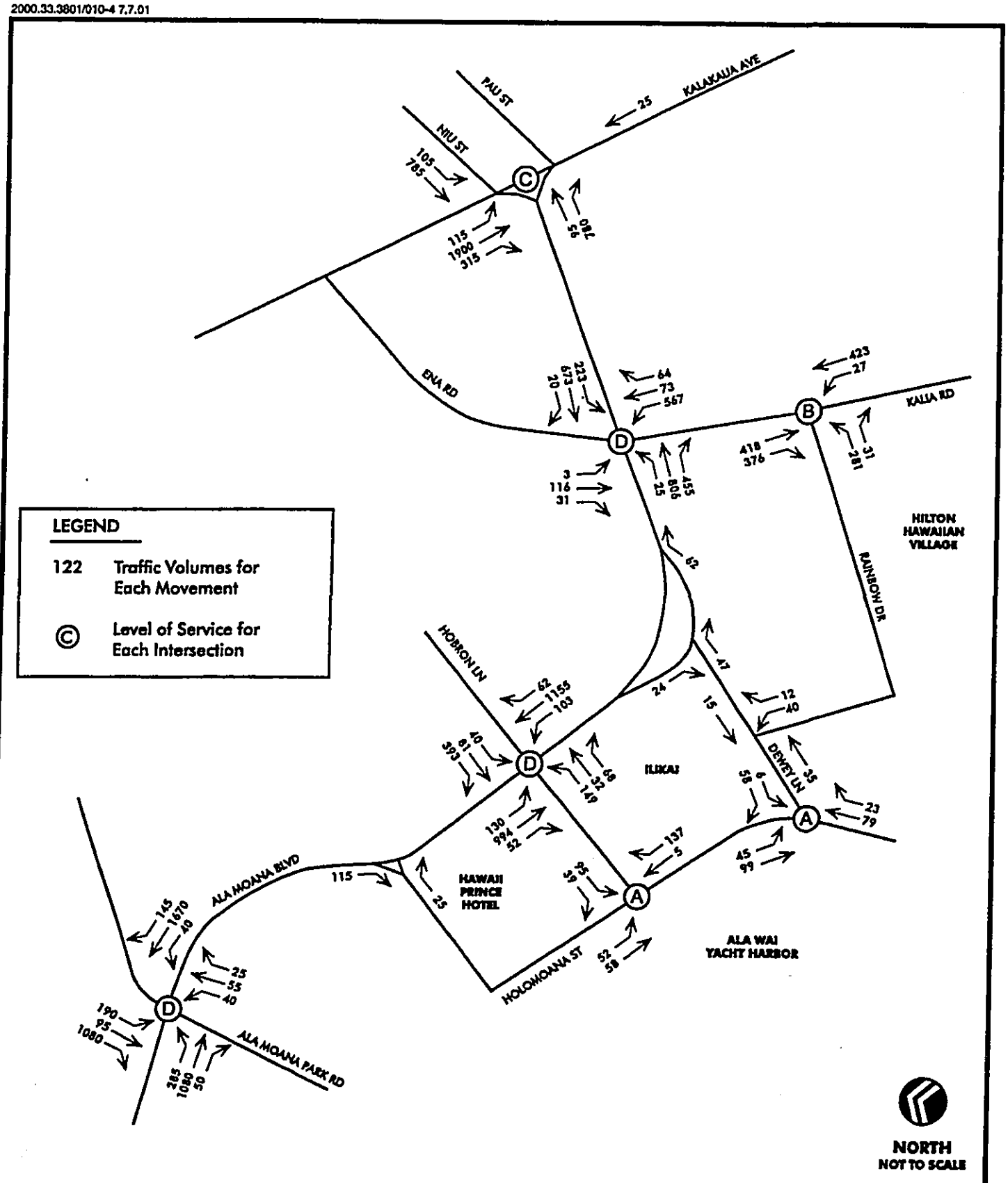

Source: Wilbur Smith Associates, June 2001

Figure 4-4
2005 MORNING PEAK HOUR TRAFFIC WITHOUT WAIKIKIAN PROJECT

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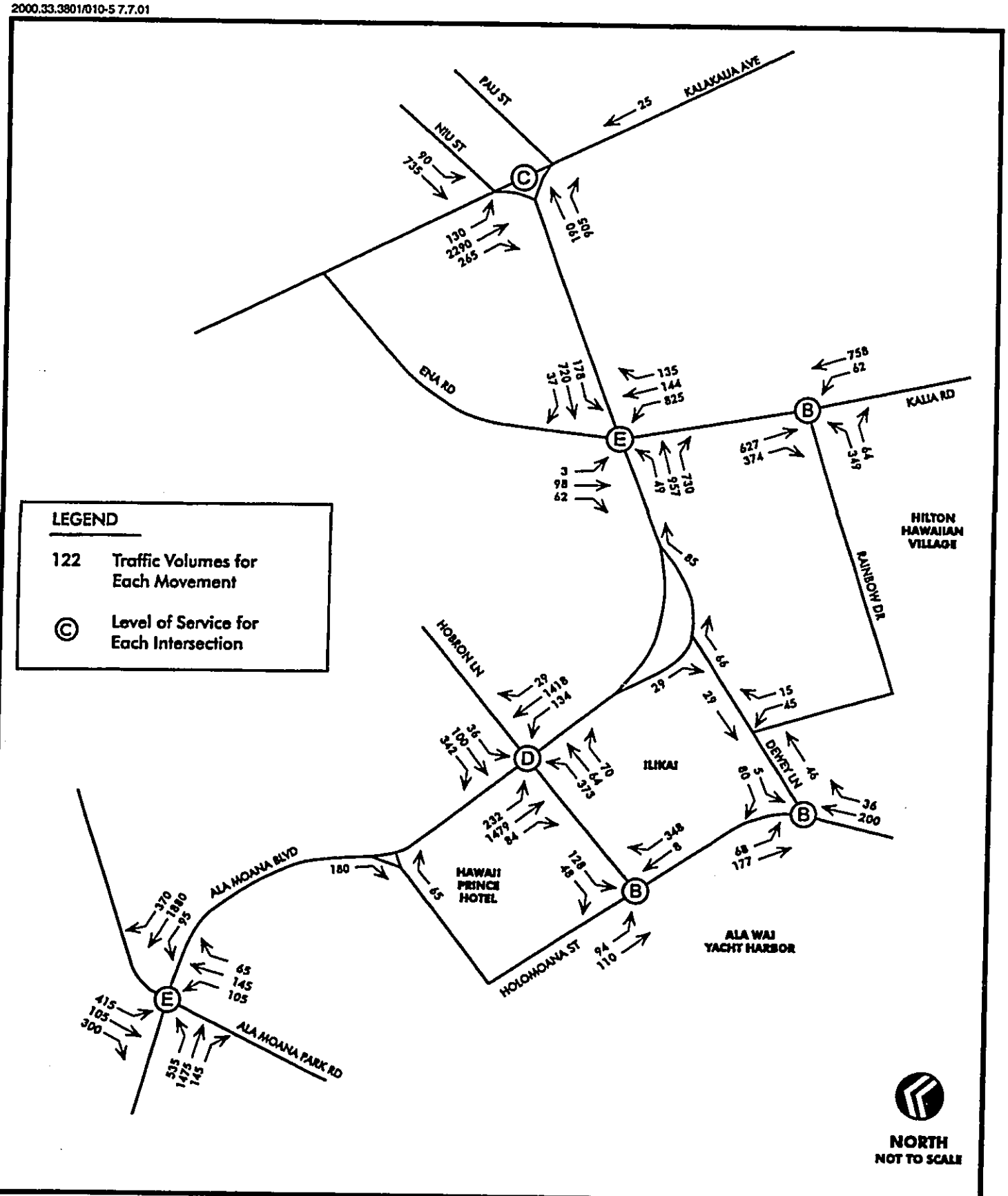

Source: Wilbur Smith Associates, June 2001

Figure 4-5
2005 AFTERNOON PEAK HOUR TRAFFIC WITHOUT WAIKIKIAN PROJECT

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Table 4-5: 2005 Conditions At Key Intersections Without Project

Intersection	Morning Peak Hour			Afternoon Peak Hour		
	V/C	ADPV	LOS	V/C	ADPV	LOS
Ala Moana Boulevard & Kalakaua Avenue	0.74	22.9	C	0.89	30.5	C
Ala Moana Boulevard & Kalia Road/Ena Road	0.76	51.5	D	0.91	66.0	E
Ala Moana Boulevard & Hobron Lane	0.65	39.5	D	0.77	46.2	D
Ala Moana Boulevard & Atkinson Drive	0.86	38.2	D	0.87	55.9	E
Kalia Road & Rainbow Drive	0.45	10.8	B	0.60	11.7	B
Holomoana St. & Hobron Lane	–	8.6	A	–	13.6	B
Holomoana St. & Dewey Lane	–	9.1	A	–	10.3	B

Notes:
V/C = Ratio of the traffic volume to the theoretical capacity of the intersection.
ADPV = Average delay per vehicle, in seconds.
LOS = Level of service.

Traffic conditions are forecast at LOS C at the Ala Moana Boulevard intersection with Kalakaua Avenue in both peak hours. The additional traffic is projected to increase the volume-to-capacity ratio to 0.89 in the afternoon peak hour.

The STOP sign-controlled intersections of Holomoana Street with Hobron Lane and Dewey Lane are both projected to remain at LOS A and LOS B in the morning and afternoon peak hours, the same as for existing conditions.

4.4.3.2 With Intersection Improvements at Dewey Lane

The traffic conditions at the study area intersections, with a full intersection at the Dewey Lane connection to Ala Moana Boulevard and without the Waikikian Project, are presented in Table 4-6. Key effects of this full intersection on area circulation are discussed below.

- The full intersection would increase use of Dewey Lane, by both HHV and Ala Wai Harbor traffic. Traffic on the segment mauka of the Rainbow Drive connection is estimated at about 380 to 490 vehicles in the peak traffic hours. Peak hour volumes makai of the Rainbow Drive connection are estimated at 100 to 150 vehicles.
- Traffic volumes on Kalia Road at Ala Moana Boulevard would be reduced by about 250 to 310 vehicles in each peak hour, as compared to No Action. The traffic reduction would result in a significant improvement in traffic conditions at the Kalia Road intersection with Ala Moana Boulevard. In the afternoon peak hour, the capacity use is estimated to decline by 5 percent below no project conditions with the existing roadways, with average delay reduced by 7 seconds or more per vehicle.
- Traffic volumes on Hobron Lane makai of Ala Moana Boulevard would be reduced by about 80 to 130 vehicles in each peak hour, as compared to the existing roadway network. The traffic reduction would result in a small improvement in traffic conditions at the Hobron Lane intersection with Ala Moana Boulevard. In the afternoon peak hour, the capacity use is estimated to decline by 1 percent below the existing roadways, with average delay reduced by 2 to 3 seconds per vehicle.

Table 4-6: 2005 Conditions At Key Intersections Without Waikikian Project With Dewey Lane Full Intersection

Intersection	Morning Peak Hour			Afternoon Peak Hour		
	V/C	ADPV	LOS	V/C	ADPV	LOS
Ala Moana Blvd. & Kalakaua Ave.	0.74	23.0	C	0.89	30.9	C
Ala Moana Blvd. & Kalia Rd./Ena Rd.	0.70	47.2	D	0.85	58.4	E
Ala Moana Blvd. & Dewey Ln.	0.41	16.5	C	0.56	17.3	B
Ala Moana Blvd. & Hobron Ln.	0.64	38.4	D	0.75	43.5	D
Ala Moana Blvd. & Atkinson Dr.	0.86	38.4	D	0.88	56.0	E
Kalia Rd. & Rainbow Dr.	0.34	8.8	A	0.46	9.7	A
Holomoana St. & Hobron Ln.	--	8.1	A	--	11.2	B
Holomoana St. & Dewey Ln.	--	11.3	B	--	9.7	A

Notes:
V/C = Ratio of the traffic volume to the theoretical capacity of the intersection.
ADPV = Average delay per vehicle, in seconds.
LOS = Level of service.
Source: Wilbur Smith Associates. May 5, 2001.

- The full Dewey Lane intersection with Ala Moana Boulevard would operate with traffic volumes at 56 percent of capacity or less, with average vehicle delays at LOS B or C.
- The installation of an additional traffic signal along Ala Moana Boulevard, with about 500 to 700 feet to the adjacent traffic signals, would likely affect traffic flow through the signal system and result in an increased number of vehicle stops.
- The additional pedestrian crossing point of Ala Moana Boulevard at Dewey Lane would improve pedestrian circulation for residents, workers, and visitors in the blocks on either side of the crosswalk, and reduce pedestrian volumes at the heavily used Kalia Road and Hobron Lane crosswalks. The new crossing would also improve pedestrian access to the TheBus stops located near mid-block on both sides of Ala Moana Boulevard.

This full intersection would provide a second outlet for the HHV and assist in alleviating future traffic conditions along Kalia Road.

4.5 2005 CONDITIONS WITH WAIKIKIAN PROJECT

The Waikikian project would generate an estimated 95 and 111 additional vehicle trips to or from the HHV in the morning and afternoon peak hours, respectively. This would increase estimated traffic entering or exiting the HHV in 2005 by about 10.8 percent in both the morning and afternoon peak hours.

A number of potential modifications to traffic circulation have been considered for the roadway system in the vicinity of the HHV that would affect access to the Waikikian site and traffic flow along Dewey Lane. These modifications include the provision of a full intersection at the Dewey Lane connection to Ala Moana Boulevard, and/or the conversion of a segment of Rainbow Drive to one-way operation within the HHV.

The traffic impact assessment for the Waikikian project has included circulation alternatives to assess whether roadway modifications would improve or adversely affect traffic conditions with the Waikikian project. The circulation alternatives considered in the Waikikian analyses are:

A-1 Dewey Lane limited to right turns at its connection to Ala Moana Boulevard, and Rainbow Drive extended to Dewey Lane with two-way traffic flow. With the exception of the Rainbow Drive extension to Dewey Lane, this reflects the existing circulation in the area.

A-2 Dewey Lane connection to Ala Moana Boulevard reconstructed as a full intersection that permits left turns into and out of Dewey Lane, with Rainbow Drive extended to Dewey Lane with two-way traffic flow.

E-1 Dewey Lane limited to right turns at its connection to Ala Moana Boulevard, and Rainbow Drive extended to Dewey Lane with a short section near Rainbow Tower converted to one-way 'Ewa-bound traffic flow.

E-2 Dewey Lane connection to Ala Moana Boulevard reconstructed as a full intersection that permits left turns into and out of Dewey Lane, and Rainbow Drive extended to Dewey Lane with a short section near Rainbow Tower converted to one-way 'Ewa-bound traffic flow.

The estimated proportion of intersection capacity used by the forecast traffic volumes at the key study area intersections with the Waikikian project and each circulation alternative are summarized in Table 4-7. The traffic impacts of the Waikikian project under typical weekday conditions with each of the circulation alternatives are summarized in the following sections.

Table 4-7: Volume-To-Capacity Ratios For Traffic Signal-Controlled Intersections

Intersections	Existing	2005 Without Project		2005 With Waikikian and Circulation Alternatives	
		A-1	A-2	E-1	E-2
Morning Peak Hour					
Ala Moana Boulevard & Kalakaua Avenue	0.65	0.74	0.74	0.74	0.74
Ala Moana Boulevard & Kalia Road/Ena Road	0.62	0.76	0.77	0.70	0.76	0.70
Ala Moana Boulevard & Dewey Lane	NA	NA	NA	0.44	NA	0.47
Ala Moana Boulevard & Hobron Lane	0.58	0.65	0.66	0.65	0.67	0.65
Ala Moana Boulevard & Atkinson Drive	0.76	0.86	0.86	0.86	0.86	0.86
Kalia Road & Rainbow Drive	0.33	0.45	0.47	0.35	0.46	0.34
Afternoon Peak Hour					
Ala Moana Boulevard & Kalakaua Avenue	0.78	0.89	0.89	0.89	0.89	0.89
Ala Moana Boulevard & Kalia Road/Ena Road	0.77	0.91	0.93	0.86	0.90	0.85
Ala Moana Boulevard & Dewey	NA	NA	NA	0.59	NA	0.62

Intersections	Existing		2005 Without Project		2005 With Waikikian and Circulation Alternatives	
			A-1	A-2	E-1	E-2
Lane						
Ala Moana Boulevard & Hobron Lane	0.68	0.77	0.78	0.76	0.79	0.76
Ala Moana Boulevard & Atkinson Drive	0.76	0.87	0.88	0.88	0.88	0.88
Kalia Road & Rainbow Drive	0.51	0.60	0.62	0.47	0.59	0.46

Note: NA = Not controlled by traffic signal in this scenario.
Source: Wilbur Smith Associates; May 4, 2001

4.5.1 With Circulation Alternative A-1

This alternative reflects the existing circulation patterns in the vicinity of the Waikikian site, with the exception of the extension of Rainbow Drive to Dewey Lane. Traffic would be able to enter and exit the HHV via Dewey Lane. However, the present Rainbow Drive connection would continue to be signed and to function as the main entrance to the HHV. Key effects of the project and this circulation alternative are discussed below. Figures 4-6 and 4-7 depict traffic movements for Alternative A-1 in the morning and afternoon peak hours, respectively.

- Peak hour traffic volumes on Dewey Lane mauka of the Rainbow Drive connection are estimated to increase by 27 to 30 vehicles in each peak hour, or an increase of 31 percent to 43 percent over traffic without the Project (No Action).
- Peak hour traffic volumes on Dewey Lane makai of the Rainbow Drive connection are estimated to increase by 19 to 22 vehicles in each peak hour, or an increase of 18 percent to 21 percent over traffic without the Project.
- Peak hour traffic volumes on Hobron Lane makai of Ala Moana Boulevard are estimated to increase by 4 percent to 5 percent over traffic without the Project.
- Peak hour traffic volumes along Ala Moana Boulevard near the Project site are estimated to increase by 1 percent to 2 percent.
- Peak hour traffic volumes along Kalia Road near Ala Moana Boulevard are estimated to increase by 2 percent to 3 percent.
- The increased traffic in the afternoon peak hour would amount to 93 percent of capacity at the Ala Moana Boulevard-Kalia Road intersection, an increase of 2 percent over No Action. Average delay would increase by 2 seconds per vehicle, but remain at LOS E with or without the Project.
- The increased traffic in the afternoon peak hour would amount to 78 percent of capacity at the Ala Moana Boulevard-Hobron Lane intersection, an increase of 1 percent over No Action with an increase of one second in average vehicle delay.
- Average delay for vehicles stopping at the STOP sign-controlled intersections of Holomoana Street with Dewey Lane and Hobron Lane would increase an average of one second per vehicle, but remain at very acceptable LOS A or B conditions.

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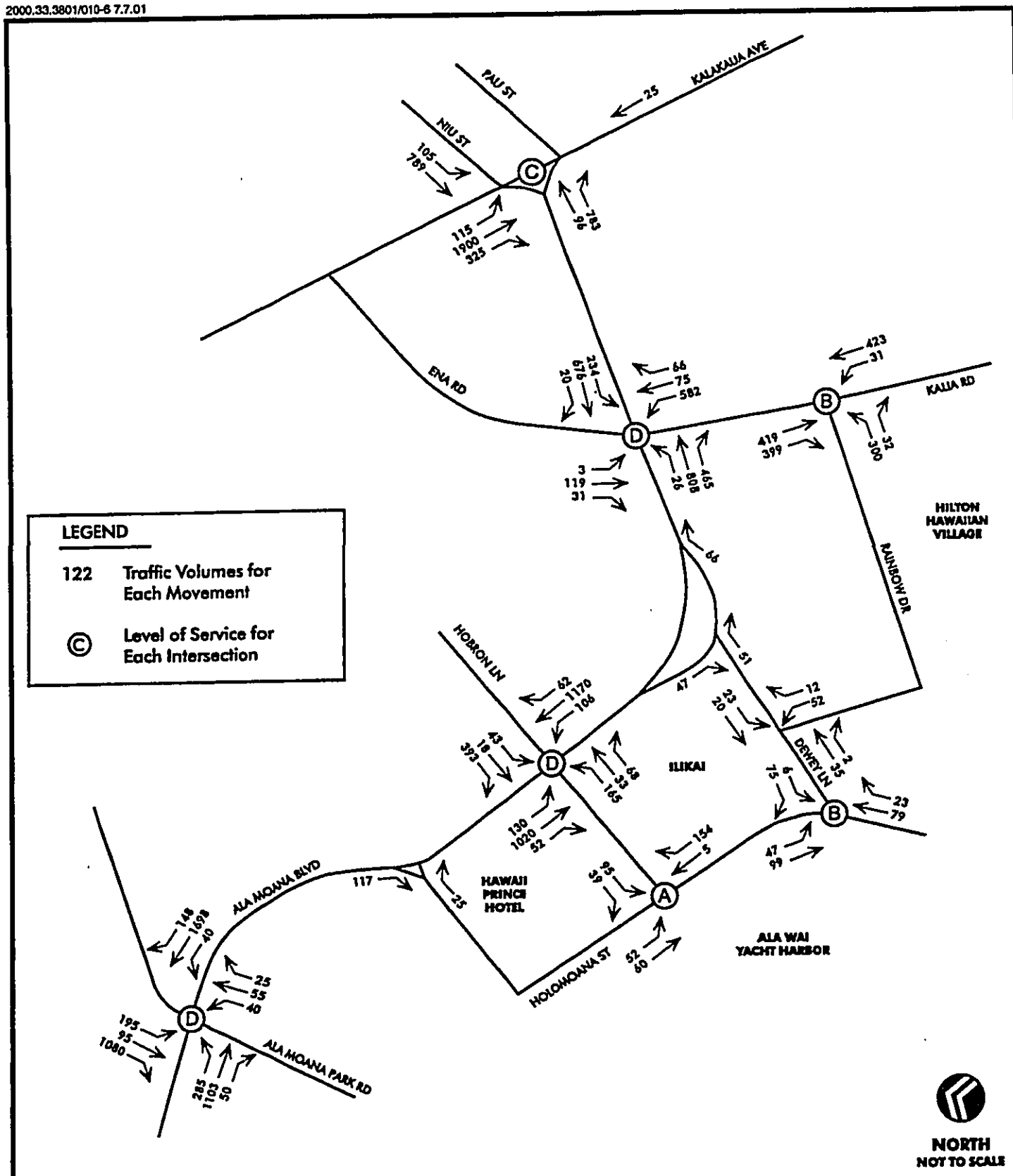

Source: Wilbur Smith Associates, June 2001

Figure 4-6
2005 MORNING PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE A-1, DEWEY LANE RIGHT IN-OUT WITH TWO-WAY RAINBOW DRIVE

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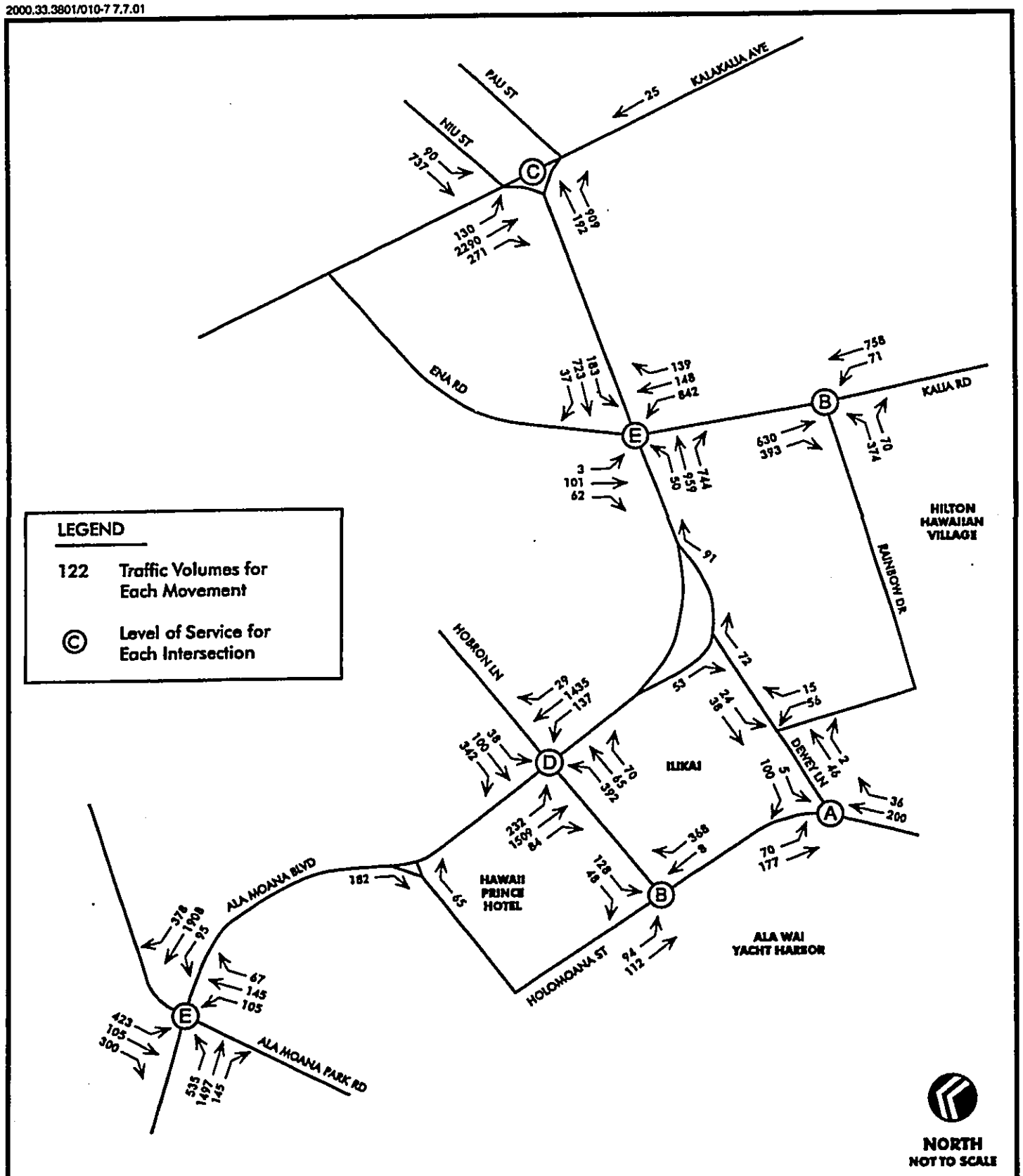

Source: Wilbur Smith Associates, June 2001

Figure 4-7
2005 AFTERNOON PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE A-1, DEWEY LANE RIGHT IN-OUT WITH TWO-WAY RAINBOW DRIVE

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- Pedestrian safety should be improved by the provision of the walkway paralleling Dewey Lane. The number of pedestrians using Dewey Lane to travel between Ala Moana Boulevard, the HHV, and the harbor/beach areas would likely increase with the separate walkway and improved amenities.
- The level of traffic increase along Dewey Lane should not have a significant effect on operations at the Ilikai trash dumpster and delivery areas.

These estimated impacts of the Waikikian project are not of sufficient magnitude to warrant mitigative actions for normal weekday conditions.

4.5.2 With Modified Circulation Alternative A-1

Dewey Lane could be extended to connect directly to the Diamond Head-bound lanes of Ala Moana Boulevard to provide a conventional intersection layout. Figures 4-8 and 4-9 depict these projected traffic movements in the a.m. and p.m. peak hours, respectively. The principal features of this modification are as follows:

- Only right turns would be allowed into and out of Dewey Lane.
- Most of the present large open paved area would be demolished and changed to a landscaped area.
- A wider, improved walkway would be provided closer along Ala Moana Boulevard for pedestrians.
- A right-turn lane would be provided on the Diamond Head-bound approach to the new Dewey Lane intersection.
- The existing bus stops on Diamond Head-bound Ala Moana Boulevard in front of the Ilikai and on the Diamond Head side of Dewey Lane could be consolidated into one stop, probably located on the 'Ewa side of Dewey Lane

The impacts of this potential modification to the existing layout of the Dewey Lane intersection with Ala Moana Boulevard would likely be limited to the operations and conditions at this junction, but would not result in any major changes in area circulation. The potential beneficial effects would include:

- Improved pedestrian safety due to fewer and more visible vehicle conflict points, as well as slower vehicle speeds.
- Improved amenities and a safer wait area for TheBus passengers.
- Improved traffic safety as a result of the more conventional roadway layout without the existing large unmarked paved areas.

The modification could have several adverse effects on local conditions at the intersection:

- The modifications would remove the curb section along the present island that is used for deliveries or by private buses waiting for passengers.
- Many vehicles entering the two parking garage ramps into the Ilikai would likely have to travel through the Ilikai porte cochere.
- Traffic turning left from the Ilikai porte cochere onto the Dewey Lane extension may be delayed by any queue of vehicles waiting to turn right onto Ala Moana Boulevard.

Some of the adverse impacts could be reduced or eliminated through the project design process. The design process should include close coordination with the Ilikai, State DOT, and City DTS to minimize any potential adverse impacts.

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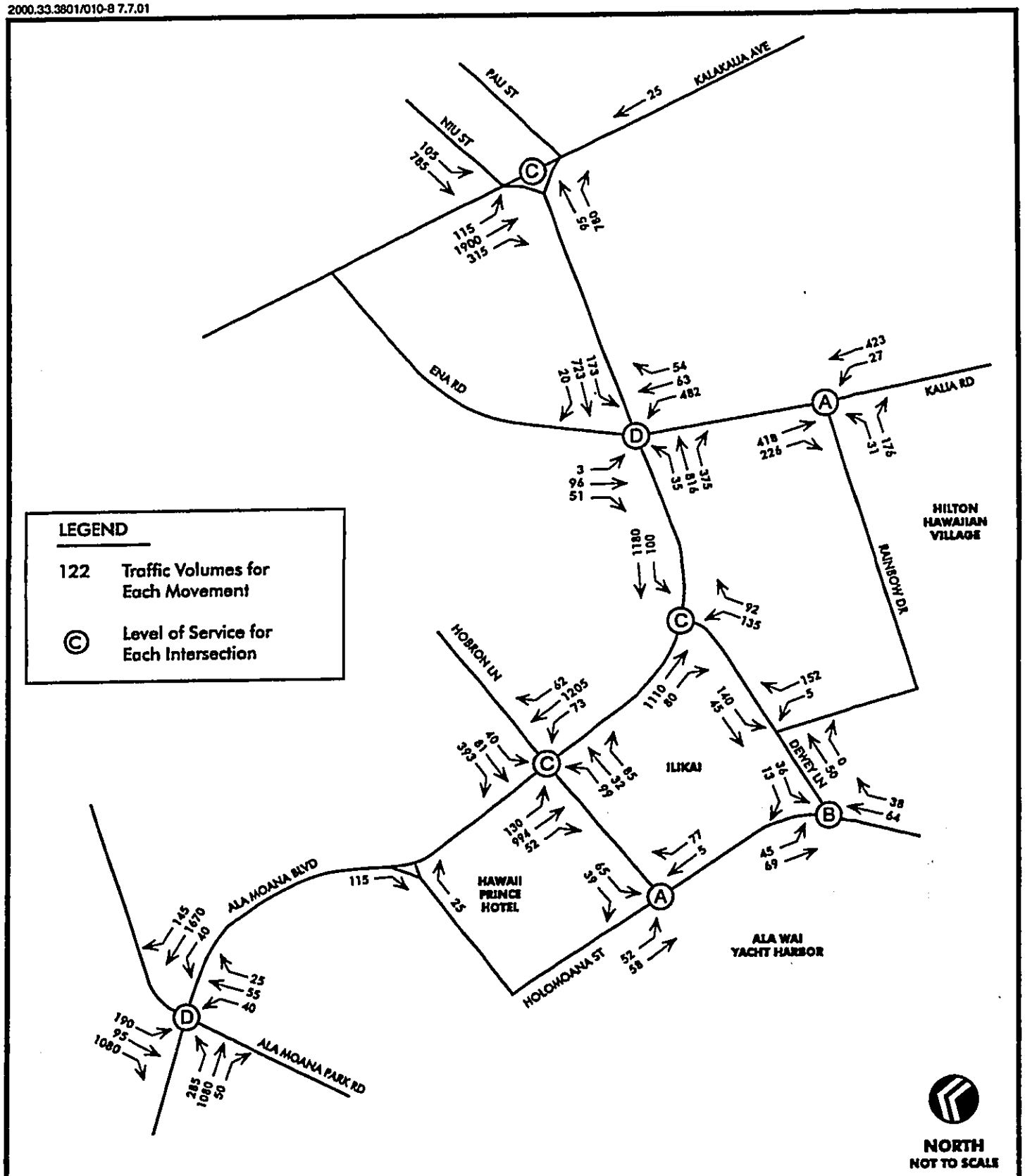

Source: Wilbur Smith Associates, June 2001

Figure 4-8
2005 MORNING PEAK HOUR TRAFFIC WITHOUT WAIKIKIAN PROJECT WITH DEWEY LANE FULL INTERSECTION
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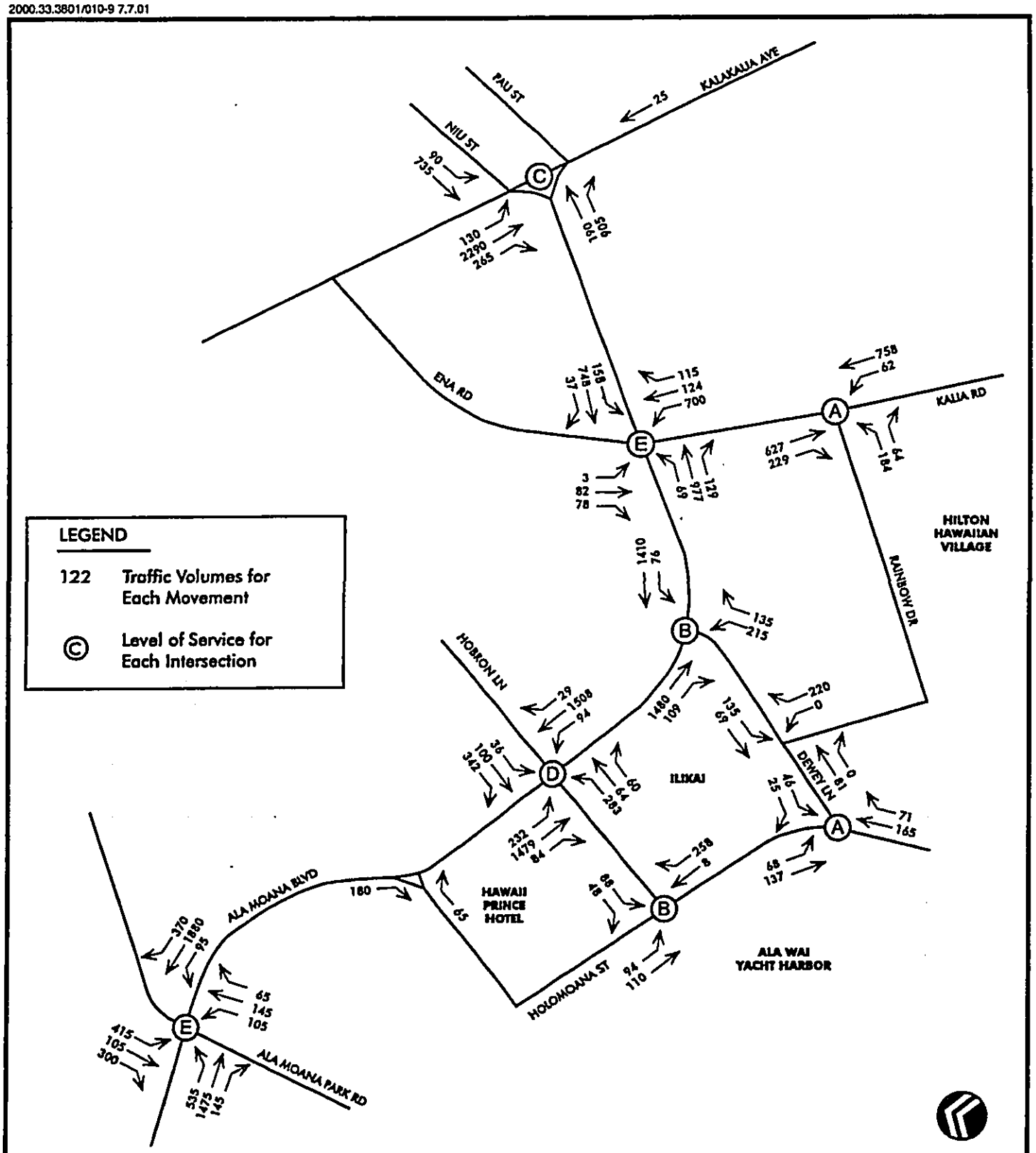

Source: Wilbur Smith Associates, June 2001

Figure 4-9
2005 AFTERNOON PEAK HOUR TRAFFIC WITHOUT WAIKIKIAN PROJECT WITH DEWEY LANE FULL INTERSECTION
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4.5.3 With Circulation Alternative A-2

Alternative A-2 modifies the existing circulation patterns by providing a full intersection for the Dewey Lane connection to Ala Moana Boulevard. The full intersection would permit left turns both out of and into Dewey Lane. Figures 4-10 and 4-11 depict traffic movements for Alternative A-2 in the morning and afternoon peak hours, respectively. Key features of the full intersection would include:

- A right-turn lane would be provided on the Diamond Head-bound approach of Ala Moana Boulevard to the intersection.
- A left-turn lane would be provided in the median of Ala Moana Boulevard for turns into Dewey Lane.
- A pedestrian crosswalk would be provided across Ala Moana Boulevard on the Diamond Head side of the intersection.
- Traffic signal control would be provided at the intersection.

Key effects of the Project and this circulation alternative, particularly regarding differences from Alternative A-1 and A-1 Modified, are discussed below.

- The full intersection would increase traffic use of Dewey Lane, both by HHV and Ala Wai Harbor traffic. Traffic on the segment mauka of the Rainbow Drive connection is estimated at about 400 to 500 vehicles in the peak traffic hours. Peak hour volumes makai of the Rainbow Drive connection are estimated at 100 to 150 vehicles.
- Traffic volumes on Kalia Road at Ala Moana Boulevard would be reduced by about 240 to 300 vehicles in each peak hour, as compared to No Action. The traffic reduction would result in a significant improvement in traffic conditions at the Kalia Road intersection with Ala Moana Boulevard. In the afternoon peak hour, the capacity use is estimated to decline by 5 percent below No Action and 7 percent below Alternative A-1, with average delay reduced by 7 seconds per vehicle or more.
- Traffic volumes on Hobron Lane makai of Ala Moana Boulevard would be reduced by about 110 to 130 vehicles in each peak hour, as compared to No Action. The traffic reduction would result in a small improvement in traffic conditions at the Hobron Lane intersection with Ala Moana Boulevard. In the afternoon peak hour, the capacity use is estimated to decline by 1 percent below No Action and 2 percent below Alternative A-1, with average delay reduced by 2 to 3 seconds per vehicle.
- The full Dewey Lane intersection with Ala Moana Boulevard would operate with traffic volumes at 59 percent of capacity or less, with average vehicle delays at LOS B or C.
- The installation of an additional traffic signal along Ala Moana Boulevard, with about 500 to 700 feet to the adjacent traffic signals, would likely affect traffic flow through the signal system and result in an increased number of vehicle stops.
- The additional pedestrian crossing point of Ala Moana Boulevard at Dewey Lane would improve pedestrian circulation for residents, workers, and visitors in the blocks on either side of the crosswalk, and reduce the pedestrian volumes at the heavily used Kalia Road and Hobron Lane crosswalks. The new crossing would also improve pedestrian access to the TheBus stops located near mid-block on both sides of Ala Moana Boulevard.

This full intersection would provide a second outlet for the HHV and assist in alleviating future traffic congestion along Kalia Road. This alternative would be especially useful if the City transitway project is constructed along Kalia Road and displaces one or more of the existing traffic lanes.

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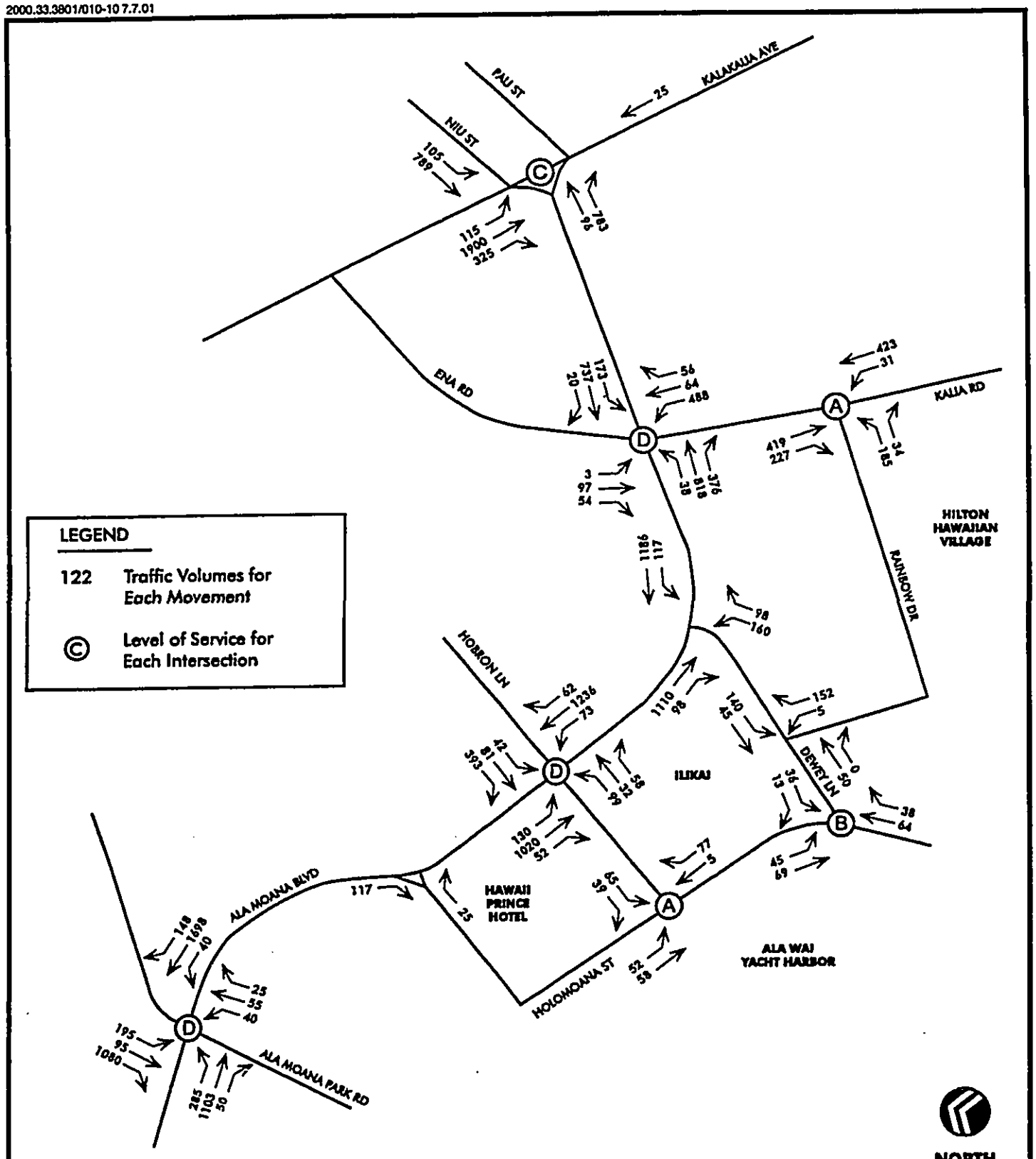

Source: Wilbur Smith Associates, June 2001

Figure 4-10
2005 MORNING PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE A-2, DEWEY LANE FULL INTERSECTION WITH TWO-WAY RAINBOW DRIVE

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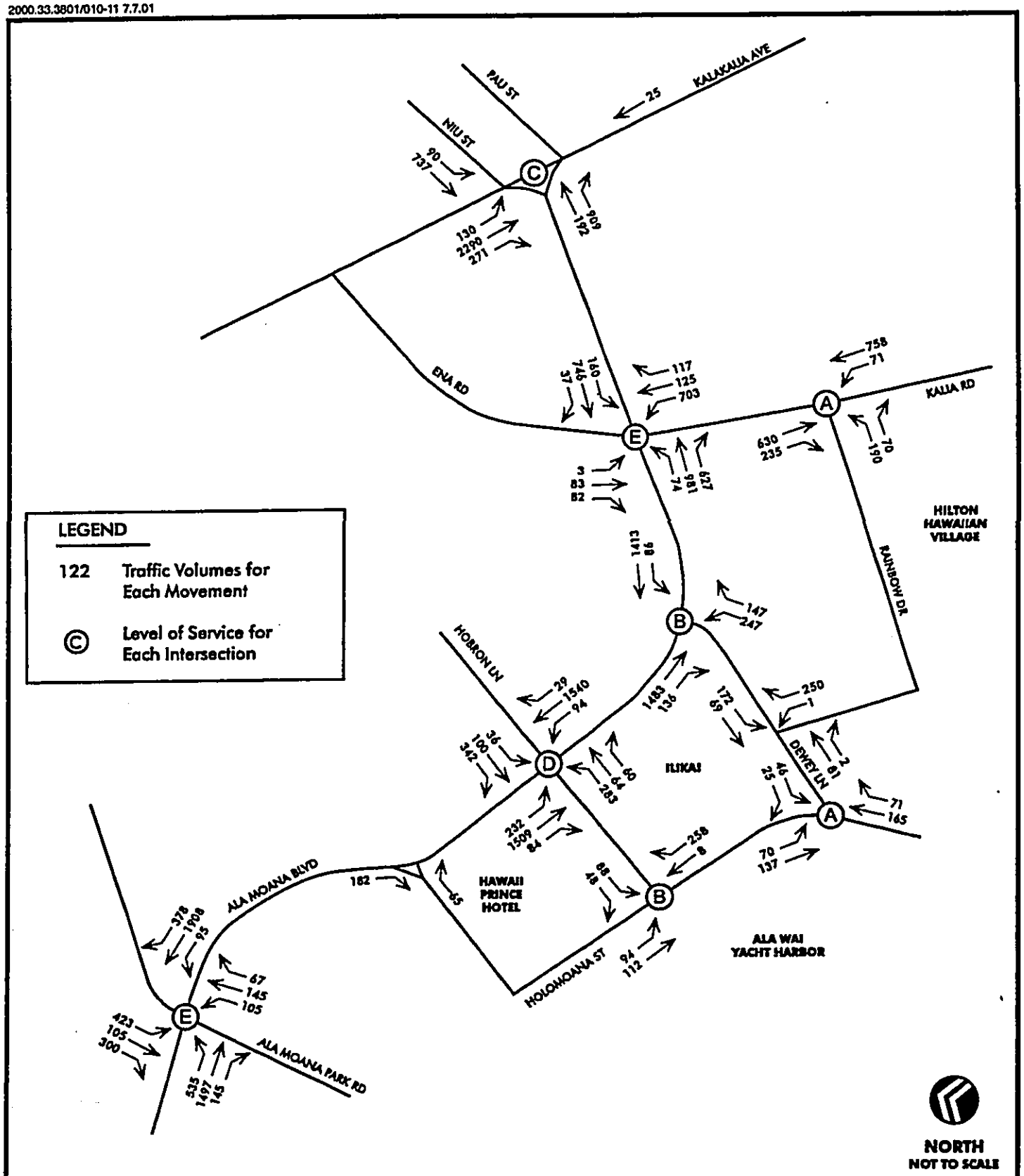

Source: Wilbur Smith Associates, June 2001

Figure 4-11
2005 AFTERNOON PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE A-2, DEWEY LANE FULL INTERSECTION WITH TWO-WAY RAINBOW DRIVE

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4.5.4 With Circulation Alternative E-1

Alternative E-1 is similar to Alternative A-1 except that portions of Rainbow Drive between the access driveway to the mauka Hilton garage entrances/exits and the makai garage entrance would be restricted to one-way operation in the makai/'Ewa-bound direction toward Dewey Lane. The one-way operation would require all traffic using the makai exit from the Hilton garage and traffic exiting the Rainbow Tower main lobby porte cochere to leave HHV via Dewey Lane. All traffic wanting to access the Rainbow Tower main lobby area would enter via Kalia Road. Figures 4-12 and 4-13 depict traffic movements for Alternative E-1 in the morning and afternoon peak hours, respectively.

- The one-way segment would shift about 40 and 70 vehicles to exiting via Dewey Lane, instead of Kalia Road, in the morning and afternoon peak hours, respectively.
- This diversion would improve conditions at the Kalia Road intersection with Ala Moana Boulevard, with intersection capacity use in the afternoon peak hour being reduced by 3 percent from Alternative A-1 and 1 percent less than with No Action. This one-way segment would offset the effect of the additional Waikikian traffic on this intersection.
- The diversion would increase traffic on Hobron Lane at the Ala Moana Boulevard intersection, with the additional traffic increasing capacity use by 1 percent over Alternative A-1 in the afternoon peak hour, and by 2 percent over that with No Action.

4.5.5 With Circulation Alternative E-2

Alternative E-2 is similar to Alternative A-2 with the exception that portions of Rainbow Drive would be restricted to one-way operation in the makai/'Ewa-bound direction as described for Alternative E-1. Figures 4-14 and 4-15 depict traffic movement in the morning and afternoon peak hours, respectively.

- The one-way segment would shift about 40 and 55 vehicles to exiting via Dewey Lane, instead of Kalia Road, in the morning and afternoon peak hours, respectively.
- This diversion would improve conditions at the Kalia Road intersection with Ala Moana Boulevard, with intersection capacity use in the afternoon peak hour being reduced by 8 percent from Alternative A-1 and 6 percent better than with No Action.

The traffic diverted to Dewey Lane would exit directly onto Ala Moana Boulevard with the full intersection and would not increase traffic on Hobron Lane at the Ala Moana Boulevard intersection.

4.6 EFFECT ON SPECIAL EVENTS AT HILTON HAWAIIAN VILLAGE

The Waikikian project should not affect the frequency or size of special events at the HHV. It should only impact traffic conditions during special events due to increases in normal daily employee and guest traffic as a result of the additional accommodation units and ancillary uses.

The extension of Rainbow Drive to connect to Dewey Lane could have a substantial effect on traffic conditions during special events at the HHV that attract a large number of Honolulu residents. Over time, many residents will become aware of Dewey Lane as a "back way" into the complex.

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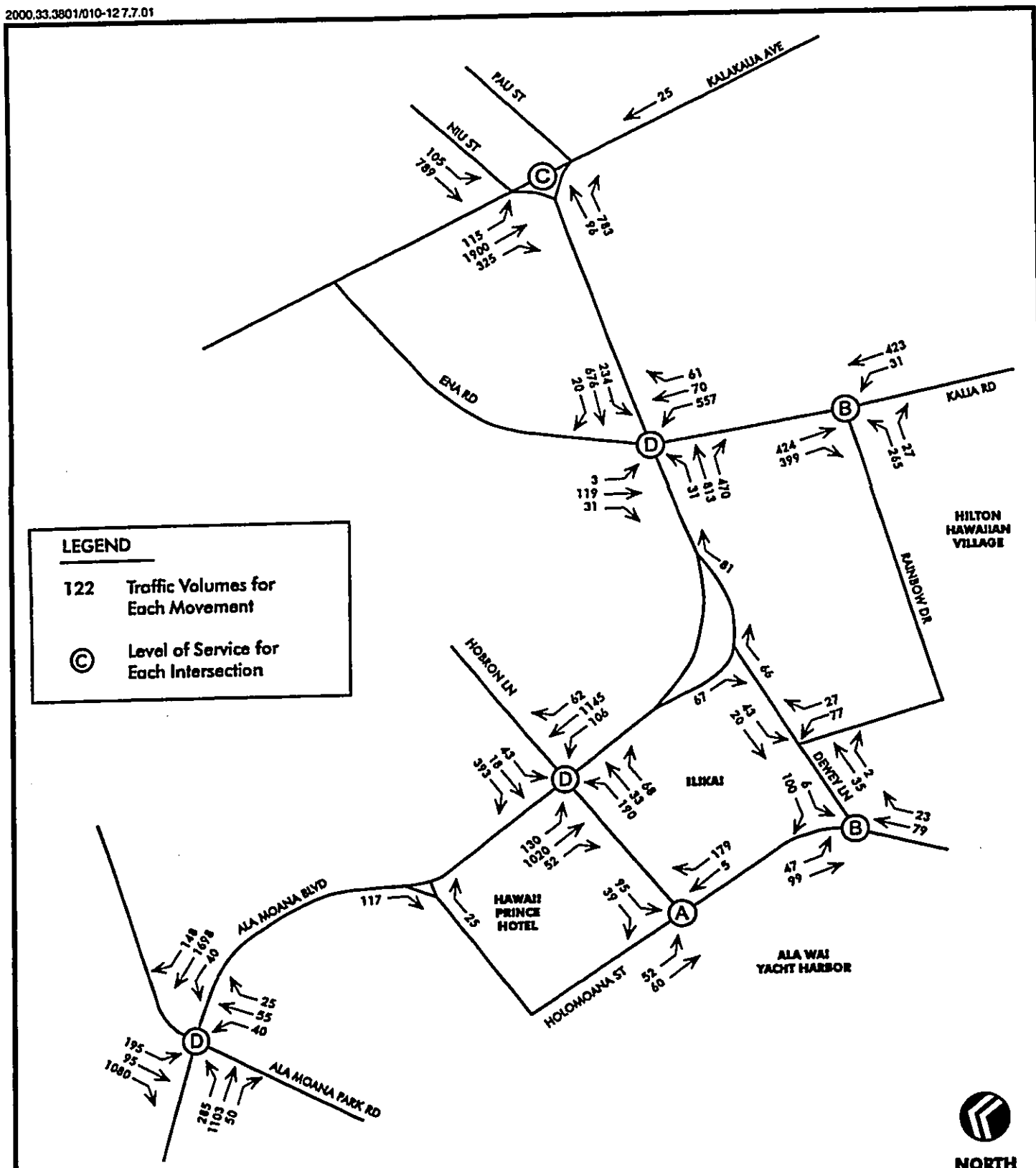

Source: Wilbur Smith Associates, June 2001

Figure 4-12
2005 MORNING PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE E-1, DEWEY LANE RIGHT IN-OUT WITH SHORT RAINBOW DRIVE ONE-WAY SEGMENT
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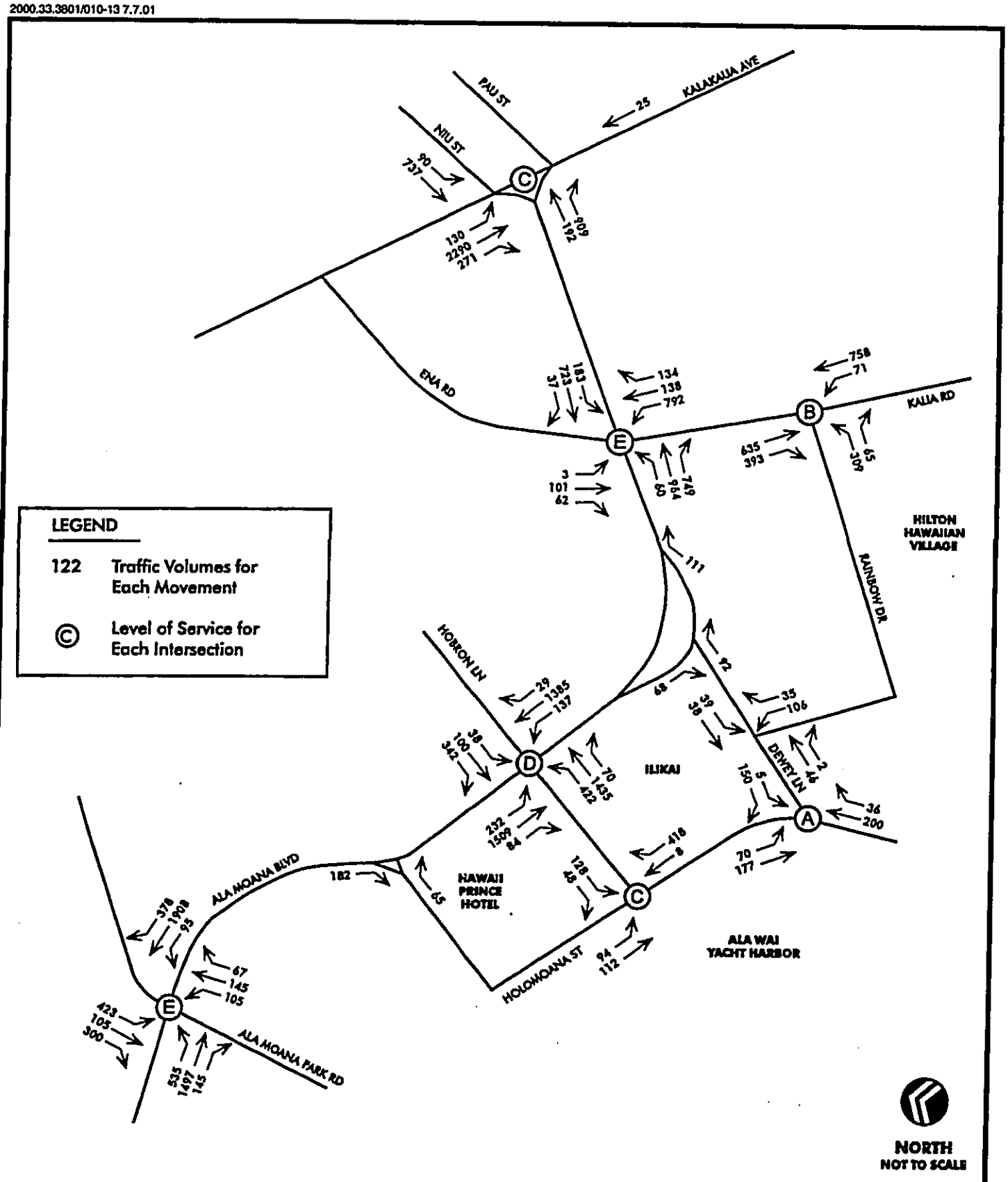

Source: Wilbur Smith Associates, June 2001

Figure 4-13
2005 AFTERNOON PEAK HOUR TRAFFIC WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE E-1, DEWEY LANE RIGHT IN-OUT WITH SHORT RAINBOW DRIVE ONE-WAY SEGMENT

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With the increased parking entry capacity discussed in Section 4.3.5, the existing Rainbow Drive entrance to HHV from Kalia Drive would become the capacity constraint to the rate that vehicles can enter the parking facilities. Therefore, use of the improved Dewey Lane entrance into the HHV by vehicles arriving on Ala Moana Boulevard would likely increase the rate at which vehicles can enter the HHV and the garage. This increased entry capacity should reduce the problem of arriving traffic queuing along Rainbow Drive, Kalia Road, and Ala Moana Boulevard while waiting to enter the parking, both due to the faster entry rate into the garage and the additional stacking space for vehicles entering from Dewey Lane. An estimated 16 vehicles could queue between the Ala Moana Boulevard lanes at the Ilikai porte cochere and the makai garage entrance, and additional vehicles could queue along the makai segment of Dewey Lane and along Holomoana Street without blocking the Ala Moana Boulevard lanes or Holomoana Street.

After the event, vehicles leaving from the makai garage exit could be directed to use Dewey Lane while vehicles leaving from the mauka exit could use Kalia Road.

With Alternatives A-1 and E-1, these vehicles would use the mauka segment of Dewey Lane and Ala Moana Boulevard to reach Ena Road, Ala Wai Boulevard, or Kalakaua Avenue for travel into Waikīkī or to reach the areas of central Honolulu 'Ewa of the site and the H-1 Freeway. Hobron Lane could be used by vehicles traveling to areas 'Ewa of Waikīkī, which may increase queuing and delays on the makai-side lanes of Hobron Lane, similar to the conditions that presently occur following the end of local functions at the Ilikai.

With the full Dewey Lane intersection of Alternatives A-2 and E-2, most vehicles exiting via Dewey Lane would use the mauka segment to exit onto Ala Moana Boulevard, instead of Hobron Lane.

Several transportation management actions could be implemented for large local events at the HHV to improve traffic flow and minimize disruption to other traffic:

- During the arrival and exit periods for an event with a large local attendance, a traffic control officer could be stationed at the mauka end of Dewey Lane to minimize any disruption to vehicles trying to exit the Ilikai porte cochere or enter the Ilikai parking garage.
- With circulation Alternatives A-1 and E-1, vehicle parking and standing should be prohibited along the mauka curb of the old roadway alignment section of Ala Moana Boulevard during the arrival period for an event with a large local attendance. This would allow TheBus to bypass any vehicle queue waiting to enter Dewey Lane and access the bus stop.
- With circulation Alternatives A-1 and E-1, a traffic control officer could be stationed along the section of Hobron Lane makai of Ala Moana Boulevard during the arrival and departure period for events with a large local attendance to minimize delays to vehicles entering or exiting the driveways along this section.

4.7 SUMMARY AND DISCUSSION

To better understand the impacts of the proposed project, it is important to place the project in the context of historical traffic conditions in Waikīkī.

The HHV abuts Ala Moana Boulevard, one of four major roads providing access to Waikīkī, the others being McCully Street, Kalakaua Avenue, and Kapahulu Avenue. Ala Moana Boulevard links Waikīkī to Ala Moana Shopping Center, Downtown Honolulu, Honolulu Harbor, and the Airport, and in so doing, bears the burden of a full spectrum of vehicles. Tour buses, City buses, delivery trucks, and passenger vehicles all rely upon Ala Moana Boulevard to access Waikīkī.

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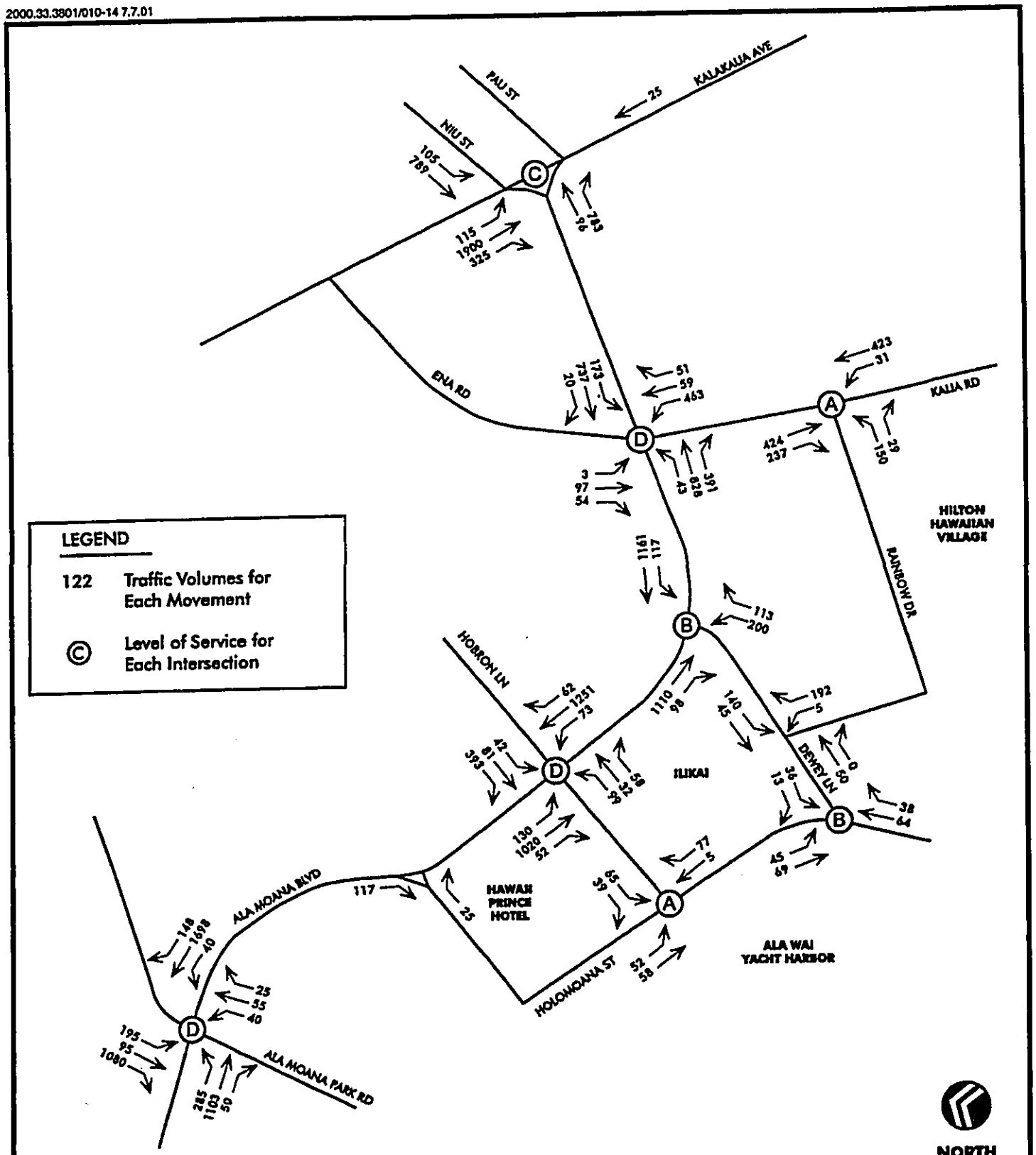
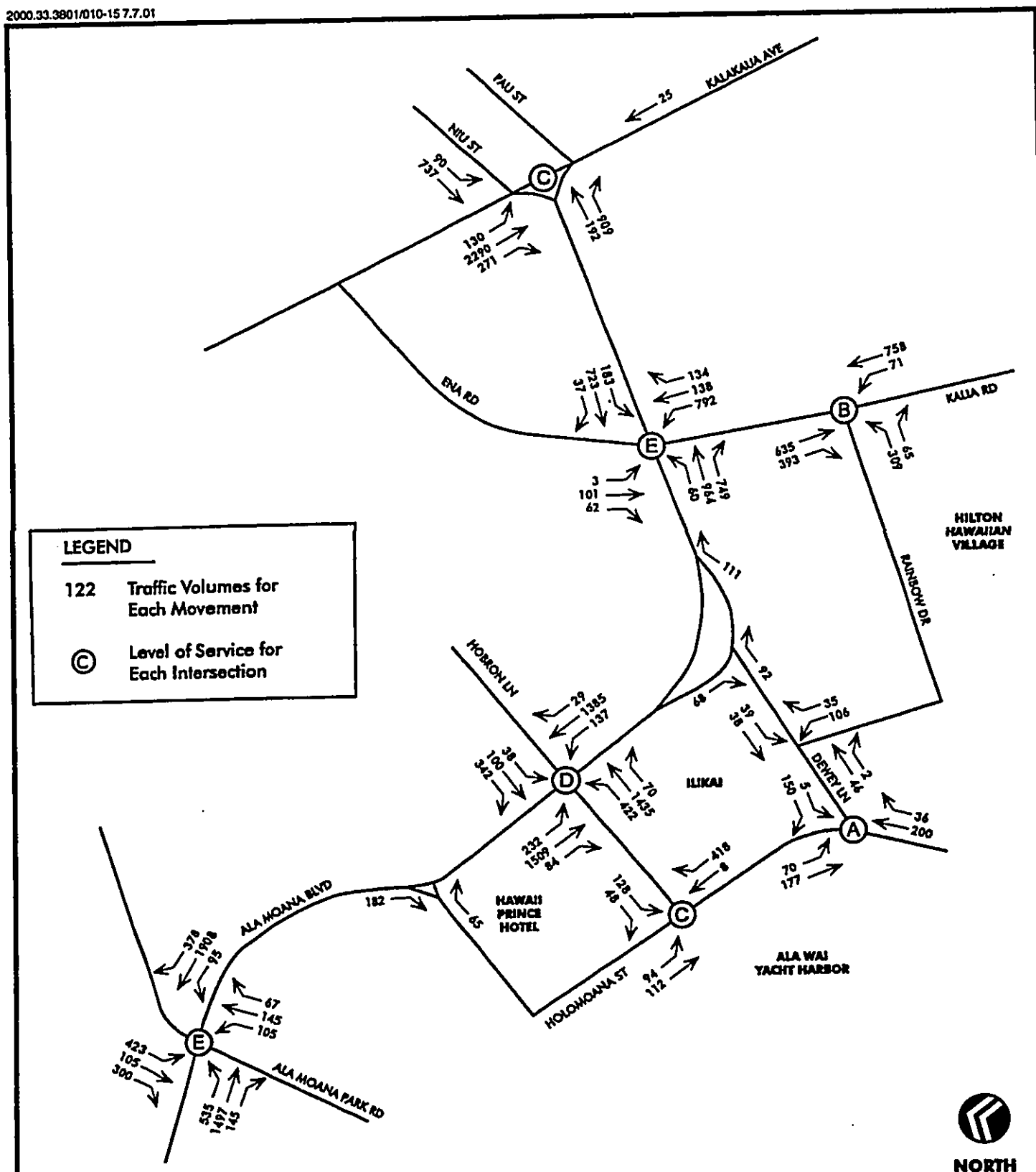


Source: Wilbur Smith Associates, June 2001

Figure 4-14
2005 MORNING PEAK HOUR TRAFFIC
WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE E-2,
DEWEY LANE FULL INTERSECTION WITH SHORT RAINBOW DRIVE ONE-WAY SEGMENT

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001

2000.33.3801/010-15 7.7.01



Source: Wilbur Smith Associates, June 2001

Figure 4-15
2005 AFTERNOON PEAK HOUR TRAFFIC
WITH WAIKIKIAN PROJECT CIRCULATION, ALTERNATIVE E-2,
DEWEY LANE FULL INTERSECTION WITH SHORT RAINBOW DRIVE ONE-WAY SEGMENT

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Since the 1960s, Waikīkī has been transformed from a low-rise to a high-rise resort destination area. According to U.S. census data, the resident population of Waikīkī has grown 50 percent since 1970 (from 13,124 in 1970 to 19,720 in 2000). The statewide average annual visitor arrivals have more than tripled during the same period, from 2.2 million in 1970 to nearly 7 million in 2000. The number of visitor units in Waikīkī grew from about 16,600[4] in 1970 to a high of over 38,000 in 1985,[5] before declining to just over 30,000 in 2000. Yet, the size and capacity of Ala Moana Boulevard has not changed. Based on this information, one would expect that there are more vehicles using Ala Moana Boulevard now than there were in the early 1970s.

A review of traffic reports prepared for Hilton and the previous owner of the Waikikian property which document traffic conditions at the intersections of Ala Moana Boulevard with Kalia Road and with Hobron Lane is revealing. It appears that the total number of vehicles moving in the direction of Kalakaua Avenue on Ala Moana Boulevard during the peak P.M. hour decreased by almost 14 percent between 1973 and 1991 (from 1,881 to 1,613).

The decline continued to 1997, when the total number was 35 percent below 1973, and began to increase by 1999, but was still 21 percent below 1973 levels. For traffic moving in the makai direction (toward HHV from Kalakaua), there was a slight increase in traffic on Ala Moana between 1973 and 1991, but a substantive decrease by 1997, and little change in 1999 (see Table 4-8). Intuitively, this makes sense. The visitor industry was essentially stagnant in the decade of the 1990s, and only in the last few years has visitor activity increased.

A similar comparison of available traffic data at the intersection of Ala Moana Boulevard and Hobron Lane yields similar results. Traffic counts from the 1990 Final EIS for the previous owner of the Waikikian revealed that total vehicular movements along Ala Moana Boulevard declined about 14 percent between 1990 and 1999.

However, it may be possible that the data reflects increasing congestion during the P.M. peak hour. If traffic was moving more slowly, there would be fewer vehicles moving through the intersection resulting in lower traffic counts. A review of the LOS for the Ala Moana/Kalia Road intersection was conducted to determine if this was the case.

The 1977 Final EIS for the Tapa Tower did not discuss the capacity of the intersection and no LOS was presented. The 1991 Final EIS for Kalia Tower described the intersection as having an LOS of F for the P.M. peak hour with an average V/C ratio of about 85 percent. The 1997 report described the intersection as having a LOS of D for the P.M. peak hour with an average V/C ratio of about 70 percent. The current traffic study characterized the intersection in 1999 as having an LOS of E for the P.M. peak hour with an average V/C ratio of about 78 percent.

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[4] Table 298, State of Hawai'i Data Book, 1975.

[5] Table 6-10, Chapter Six (EIS for Hilton Hawaiian Village – Waikikian Development Plan), 2001.

Table 4-8: Historical Comparison Of Traffic On Ala Moana Boulevard At Kalia Road During The P.M. Peak Period

	1/16/73	5/1/91	Percent Change	4/8/97	Percent Change from '73	9/23/99	Percent Change from '73
Mauka through	1272	970	-23.7%	819	-35.6%	812	-36.1%
Right turn into Kalia	527	545	3.4%	381	-27.7%	626	18.7%
Left turn into Ena	82	98	19.5%	78	-4.8%	45	-45.1%
Total Movements	**1881**	**1613**	**-14.2%**	**1278**	**-32%**	**1483**	-21.1%
Makai through	825	857	3.8%	592	-28.2%	651	-21%
Right turn to Ena	122	84	-31.1%	47	-61.4%	34	-72.1%
Left turn to Kalia	89	166	86.5%	164	84.2%	149	67.4%
Total Movements	**1036**	**1107**	**6.8%**	**803**	**-22.4%**	**834**	-19.4%

Notes:
1973 data from Tapa Tower Final EIS (Belt Collins, 1977), Appendix A.
1991 data Kalia Tower Final EIS (Belt Collins, 1991), Figure 4.3.
***1997 data from Wilbur Smith* & Associates Traffic Study for Kalia Tower (unpublished).**
1999 data from current traffic study.

These numbers appear to validate the traffic counts. In 1999, the average V/C ratio of the intersection was about 8 percent greater than 1997 but still about 7 percent less than in 1991. In other words, traffic was moving through the intersection better in 1997 than in 1991, and by 1999 had worsened, but still wasn't as bad as it was in 1991. However, it should be noted that the Highway Capacity Manual which provides the mathematical equations used in the traffic modeling of the intersections was revised in 1994 and again in 1997. Each time, the revisions included what are characterized as slight revisions to the equations for the traffic movement model. Those revisions might have affected the results.

Therefore, an additional analysis was conducted to determine if the historical trend of the daily traffic counts on Ala Moana Boulevard could validate the pattern observed for the P.M. peak hour counts. Twenty-four hour traffic counts taken by the State DOT's Highways Division Planning Section were reviewed for the period from 1984 (the first year counts were taken) to 2000. It was hypothesized that if traffic volume has actually increased on Ala Moana, the observed P.M. peak trends would probably not be valid. The DOT data reflects the total number of vehicles moving in both directions on Ala Moana Boulevard between the intersections of Kalia Road and Kalakaua Avenue (DOT Station #816). Table 4-10 shows the results. It is interesting that some of the lowest counts occurred in months considered to be the peak visitor season (July, August, December, and January).

The data is displayed on Chart 1 and includes a regression analysis plotted as a trend line. The data suggests that since 1984, traffic volumes on Ala Moana Boulevard between Kalia Road and Kalakaua Avenue have fluctuated from a high of nearly 36,000 in 1990 to a low of about 26,000 (in 1998). Over the 15 years since the DOT began conducting 24-hour traffic counts at Station 816, the total volume on Ala Moana Boulevard has remained relatively constant, although there has been a slight decrease. Although the DOT records footnote the 1991 traffic count with the notation that the counts were taken during the Persian Gulf War, dropping the 1991 figure from the data does not substantively change the trend line.

Table 4-9: Historical Comparison Of Traffic Movements At Intersection Of Ala Moana Boulevard And Hobron Lane During The P.M. Peak Period

	5/4/90	9/23/99	Percent Change
Diamond Head through	1535	1275	-16.9%
Right turn (makai) into Hobron	83	78	-6%
Left turn (mauka) to Hobron	227	216	-4.8%
Total Movements	**1845**	**1569**	**-14.9%**
'Ewa through	1376	1190	-13.5%
Right turn (mauka) to Hobron	68	27	-60.3%
Left turn (makai) to Hobron	124	125	0.8%
Total Movements	**1568**	**1342**	**-14.4%**

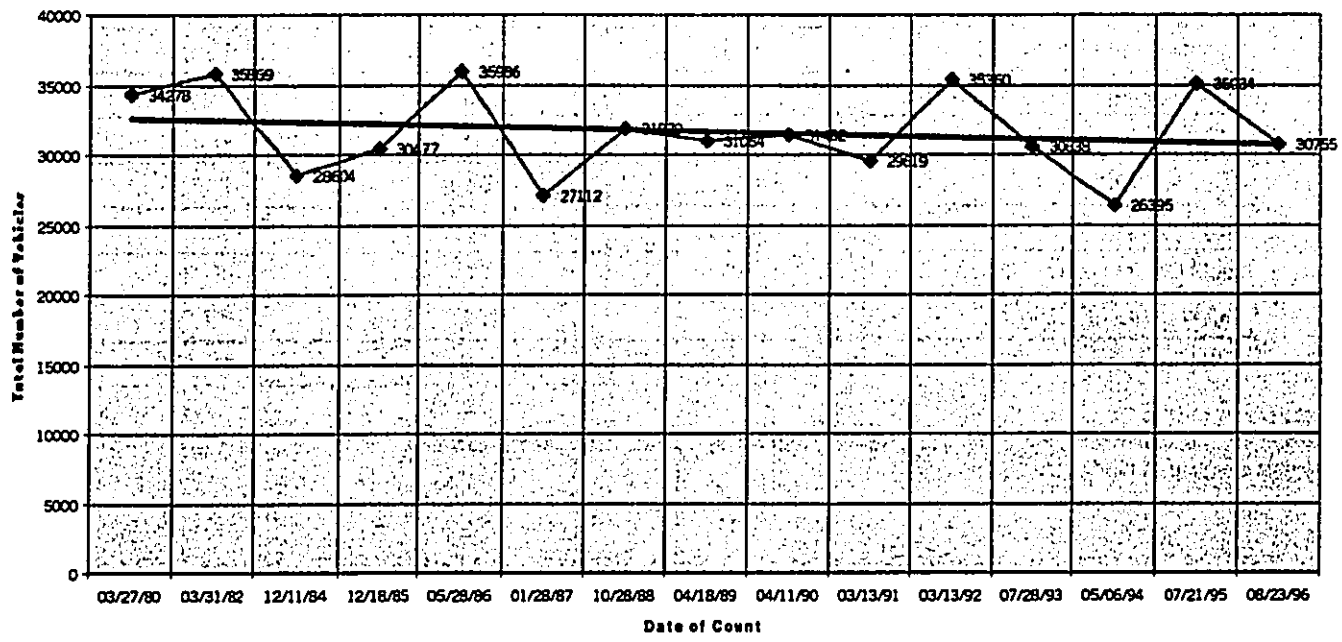
Notes:
1990 data from the Waikikian Final EIS (Kusao, 1990), Wilbur Smith & Associates Report, Table 2.
1999 data from current traffic study.

Table 4-10: 24-Hour Traffic Counts at DOT Station #816 on Ala Moana Boulevard (1984-2000)

Date of Traffic Count	Total Number of Vehicles
March 28, 1984	34,278
April 1, 1986	35,869
December 12, 1988	28,604
December 19, 1989	30,477
May 29, 1990	35,986
January 29, 1991	27,112
October 29, 1992	31,870
April 19, 1993	31,084
April 12, 1994	31,402
March 14, 1995	29,619
March 14, 1996	35,360
July 29, 1997	30,638
May 7, 1998	26,395
July 22, 1999	35,034
August 24, 2000	30,755

Source: State DOT computer files.

Chart 1: 24-Hour Traffic Counts on Ala Moana Boulevard (1984-2000)



The historical record suggests that while traffic congestion on Ala Moana Boulevard is viewed by some surrounding residents to be a serious problem that is continuing to worsen, recent conditions at the Ala Moana intersections with Kalia and Hobron appear to be somewhat improved over what they were almost two decades earlier, and overall traffic volumes on Ala Moana Boulevard do not display a worsening trend. What accounts then for this difference between the data and people's perception of the problem?

One possible answer is that the typical weekday afternoon peak hour at this intersection may not be the principal factor affecting this perception. Consulted parties disclose that Ala Moana Boulevard and Kalia Road are prone to serious traffic congestion during periods preceding and following large convention-style events at the Hilton ballrooms, during occasional lane closures due to construction in the area, and due to traffic back-ups generated at intersections nearer Waikīkī (Kalia at Maluhia, Ala Moana at Kalakaua, and Kalia Road at Saratoga). This type of congestion does not often occur during the peak P.M. period because by then construction projects have closed for the day and large Hilton events are frequently held in the evening or off-peak. If this is in fact the case, then surrounding residents experience traffic delays at irregular times, which increases frustration and may lead to the perception that traffic is getting worse.

For the purpose of an impact analysis, it is therefore important to distinguish between ambient conditions and impacts related to the proposed project. The ambient traffic conditions, including irregular periods of severe congestion, may be somewhat of a constant; they have existed for the past few decades. The question then is to what degree will the proposed project contribute to these conditions?

Based upon the traffic study conducted for this Environmental Impact Statement (EIS), it appears that the project will have a negligible impact on traffic conditions. This is due largely to the fact that the projected increase represents a very small percentage of the volume of traffic on Ala Moana Boulevard. Implementation of the project will likely result in marginal improvements to the surrounding intersections (meaning a slight improvement in the average time a vehicle is delayed, but no significant change in the LOS for a given intersection).

Because the project is being proposed for development as vacation ownership units, it is not anticipated to have any appreciable impact upon the frequency or size of large-scale events at the resort. Vacation ownership units tend to be occupied by so-called free and independent travelers (FIT). Since these owners do not travel as part of an organized group, they do not generate any large group activities.

The relevant question is: to what degree can the ambient conditions be improved irrespective of the proposed project? Presently, there are two answers. One is Hilton's; the other is the City's. Separate and apart from the proposed project, Hilton is presently constructing improvements to the existing parking structure in the form of adding a second entrance lane to the 'Ewa/makai end and installing new equipment that allows the mechanical entry gates to be easily reversed. The result, as discussed earlier in the traffic analysis, is that instead of two entries, during large events Hilton will be able to provide up to six entry lanes, which should dramatically increase the volume of traffic that can flow into the garage. This should help to reduce the traffic congestion that presently occurs on Rainbow Drive, Kalia Road, and Ala Moana Boulevard.

The other answer as to what can be done to reduce traffic congestion on the surrounding roadways is proposed for implementation by the City in the form of its Bus Rapid Transit (BRT) Plan. The plan is intended to encourage more people to utilize public transit. For the purposes of this EIS, implementation of the BRT Plan is being identified as an unresolved issue (see Chapter Eight) because the actual timing of the project and its resulting effects on traffic are ~~not clear~~still being engineered.

It is clear from the traffic analysis presented in this EIS that the proposed project will have a significant impact upon the number of vehicles that utilize Dewey Lane. At issue is whether this increase will have a negative impact on the Ilikai which abuts the lane. The traffic report projects that during the peak P.M. period, the number of vehicles on Dewey Lane will increase by about 31 percent over Year 2005 projected conditions without the project if no improvements are made to the Dewey Lane intersection with Ala Moana Boulevard. In terms of real numbers, the report projects that traffic will increase in 2005 without the project from about 95 vehicles during the peak P.M. hour to about 125 vehicles. This is a difference between 1.5 vehicles a minute versus 2 vehicles per minute. Under this scenario (which is described in the report as Alternative A-1), the average delay per vehicle is about 9 seconds and the intersection would operate at LOS A. Making no improvements to the Dewey Lane intersection would mean that traffic would increase at the Hobron Lane intersection with Ala Moana by about 4 percent during the peak P.M. hour and by about 2 percent on the Kalia Road intersection. These increases would not affect the LOS.

However, if the Dewey Lane intersection is added, it will attract traffic that would otherwise use Rainbow Drive or Hobron Lane to access Ala Moana Boulevard. The signalized intersection would allow left turns onto Ala Moana Boulevard from Dewey Lane. This would benefit Ala Wai Boat Harbor users and people parking at the end of Holomoana Street because it would provide a more direct access to Ala Moana Boulevard than Hobron Lane. It would benefit Ilikai guests who exit the Ilikai parking garage at the Ilikai porte cochere, as well as facilitate drop-offs at the Ilikai, allowing them more direct access to the Honolulu bound lanes of Ala Moana Boulevard. It would not necessarily benefit Ilikai residents because their parking garage exit enters the makai-bound lane on Dewey, and the design of the exit prohibits a left turn into the proposed Ala Moana-bound lane.

The traffic report indicates that instead of about 95 vehicles during the peak P.M. hour, there would be about 521 more vehicles, for a total of about 616 vehicles. This would equate to just over 10 vehicles per minute. Under this scenario (which is described in the report as Alternative A-2), the average delay per vehicle would be about 10 seconds and the intersection would operate at LOS B or C. This is a substantial

increase in terms of the actual number of vehicles that would use Dewey Lane, but from a traffic engineering point of view, it is a relatively low traffic volume.

Should Dewey Lane be widened and its intersection with Ala Moana improved? When viewed from the perspective of some Ilikai residents as expressed in comments received during the review period for the EIS Preparation Notice for this document (which are included in this EIS, together with the applicant's responses), the answer is clearly no. But from a community-wide perspective, the answer may be yes. While the volume of vehicular traffic will increase on Dewey Lane, the public would be provided with a new direct pedestrian connection to Waikīkī Beach from the residential area on the mauka side of Ala Moana Boulevard. Such an opportunity is extremely rare in a built environment and would help to implement the City's long-range policies to improve mauka-makai access to the beach for area residents. For nearly 30 years, Dewey Lane has functioned essentially as a service corridor for the Ilikai and the former Waikikian Hotel and Tahitian Lanai Restaurant. Ultimately, the issue is whether it should continue to function as a service alley for a limited area, or as a new transportation route to benefit the larger community. The decision is not made in this EIS. It will be taken up at the time that Hilton submits development permit applications to the City for the project.

4.8 WATER SUPPLY

4.8.1 Existing Conditions

The Honolulu Board of Water Supply (BWS) provides potable water for most of the residential areas of O'ahu, including Waikīkī. The water distribution system in the vicinity of the Plan site consists of a 12-inch water main on the landward edge of Ala Moana Boulevard and a parallel 4-inch main on the opposite seaward side. There is an 8-inch branch from the 12-inch main that extends across the boulevard and approximately 120 feet into Dewey Lane. This 8-inch branch connects with the 4-inch line and water service meters for the Ilikai (Figure 4-16).

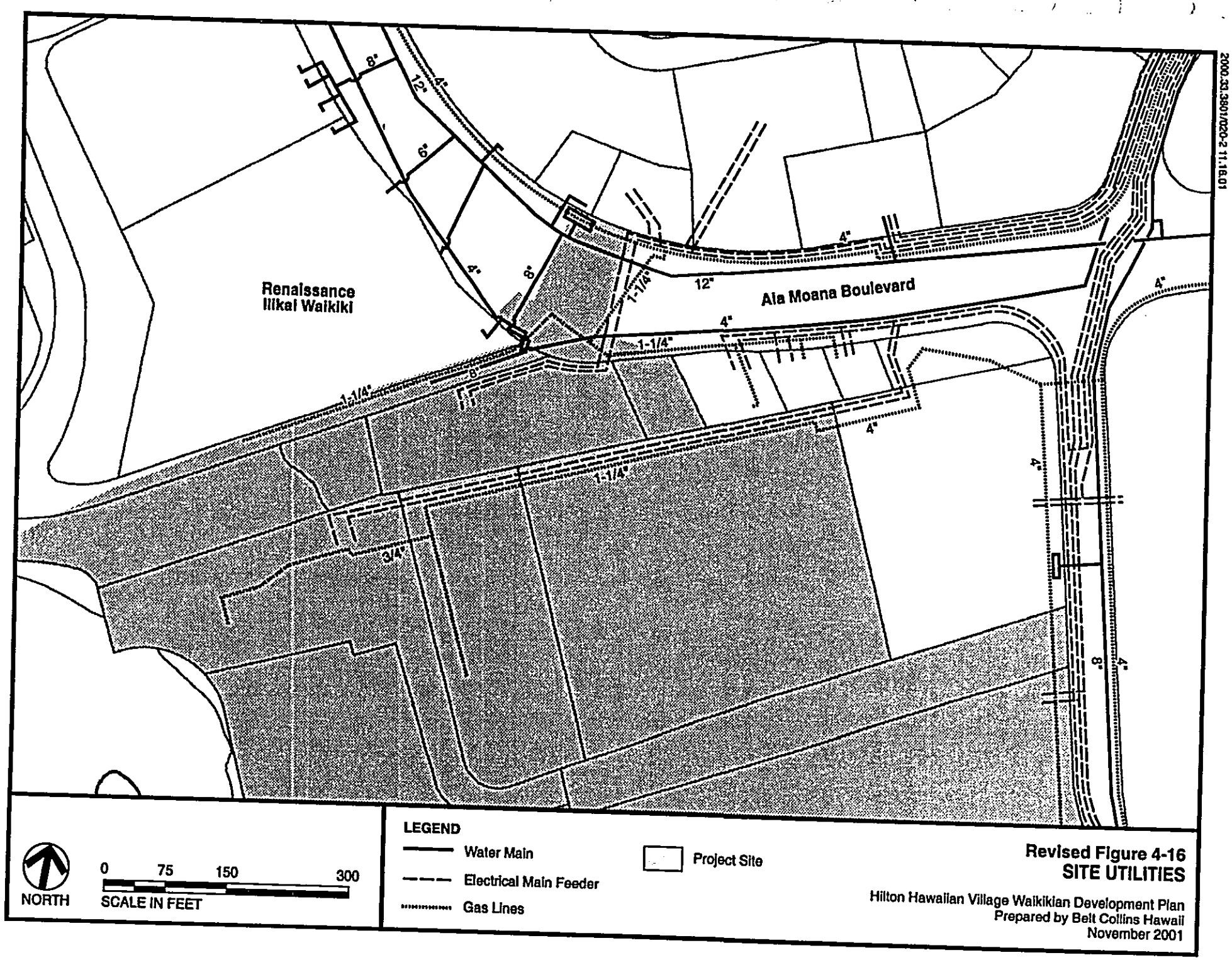
The BWS has stated that active water service ~~consisting~~ consists of a 3-inch compound water meter ~~and one inactive 1-inch service that was ordered off in April 1996~~ and one inactive service that was ordered off in April 1996 which serves the Plan site. A 3-inch water meter is considered to have a capacity of approximately 500,000 gallons per day. The HHV has 6-inch and 4-inch service connections from the 8-inch water main in Kalia Road.

Current water consumption by the HHV is approximately 660,000 gallons per day. Water system capacity is adequate by the BWS for existing conditions. The nearest fire hydrant is approximately 200 feet away from the property.

4.8.2 Probable Impacts

4.8.2.1 ~~Preferred~~ Mitigative Alternative

The additional water demands of the proposed Plan are shown in Table 4-11. The use factors are derived from the *Water System Standards* for the departments of water supply for all four counties of the State:



Revised Figure 4-16
SITE UTILITIES

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

Table 4-11: Additional Water Consumption

Type of Use	No. of Units	Use Rate	Expected Generation
Hotel Rooms	~~332~~ 342 Rooms	300 gal/day-room	~~99,600~~ 103,600 gal/day
Retail	~~12,980~~ 10,481 sq. ft.	120 gal/1000 sq. ft.	~~1,550~~ 1,258 gal/day
Restaurant	200 meals/day	15 gal/meal	3,000 gal/day
Laundry (offsite)	175 loads	50 gal/load	8,750 gal/day
Total			~~112,900~~ 116,608 gal/day

The BWS evaluates water system capacity on two criteria:

- The capacity to provide maximum demand, or 1.5 times average demand, plus the required fire flow; and
- The capacity to provide for peak hour demand, or 3 times average demand.

Fire flow is the primary factor in determining water system capacity. Fire flow demands for hotels are evaluated on a case-specific basis. The BWS ~~stated~~ has conveyed that ~~they would need to model the capacity of the 8-inch branch line that extends into Dewey Lane to determine whether it can provide sufficient water for the preferred development in addition to existing demands (BWS, July 12, 2000). If it is insufficient, the construction of a new 200 to 300 foot long 8-inch branch off the 12-inch main line in Ala Moana Boulevard may be required.~~ water supply infrastructure is currently adequate. The availability of water will be determined when the building permit applications are submitted for review and approval.

~~The planned average daily water demand is within the capacity.~~ The point of connection and determinationof the adequacy of the existing 3-inch water meter will be determined during the design process. ~~The BWS will require the installation of appropriate backflow prevention devices to protect the water distribution system.~~

If the construction of a new lateral ~~8-inch branch~~ water line across Ala Moana Boulevard is required, it will result in short-term direct impacts of noise, dust, and increased traffic congestion. Positive short-term indirect impacts would result in economic benefits for construction-related businesses. Negative short-term indirect impacts would include potential additional transport time, resultant labor costs, and potential resultant lost retail business.

Potential water quality impacts and mitigation measures due to dewatering during trenching and pipe installation are described in Section 5.6.2.1.

The BWS will require the installation of appropriate backflow prevention devices to protect the water distribution system.

4.8.2.2 Other Alternatives

Other alternatives would have slightly lower average day demands. An alternative development would have no major impact on infrastructure capacity, since fire flow is the primary factor in determining water system capacity.

Potential construction impacts and mitigation measures would be similar for all alternatives.

4.8.3 Mitigation Measures

Construction should not be allowed during peak traffic hours in the morning, the afternoon, and weekend evenings. Construction should be restricted in late evenings and early morning hours and prohibited at night to mitigate noise impacts, in compliance with State Department of Health (DOH) Title 11, Chapter 46, *Community Noise Control*, Hawai'i Administrative Rules (HAR), would mitigate disturbance to nearby residents. If the construction of an offsite water line across Ala Moana Boulevard is required, government agencies should coordinate construction of both water and sewer lines at the same time to minimize the overall duration of construction. Trenchless construction techniques could also be considered to minimize both traffic and noise impacts. Dust can be mitigated by spraying the area with water trucks in accordance with best management practices typically required by City building permits.

A new fire hydrant will be provided within 125 linear feet of the property.

4.9 WASTEWATER AND DISPOSAL

4.9.1 Existing Conditions

The existing sewer system in vicinity of the proposed Plan site is shown in Figure 4-17. The sewer system consists of several major key segments, listed in sequence from upstream to down stream:

- Existing 12-inch and 18-inch diameter sewers along Ala Moana Boulevard that conveys wastewater past the frontage of the Plan site and Dewey Lane to Kalia Road.
- An existing 24-inch sewer that conveys wastewater from the intersection of Ala Moana Boulevard and Kalia Road to the Fort DeRussy sewage pumping station (SPS). A new parallel 24-inch relief sewer is currently under construction and will provide additional capacity for this segment.
- The Fort DeRussy SPS and its existing 20-inch diameter force main.
- The 36-inch interceptor sewer in Kapi'olani Boulevard.
- The Ala Moana SPS, its 78-inch and 60-inch force mains, and the Sand Island Wastewater Treatment Plant (WWTP).

A preliminary engineering analysis showed that the existing 12-inch and 18-inch sewers in Ala Moana Boulevard between the frontage of the Plan site and Kalia Road are already at capacity.

The City Department of Planning and Permitting (DPP) has stated that no approvals for sewer connections in the vicinity of the proposed development can be given until the new 24-inch relief sewer is completed (DPP, 13.Jul.00). Construction of ~~T~~this 24-inch relief line ~~is currently under construction and will be~~has been completed ~~by July 2001~~. DPP has estimated that available combined capacity of existing and new sewer lines upon completion for additional flows will be a peak flow of 2.5 million gallons per day (DPP, 14.Jul.00, 4.May.01). The existing 24-inch sewer is located on Fort DeRussy property. There is an easement for right-of-way that expires in 2008. If a new agreement were not enacted, continued public use of this line would be uncertain. It is expected, however, that the City will negotiate a revised agreement that will permit continued use of the existing 24-inch sewer.

The Fort DeRussy SPS and its force main sewer have an estimated additional capacity of about 1.5 million gallons per day and are not considered to be constraints.

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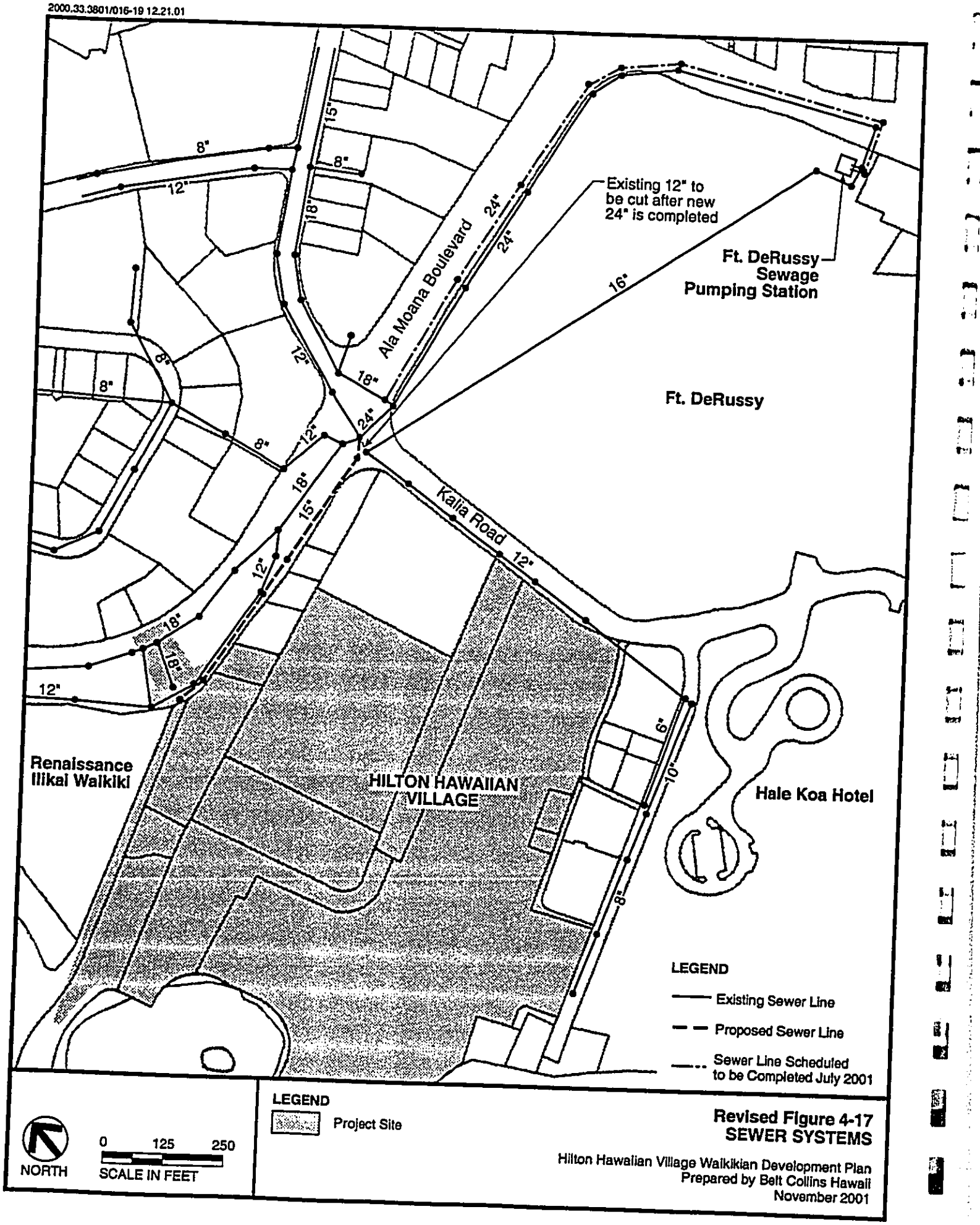


Revised Figure 4-17
SEWER SYSTEMS

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

The DPP has stated that the 36-inch interceptor sewer in Kapi'olani Boulevard is at its capacity and sewer connection applications will be deferred until relief can be implemented. ~~Capacity upgrades to this line or~~ ~~The~~ realignment of ~~a new~~ the Fort DeRussy force main sewer to bypass the Kapi'olani Boulevard interceptor and connect ~~directly to the 69-inch Ala Moana Boulevard sewer will be determined by DPP before the end of 2001. Construction of this Plan may be implemented as early as the fiscal year 2003. This sewer segment is expected to no longer be a constraint upon the completion of these improvements~~ to the east end relief sewer at the east end of Kanunu Street will relieve the capacity limitation of the Kapiolani sewer. This project is currently programmed for construction in fiscal year 2013 (DDC, 17.Aug.01, 20.Aug.01.

The *Sewer Rehabilibation and Infiltration & Inflow Minimization Study, Dec. 1999*, done for the CCH by Fukunaga & Associates, forecasts a number of sewer related projects for the Waikiki area. The projects that directly affect the Waikikian project are those associated with Ft. DeRussy WWPS:

(1) the replacement of the entire existing force main and the extension of the force main to reach the East End Relief sewer at the intersection of Kalakaua Avenue and Kanunu Street - this extension is needed to take the sewer load off of the Kapiolani Boulevard sewer main; and

(2) changing of the pumps and motors and associated electrical service at the Ft. DeRussy WWPS to regain some of the lost capacity by extension of the force main.

Page SI-5-13 of the report states, "The City is already planning to constuct new force mains for Hart Street WWPS, Ala Moana WWPS, Beachwalk WWPS, Fort DeRussy WWPS, and Public Baths WWPS. It is assumed that the new force mains will have sufficient capacity to convey design flows."

The report estimates the potential cost of replacing the force main to be $6,640,000. The report does not estimate the cost of extending the force main to connect with the east end relief line at Kanunu Street. The report estimates the cost of upgrading the Fort DeRussy WWPS to be $1,830,000.

The Ala Moana SPS, its two force mains, and the Sand Island WWTP have capacity for additional wastewater flows and are not considered to be a potential growth constraint.

4.9.2 Probable Impacts

4.9.2.1 ~~Preferred~~ Mitigative Alternative

The additional average daily wastewater generated by the proposed Plan is shown in Table 4-12. The use rate factors were obtained from State DOH standards per HAR Title 11, Chapter 62, *Wastewater Systems*.

Table 4-12: Additional Wastewater Generation

Type of Use	No. of Units	Use Rate	Expected Generation
Hotel Rooms	~~332~~342 Rooms	100 gal/capita-day	~~94,100~~96,960 gal/day[1]
Dayshift Workers	62 Employees	15 gal/capita day	930 gal/day
Retail	260 Customers & Employees	5 gal/capita day	1,300 gal/day
Restaurant	200 Customers & Employees	15 gal/capita day	3,000 gal/day
Laundry	175 Loads[2]	50 gallons/load	8,750 gal/day
Total Average Daily Flow			~~108,140~~110,940 gal/day

Note:
[1] Based on ~~91~~104 1-bedroom units and ~~231~~228 2-bedroom units at 2.8 persons/room and 10 3-bedroom units at 4 persons/room, based on 100 percent occupancy.
[2] All HHV laundry services are contracted out and work is done offsite.

Wastewater collection systems are actually sized on peak flow rather than average. Peak flow ratios, as defined in *Design Standards of the Department of Wastewater Management, City and County of Honolulu*, are the highest at individual points of connection and progressively decrease downstream as additional flow contributions from other sources increase the total volume of flow. Therefore, sewer capacity impacts are the greatest at the point of discharge and decrease in magnitude further downstream.

The peak wastewater flow at the point of connection, including allowances for infiltration per City design standards, is approximately 534,000 gallons per day, or 0.5 million gallons per day (MGD). A preliminary engineering analysis determined that a new 600-foot long, 15-inch relief sewer would be required to supplement the existing 12-inch and 18-inch sewers in Ala Moana Boulevard between Dewey Lane and Kalia Road to accommodate the planned additional wastewater flow from the ~~preferred a~~ Mitigative Alternative. This analysis also showed that the cumulative 2.5 MGD capacity of the existing and new 24-inch sewers between Kalia Road and the Fort DeRussy SPS would be sufficient to accommodate the ~~preferred a~~Mitigative Alternative.

Construction of the new 15-inch relief sewer line will result in short-term direct impacts of noise, dust, and increased traffic congestion. Positive short-term indirect impacts would result in economic benefits for construction-related businesses. Negative short-term indirect impacts would include potential additional transport time, resultant labor costs, and potential resultant lost retail business.

Potential water quality impacts and mitigation measures due to dewatering during trenching and pipe installation are described in Section 5.6.2.1

4.9.2.2 Other Alternatives

Other alternatives for smaller developments would generate commensurately smaller wastewater flows. The 15-inch relief line in Ala Moana Boulevard between Dewey Lane and Kalia Road and the new 24-inch sewers between Kalia Road and the Fort DeRussy SPS would still be required for the other developments. These proposed improvements would also allow for increased wastewater flow rates much greater than that of the ~~preferred a~~Mitigative Alternative.

Potential construction impacts and mitigation measures would be similar for all alternatives.

4.9.3 Mitigation Measures

Construction should not be allowed during peak traffic hours in the morning, the afternoon, and weekend evenings. Construction should be restricted in late evenings and early morning hours and prohibited at night to mitigate noise impacts, in compliance with State DOH, HAR Title 11, Chapter 46, *Community Noise Control*, would mitigate disturbance to nearby residents. If the construction of an offsite water line across Ala Moana Boulevard is required, government agencies should coordinate construction of both water and sewer lines at the same time to minimize the overall duration of construction. Trenchless construction techniques could also be considered to minimize both traffic and noise impacts. Dust can be mitigated by spraying the area with water trucks in accordance with best management practices typically required by City building permits.

4.10 SOLID WASTE COLLECTION AND DISPOSAL

4.10.1 Existing Conditions

Solid waste at the HHV is compacted onsite, then collected by Horizon, a private contractor, and hauled to the City Nanakuli Gulch landfill and the H-POWER garbage-to-energy plant. Approximately 300 tons per month of solid refuse is collected from the resort. An estimated 61 tons per month of wet waste is collected by Eco-Feed Incorporated, a food waste recycler. An estimated 55 tons of glass per month is collected by Island Recycle. The HHV recycles in excess of 1,200 tons of material annually.

4.10.2 Probable Impacts

4.10.2.1 ~~Preferred~~ Mitigative Alternative

The planned increase in solid waste generation is shown in Table 4-13 Solid waste generation is planned to increase by approximately ~~1.37~~ 1.39 tons per day, or approximately 14 percent above the current total HHV solid waste generation rate of approximately 10 tons per day. This planned increase of 500 tons per year constitutes less than 0.06 percent of the estimated 900,000 tons per year of solid waste produced on O'ahu.

Table 4-13: Additional Solid Waste Generation

Type of Use	No. of Units	Use Rate[1]	Expected Generation
Hotel Rooms	~~332~~ 342 Rooms	3.5 lbs/room-day	~~1,160~~1,200 lbs/day
Retail & Offices	21,968 sq. ft.	0.026 lbs/sq. ft.-day	570 lbs/day
Restaurant	200 meals/day	5 lbs/meal	1,000 lbs/day
Total			~~2,730~~ 2,770 lbs/day ~~1.37~~ 1.39 tons/day

Source: Belt Collins & Associates. 1991. Kalia Tower Final EIS. Based on historical records from the HHV.

4.10.2.2 Other Alternatives

Other alternatives considered are smaller in magnitude and would be expected to have commensurately smaller impacts.

4.10.3 Mitigation Measures

Limiting solid waste pick-up hours to after 7:00 am in compliance with State DOH, HAR Title 11, Chapter 46, *Community Noise Control,* would mitigate disturbance to nearby residents. In addition, the proposed building design encloses the sold waste pickup area within the ground floor of the new parking structure, which would greatly reduce potential noise impacts. Finally, participation in HHV's recycling program should help to reduce the volume of solid waste by up to one-third.

4.11 ELECTRICAL POWER AND COMMUNICATIONS

4.11.1 Existing Conditions

The HHV and the surrounding vicinity receive electrical power from the Hawaiian Electric Company's (HECO) Ena Substation. The substation contains four 10-megavolt-amperes (MVA) transformers with two 12.47-kilovolt (kV) circuits for each unit. HECO estimates that the current demand on the four 10-MVA transformers is approximately 30.8 MVA, thus available capacity at the Ena Substation is approximately 9.2 MVA.

The HHV is served by two service connections. Each service connection consists of a primary and a standby backup circuit. The connection to the Tapa Tower vault fronts Kalia Road and the connection to the Lagoon Tower vault fronts Ala Moana Boulevard. The Lagoon Tower circuit has a capacity of 4.5 megawatts (MW), or about 200 amperes. The Lagoon Tower currently consumes an average of 2 MW and the three other nearby restaurant or retail properties consume an average of 0.5 MW. Therefore, this feeder has an available capacity of about 2 MW, or approximately 2.2 MVA. The new Kalia Tower is supplied from the Tapa Tower service connection.

There are dormant service connections that extend from Kalia Road to the former HHV Dome at the current Kalia Tower site and another from the Ala Moana Boulevard frontage to the former Waikikian Hotel on the Plan site (Figure 4-16). The dormant Waikikian connection to the Plan site is a relatively small feeder.

Monthly invoices show that current power consumption for the existing HHV is approximately 7 MW, or approximately 7.8 MVA.

4.11.2 Probable Impacts

4.11.2.1 ~~Preferred~~ Mitigative Alternative

Planned power demands are shown in Table 4-14. Power will be supplied from the Lagoon Towers electrical vault. The Plan is estimated to increase demand on the Lagoon Towers circuit by ~~1,696~~ 1,725 kilovolt-amperes (kVA), or 1.7 MVA.

The planned 1.7-MVA-peak demand is within the 2.2-MVA-capacity of the Lagoon Tower vault feeder circuit. The cumulative 1.7 MVA demand for the proposed Plan combined with the additional 1.6-MVA demand of the Kalia Tower (assuming ratio of 0.9 MW per MVA) as reported in the 1991 Kalia Tower Final EIS are well within the 9.2-MVA capacity of the Ena Substation.

4.11.2.2 Other Alternatives

Other development alternatives considered would have slightly lower power demands. The existing infrastructure has sufficient capacity for all alternatives.

The former Waikikian service connection is too small for the planned demands of the ~~preferred~~ Mitigative or other alternatives.

Table 4-14: Additional Electrical Power Requirements

Type of Use	No. of Units	Use Rate	Expected Generation
Hotel Rooms	~~332~~342 Rooms[1]	3.5-4.5 kVA/unit[1]	~~1,288~~-1,321kVA
Porte cochere	15,754 sq. ft.	0.005 kVA/sq. ft.	76 kVA
Public Facilities	27,793 sq. ft.	0.012 kVA/sq. ft.[2]	334 kVA
Guest Amenities	15,480 sq. ft.	0.012 kVA/sq. ft.[2]	186 kVA
Subtotal			~~1,884~~-1,917kVA
Maximum Demand w/90 percent Diversity Factor			~~1,696~~-1,725kVA, or 1.7 MVA

Notes:
[1] Based on ~~91~~104 1-bedroom units at 3.5 kVA/unit, ~~231~~228 2-bedroom units at 4.0 kVA/unit, and 10 3-bedroom units at 4.5 kVA/unit, based on 100 percent occupancy.
[2] Includes lighting, power, and air conditioning load.

4.11.3 Mitigation Measures

As part of its renovation efforts, HHV is striving to reduce energy consumption at the resort. The following are programs that have already been implemented at HHV:

No-Cost Energy Saving Projects

- Awareness programs that concentrate on turning off lights and air conditioning when not in use. Closing doors to maintain proper air balance and air conditioning boundaries.
- Raise back of house air conditioners 2 degrees and schedule nighttime "off" hours.
- Increased cycles of concentration in the Air Conditioning Plant condenser water and cooling towers by means of an enhanced chemical treatment program.
- Adjusted landscape irrigation time clock schedules to decrease watering frequency and increase plant absorption rates.
- Eliminated entire property common area daily water washdowns. Hilton has divided the property into different areas based on traffic patterns. These areas are then cleaned on a weekly rotating schedule. Brooms, wet mops, and low flow pressure washers are now being used with the same, if not better, results.

Low-Cost Energy Saving Projects

- Installed motion sensors for lighting in offices, kitchens, mechanical rooms, and Back of House areas.
- Installed light sensitive automatic timers for grounds night lighting circuits.
- Converted Pool & Pond filters to element type eliminating the need for backwashing.
- Converted guestroom showerheads to Low-Flow type.
- Converted guestroom toilets to Low-Flush (1.6 gal) type.

Capital Expense Energy Saving Projects

- Energy Management System: Phase 3 & 4 of 4 In Progress
- Replace old & obsolete system with a state-of-the-art system for monitoring and controlling water chillers, cooling towers, pumps, boilers, exhaust fans, ventilation units, air handlers, emergency generators. The new system will have the capability to program automatic ON & OFF times for Ballroom and meeting room air handlers resulting in reduced chillwater loads and fan run times. The new system will also be expanded to additional components that will allow us to monitor energy consumption more closely and to allocate energy costs more effectively.
- Central AC Chiller Replacement: 1 of 3 Chillers Completed.
- Due to the addition of the new Kalia Tower, the central chilled water plant capacity needed to be increased. By replacing the existing chillers with new larger high efficiency chillers, Hilton will be able to meet the increased chill water load without increasing the electrical load. This opportunity also allowed Hilton to take a proactive step with the Clean Air Act by changing to equipment using HFC-134a refrigerant with "ZERO" ozone depletion potential. Each replaced chiller will qualify for a $45,000 rebate from Hawaiian Electric Company as well as provide a cost saving on refrigerant and maintenance. 2nd Chiller replacement scheduled before 2001-year end.
- Property Wide Lighting Retrofits: As part of the Energy Star 'n Green Lights program, Hilton has systematically performing lighting retrofits to Back of House throughout the property. The following is a summary to date:

Tapa Tower Phase-1, Alii Tower, Parking Garage: Completed 1994

Tapa Tower: Phase-2 Completed 1999.

Rainbow Tower: Completed 2001

~~The following are~~ In addition, potential mitigation measures that will be considered during planning and design for the proposed project:

Architectural

Building Orientation and Landscaping:
Short walls close to E-W axis, minimum building footprint.
Window Shading:
Awning "eyebrows" or recessed windows.
High R Windows:
Solar control glass, or multi-paned low-E glass.
Heat Reflective Roof and Walls:
Specularity and color.

Mechanical

Air Conditioning System Efficiency:
High efficiency chillers, lower head loss ducting, duct sealing, insulation.
Energy Management Control Systems:
More refined air distribution controls, sensors, and logic.
Integrated Space Conditioning and Water Heating Systems:
Heat pumps for hot "back-of-house" areas.
Higher Efficiency Components:
High efficiency motors & equipment, variable speed drives.
Integrated Centralized HHV Plant Chiller:
New centralized plant chiller for improved existing chiller efficiency.

Electrical

Lighting Design:
Non-uniform, higher color rendition for lower illumination levels.
Higher efficiency sources.
Separate circuits for interior vs. periphery.
Photo-cell (exterior) and motion-sensor (room) on-off controls.

Power Optimization:
Power factor correction.
Purchasing Strategies:
Off-peak hour consumption/chiller storage
Demand-Side Management:
HECO conservation design assistance and cost-sharing

4.12 OTHER UTILITIES

4.12.1 Existing Conditions

A 4-inch gas main is located in the landward edge of Ala Moana Boulevard. 4-inch gas branch lines extend through part of the HHV site from Kalia Road (see Figure 4-16). This branch line decreases to a 2-inch line alongside the parking structure, then decreases to a ¾-inch service connection to the Lagoon Tower. A polyethylene liner has been installed in the 2-inch shell to eliminate leaks, effectively reducing the diameter to 1-1/4 inches. A 2-inch line with a 1-1/4-inch polyethylene liner also extends from the 4-inch gas main in Ala Moana Boulevard through Dewey Lane to service the Ilikai.

The telephone company provides offsite connections to the HHV's existing central PBX phone system. The existing PBX switch is at its capacity.

4.12.2 Probable Impacts

4.12.2.1 ~~Preferred~~ Mitigative Alternative

The existing lined 2-inch gas line on the HHV site would be extended to the proposed Plan site.

The telephone company will provide additional offsite trunk communications lines that are sufficient for the anticipated service. The internal HHV main PBX switch may require an upgrade. An onsite telecommunications fiber-link from the main PBX to the proposed Plan site will also be required.

4.12.2.2 Other Alternatives

The other alternatives will require the same gas and telephone system upgrades as the ~~preferred~~ Mitigative aAlternative. The existing 2-inch gas line in Dewey Lane could also be considered as a potential supply line instead of the 2-inch gas line within the HHV if the Gas Company determines that it has sufficient capacity for the ~~preferred~~ Mitigative or other alternatives.

If the offsite 2-inch gas line were utilized instead of the existing onsite gas lines within the HHV, there would be short-term construction impacts due to noise, traffic, and dust. Traffic through Dewey Lane is relatively light and can be detoured around the half of the road that would be obstructed. Construction should be limited during the late evening and early morning hours, and prohibited at night to avoid disturbance to nearby residents, in compliance with State DOH HAR, Title 11, Chapter 46, *Community Noise Control*, would mitigate disturbance to nearby residents. Dust can be mitigated by spraying the area with water trucks in accordance with best management practices typically required by City building permits.

4.13 POLICE AND FIRE PROTECTION SYSTEMS

4.13.1 Fire Protection - Existing Conditions

The Honolulu Fire Department (HFD) Pawaa Station Number 2, located approximately one mile from the HHV, is the primary station assigned to service this area. HFD McCully Station Number 29, located about one mile away and HFD Waikīkī Station Number 7, located about 1.7 miles away, are the designated secondary stations. Each of these stations includes one engine company and one ladder company. The Pawaa Station also includes a marine rescue company. Normal procedure calls for the dispatch of three engine companies and two ladder companies to any high-rise building fire. A full fire-fighting contingent is expected to be able to arrive within five minutes under normal conditions after receiving an alarm.

There is a fire hydrant fronting the Ilikai, approximately 250 feet west of Dewey Lane. Fire flow capacity is considered adequate by the BWS for the existing hydrant.

4.13.2 Probable Impacts

The HFD Fire Prevention Bureau has stated that a fire hydrant would be required within 150 feet of the furthest exterior wall (HFD, 12.Jul.00), thus a new hydrant would be required. The BWS also stated that a fire hydrant needs to be located within 125 linear feet of the proposed site in its Environmental Impact Statement Preparation Notice (EISPN) response letter of May 11, 2001.

The HFD EISPN response letter of April 18, 2001 added that the provision of a fire department access road with a minimum height clearance of 13 feet, 6 inches that is within 150 feet of the first floor of the most remote structure will be required.

~~The BWS stated that they would need to model the capacity of the existing 8-inch branch line (BWS, 12.Jul.00) to determine its adequacy for their fire flow requirements.~~ The construction of ~~an additional 200 to 300-foot long 8-inch branch off the~~ a new lateral 12-inch main line in Ala Moana Boulevard may be required if the existing demands on the existing 8-inch branch line make it inadequate to satisfy fire flow demands.

4.14 HEALTH CARE FACILITIES

4.14.1 Existing Conditions

Hawaii's major hospitals are located in Honolulu. Straub Hospital, Queens Hospital, Kapiolani Hospital for Women and Children, and the Kaiser Permanente Honolulu Clinic are all less than five miles' distance. Within Waikīkī, Queens Hospital has a walk-in clinic on site at the HHV. Two community health sites provide additional low-cost care in Waikīkī. Also, the Doctors on Call service provides housecalls throughout Waikīkī.

4.14.2 Probable Impacts

No significant impacts upon the existing health care system are anticipated.

4.15 SCHOOLS AND EDUCATIONAL FACILITIES

4.15.1 Existing Conditions

Waikīkī is served by two public elementary schools, Ala Wai and Jefferson. In addition, the HHV runs a children's program for hotel guests that is licensed as a child care center by the Department of Human Services.

4.15.2 Probable Impacts

No significant impacts are anticipated.

4.16 OFFSITE RECREATIONAL FACILITIES

4.16.1 Existing Conditions

Although Waikīkī is a dense urban area, it is ringed by recreation areas. Waikīkī Beach is best known, and attracts not only tourists but resident surfers, especially longboarders. Waikīkī Beach from the Hilton area to Queens Beach and Sans Souci, seaward of Kapi'olani Park, supported some 7,400,000 beach user-days in 1999, according to lifeguard counts – nearly 44 percent of the total count for the island of O'ahu.

Nearby parks include the largest within the primary urban center, Kapi'olani Park to the east of Waikīkī and Ala Moana to the west. Ala Wai field and golf course are located across the Ala Wai canal from Waikīkī. Finally, Ala Wai Boat Harbor is O'ahu's largest marina, and includes a boat ramp and two yacht clubs.

4.16.2 Probable Impacts

The project improves on the recreational facilities used by Hilton guests, and increases recreational access for others. By encouraging walkers – both along Dewey Lane and along the shore area – the project will help to make trips through Waikīkī more pleasant for its neighbors. Further discussion of project impacts is presented in Chapter Six, Section 6.11.5 and Section 6.12.2.

Chapter Five

Environmental setting

Chapter Five

Environmental setting

CHAPTER FIVE
ENVIRONMENTAL SETTING

5.1 HISTORICAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Based upon historical and archival research conducted by a consulting archaeologist, no archaeological sites have been previously identified on the Waikikian property. Due to the fact that the entire property has been severely disturbed by development, no archaeological sites are known to be present. In addition, the Final Environmental Impact Statement (EIS) prepared for the Waikikian property in 1990 identified no archaeological sites on the property.

A subsurface archaeological inventory survey was conducted on the Waikikian property between April 2 and April 5, 2001 by Paul H. Rosendahl, Ph.D., Inc. (PHRI) and is included in this document as Appendix C. Following is a summary of the findings.

5.1.1 Historical Overview of the Waikikian property

The ground surface of the property has been entirely disturbed and was formerly the site of the Waikikian Hotel and the Tahitian Lanai Restaurant that operated on the property between 1955 and 1996.

Only one Land Commission Award (LCA) has been granted in the project area. LCA 1775 was awarded to Paoa in 1852. His claim stated on December 16, 1847:

> I hereby state my claim for a section of irrigation ditch. I do not know its length–perhaps it is two fathoms more or less. The length of my interest at this place is from the time Kaahumanu I, which was when my people acquired this place, and until this day when I am telling you, no one has objected at this place where I live. The houselot where we live is on the north side of the government fence at Kalia. Some planted trees grow there–five hau and four hala. There is a well which is used jointly.

After payment, it was given a Royal Patent Number (#7033) in 1870. Additionally, two Land Court Applications were filed for the project area. The applications were obtained by the descendants of Paoa for land directly to and seaward of the LCA. This land had been created by filling an area that was once ocean. Presumably, a portion of the LCA's original ground surface was covered with fill during the process of creating the land.

The ~~project area~~ property has undergone may changes since the awarding of the LCA. Two dwellings and a barn were present on the mauka portion of the property in 1895. In 1914, an unidentified single-story structure was present. In 1918, a section of the property was used as a commercial teahouse. In 1930, a new teahouse (the Shioyu Tea Gardens) was opened on the property and existed until 1940.

5.1.2 Results of Archaeological Subsurface Inventory

Historical background and literature search conducted as part of the survey effort suggested that the shoreline during the period of 1880 was located approximately 200 feet makai of the mauka boundary of the Waikikian property, or approximately 120 feet makai of the existing abandoned Waikikian Hotel

structure. This location was determined based on information provided by the State of Hawai'i (State) Historic Preservation Division of the State Department of Land and Natural Resources (DLNR).

During the survey, twenty-one (21) backhoe trenches were placed within the ~~project area~~property. The trenches were generally placed in areas deemed most likely to provide archaeological data; certain portions of the project area were avoided due to the high possibility that underground utility lines and water mains would be encountered.

The backhoe trenches, as expected on the basis of previous archaeological work in the vicinity, generally revealed very disturbed soils and fill material. The trenches primarily contained old sewer and utility lines, and recent materials such as metal, glass, and ceramic fragments. Also encountered was what may be remains of trash dump associated with the former Tahitian Lanai Restaurant. No archaeological sites were found. The trenches could not determine with certainty the location of the property shoreline as it existed in the 1880s.

Based on the results of the trenching, it is thought that any former archaeological features on the property, including the trash dump noted above, have been destroyed during past land modifications.

5.1.3 Probable Impacts

To the extent that no archaeological sites have been identified on the Waikikian property, there are no anticipated impacts resulting from the proposed project.

5.1.4 Mitigation Measures

To ensure that excavation and grading activities associated with the proposed project do not impact any unknown archaeological sites, the archaeologist recommends that an archaeological monitor be present during future subsurface modifications on the property.

5.2 CULTURAL IMPACT ANALYSIS

A cultural impact assessment was conducted for this EIS by Paul H. Rosendahl, Ph.D., Inc. (PHRI) (see Appendix D) and is summarized below.

5.2.1 Methodology

The scope of work and methodology for the cultural impact assessment was based on the general assumption that the level of study effort appropriate in any project-specific context should involve the consideration of several factors. The most relevant are the following:

1. The probable number and significance of known or suspected cultural properties, features, practices, or beliefs within or associated with the specific project area;

2. The potential number of individuals (potential informants) with cultural knowledge of the specific ~~project area~~property;

3. The availability of historical and cultural information on the ~~specific project area~~property or immediately adjacent lands;

4. The physical size, configuration, and natural and human modification history of the ~~specific project area~~property; and

5. The potential effects of the project on known or expected cultural properties, features, practices, or beliefs within or related to the ~~specific project area~~property.

5.2.2 Existing Conditions

Based on the location and the intensive historic period to recent occupation, commercial development, and utilization of the ~~project area~~Waikikian property, the study assumed that with the exception of shoreline access for purposes of recreation and marine resource exploitation, potential cultural impact assessment issues would be highly unlikely. The negative results of the archaeological inventory survey conducted for the project would confirm both the greatly altered physical nature of the ~~project area~~property and the absence of cultural resources within or related to the ~~project area~~property, and in the unlikely instance that any legitimate cultural impact assessment issues should arise during the environmental review period, they could be addressed adequately within the framework of the review process (i.e., from Draft to Final EIS).

In April of this year, PHRI completed the archaeological inventory survey of the ~~project area~~ property (Corbin 2001). Historical background research done as part of the survey (Corbin 2001: Appendix A) documented both the greatly altered physical nature of the ~~project area~~property and the probable absence of cultural properties, features, practices, or beliefs within or associated with project area. Subsequent to the awarding of a Land Commission Award within the ~~project area~~ property in 1852 (LCA 1775, to Paoa), the ~~project area~~ property underwent significant alteration related to occupation and commercial development, as indicated by deposition of fill material to create additional land (date uncertain), presence of two houses and a barn in 1895, another structure in 1914, a commercial teahouse in 1918, a later teahouse from 1930 through 1940, and more recently the Waikikian Hotel (scheduled for demolition) and the Tahitian Lanai Restaurant (already demolished) which operated between 1955 and 1996.

As part of the archaeological inventory survey of the ~~project area~~property, subsurface testing for the presence or absence of potential significant archaeological or cultural resources was carried out by means of 21 backhoe trenches (Corbin 2001). The test excavations, as anticipated, generally revealed highly disturbed soils and deposits of various fill materials resulting from the intensive historic period to recent occupation, commercial development, and utilization of the ~~project area~~property. No surviving evidence of any prehistoric or early historic period occupation or use of the ~~project area~~property was encountered, nor was any evidence of any potentially significant cultural properties, features, practices, or beliefs within or related to the ~~project area~~ property found.

5.2.3 Probable Impacts

Based on the negative results of the recently completed archaeological inventory survey and the absence of any evidence that the ~~project area~~ property is currently being used for legitimate traditional cultural purposes by either Native Hawaiian cultural practitioners or individuals of any other cultural affiliation, it can be concluded that the proposed Hilton Hawaiian Village (HHV) - Waikikian Development Plan (Plan) should have no significant effects–much less any adverse impacts–upon any cultural resources

The entire project area has been extensively modified during historic period to recent times. These modifications are indicated by the current condition of the property and the findings of the archaeological inventory which included historical documentary research. The inventory survey yielded no evidence of the presence of any potentially significant cultural resources–properties, features, practices, or beliefs–within or related to the project area.

In addition, there is no indication of any kind that the project area is currently being used either by Native Hawaiian cultural practitioners exercising traditional and customary access and use rights for any purposes, or by individuals of any other cultural affiliation for any traditional cultural purposes.

5.2.4 Mitigation Measures

No mitigation measures of any kind are warranted.

5.3 TERRESTRIAL ENVIRONMENT

5.3.1 Geology, Topography, and Soils

5.3.1.1 *Existing Conditions*

The Waikikian property is located on coralline limestone typical of O'ahu's southern coastal plain. The topography is flat, with elevation changes ranging from 3 to 6 feet above mean sea level (msl) over the length of the property.

According to an analysis of historic maps of the Waikīkī region conducted by the State Historic Preservation Division of the DLNR, in the 1880s the ocean's shoreline was situated approximately 200 feet makai of the mauka property boundary. Thus, approximately three quarters of the property consists of fill material. The soil composition has been confirmed by trenching conducted during a recent archaeological subsurface inventory survey of the Waikikian property (see Table 1 in Appendix C).

5.3.1.2 Probable Impacts

No special geologic or soil conditions (e.g. soil stability problems, erodibility, etc.) are present which would constrain development of the property. The existing soil will be modified with topsoil and conditioners for landscaping.

As discussed in Chapter Two, the foundation of the ~~Preferred~~Mitigative Alternative, including the parking structure and tower, will consist of concrete caissons. The shafts for the caissons will vary in diameter from 18 inches to 48 inches and will be drilled. There will be no pile driving for the project.

Excavation at the site of the building will generally be limited to a small area for the elevator core (approximately ~~600 square feet~~ 67 cubic yards to a depth of about 8 feet below existing grade); the area of the proposed loading dock on the ground floor of the parking structure (approximately ~~5,700 square feet~~ 527 cubic yards to a depth about 2.5 feet below grade; the area of a portion of the proposed retail shops (approximately ~~13,000 square feet~~ 722 cubic yards to a depth of about 1.5 feet below grade; and the proposed swimming pool (approximately ~~5,700 square feet~~ 844 cubic yards to a depth of about 4 feet

below grade). Thus, only about ~~6,300 square feet~~911 cubic yards of area (the elevator core plus the swimming pool) will be excavated to a depth below the existing water table.

Impacts associated with the other alternatives are essentially the same as the ~~Preferred~~ Mitigative Alternative.

5.3.1.3 Mitigation Measures

Noise impacts associated with the construction of the foundation will be limited by prohibiting pile driving at the project.

5.3.2 Terrestrial Flora

5.3.2.1 Existing Conditions

The Waikikian property is a developed hotel/resort site in an area that has been urbanized for nearly 50 years. Approximately one half of the property consists of landscaping. Most of this area is utilized as a temporary plant nursery for the HHV. The remainder of the property is paved with impermeable surfaces (asphalt or concrete) that are used as parking or storage areas, or are occupied by permanent or temporary structures. Numerous ornamental shrubs, grasses, and mature trees are present. None of these are rare or endangered. An inventory of trees and palms on the Waikikian property is presented below. A map showing the location of trees and palms is presented as Figure 5-1.

Description	No.	Remarks
TREES:		
Chinese Banyan	9	
Brassaia Tree	14	
Paperbark Tree	2	
Seagrape Tree	10	Nine are recently planted cuttings.
Fiddlewood Tree	4	Includes one stump.
Hala Tree	8	
Pink Tecoma Tree	6	
Hau Tree	2	
PALMS:		
Date Palm	2	Includes one seedling.
Areca Palm	14	Clumps of three to twelve canes.
Coconut Palm	76	Includes one seedling

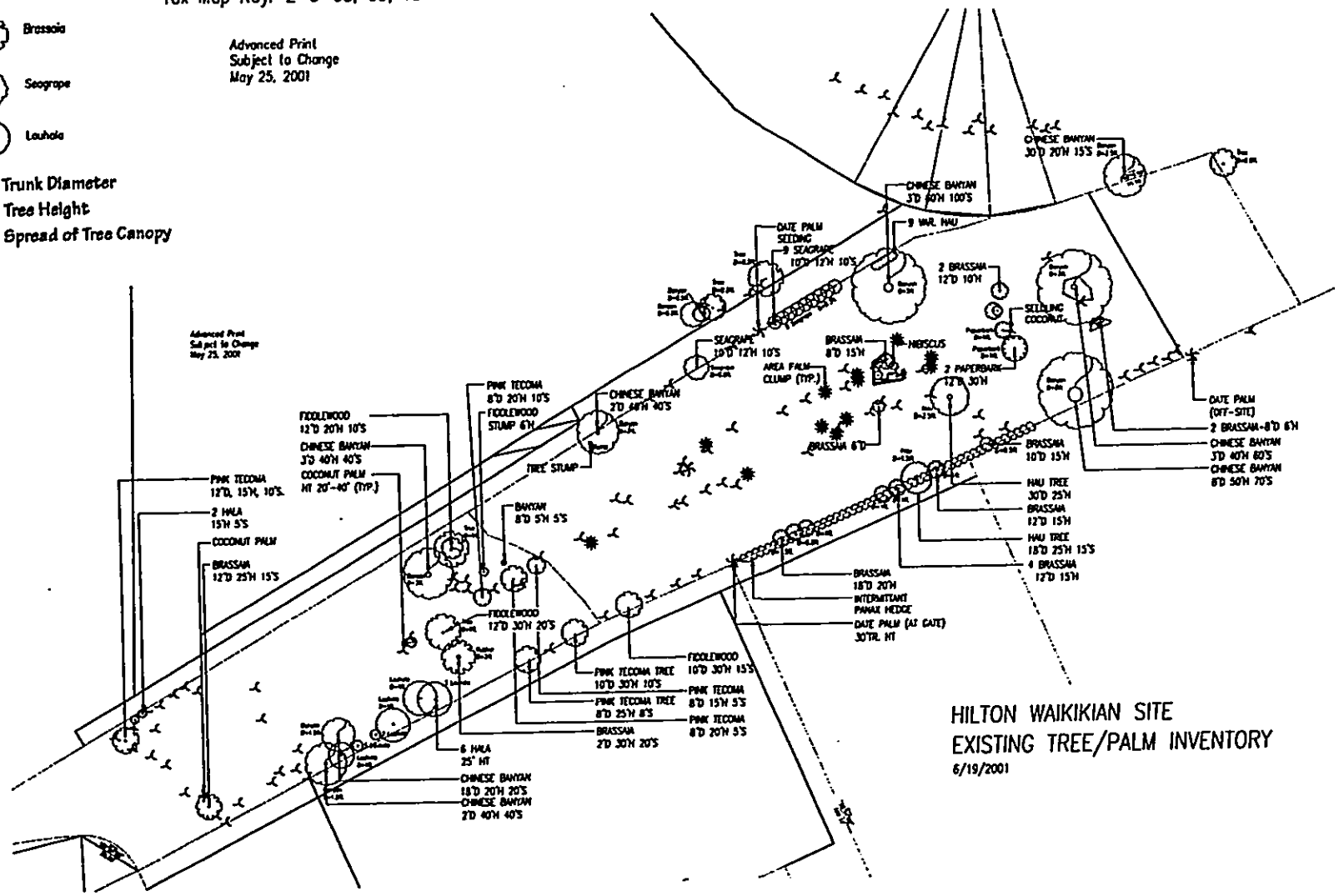
TOPOGRAPHIC SURVEY
HILTON HAWAIIAN VILLAGE RESORT
at Kalia, Waikiki, Honolulu, Oahu, Hawaii
Tax Map Key: 2-6-08, 09, 10

Advanced Print
Subject to Change
May 25, 2001

Legend:

- Coconut
- Palm Cluster (Areca Palm)
- Palm
- Paperbark
- Hau
- Tree
- Banyan
- Brassaia
- Seagrape
- Lauhala

D= Trunk Diameter
H= Tree Height
S= Spread of Tree Canopy



HILTON WAIKIKIAN SITE
EXISTING TREE/PALM INVENTORY
6/19/2001

NORTH

0 25 50 100 200
SCALE IN FEET

Figure 5-1
EXISTING TREE/PALM INVENTORY

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

The remaining areas of the HHV that will be physically impacted by the proposed project consist of either lawn area, buildings, or hardscape (pavement).

5.3.2.2 Probable Impacts

Mature trees that cannot be incorporated into the landscape scheme to be developed for the proposed project will be transplanted to other areas wherever possible or replaced with similar vegetation as part of the project landscaping. The remaining existing landscaping will be removed during construction and replaced with a plant palate similar to the rest of the HHV.

5.3.2.3 Mitigation Measures

An arborist will be retained by Hilton to assist in the transplanting of mature trees.

5.3.3 Terrestrial Fauna

5.3.3.1 Existing Conditions

The bird and animal populations on the project site are representative of those in built up urban areas. Many common birds and rodents are reported in Waikīkī and have been identified on the site. Among the common birds are barred dove (*Geopelia striata*), spotted dove (*Streptopelia chinensis*), house sparrow (*Passer domesticus*), house finch (*Carpodacus mexicanus*), and cardinal (*cardinalis cardinalis*). No species that are indigenous or endemic to the Hawaiian Islands are known to exist on the property. No rare or endangered or threatened species are known to exist on the property

Animals believed to be present on the property include rats and mice. Given the underutilized character of some of the property, it is possible that common house cats are also present, although none have been observed recently.

5.3.3.2 Probable Impacts

The effects of the ~~Preferred~~Mitigative Alternative and the other alternatives are anticipated to be similar. During construction, the various species of small animals found on site will likely migrate to other landscaped areas around the HHV. Transient birds will also be displaced by construction, and especially the relocation of larger trees. Once the proposed project has been completed, the open space and landscaping provided will likely have a beneficial impact upon the amount of available habitat for the local bird population.

5.3.3.3 Mitigation Measures

No mitigation measures are warranted.

5.4 NATURAL HAZARDS

5.4.1 Tsunami Inundation

The south shore of O'ahu, particularly Waikīkī, has historically been affected only minimally by tsunamis. Maximum inundation in the vicinity of the Ala Wai Boat Harbor has been approximately 5 feet above msl, while the maximum recorded in Waikīkī was 9 feet above msl near Kuhio Beach.

5.4.1.1 Probable Impacts

As the result of the unpredictability, the actual impacts of a tsunami cannot be estimated beyond the fact that large tsunamis waves can cause severe damage. The ability of a structure to withstand the destructive force of a tsunami is dependant upon a combination of factors, including: the size of the wave, the number of waves, the type of structure impacted, the structure's distance from the shoreline, the topography of the area, and the amount of debris suspended in the waves impacting the structure.

5.4.1.2 Mitigation Measures

Potential mitigation measures are generally limited to ensuring that a tsunami warning system is operational and that resort staff are properly trained in assisting guests during an evacuation.

5.4.2 Flood Inundation

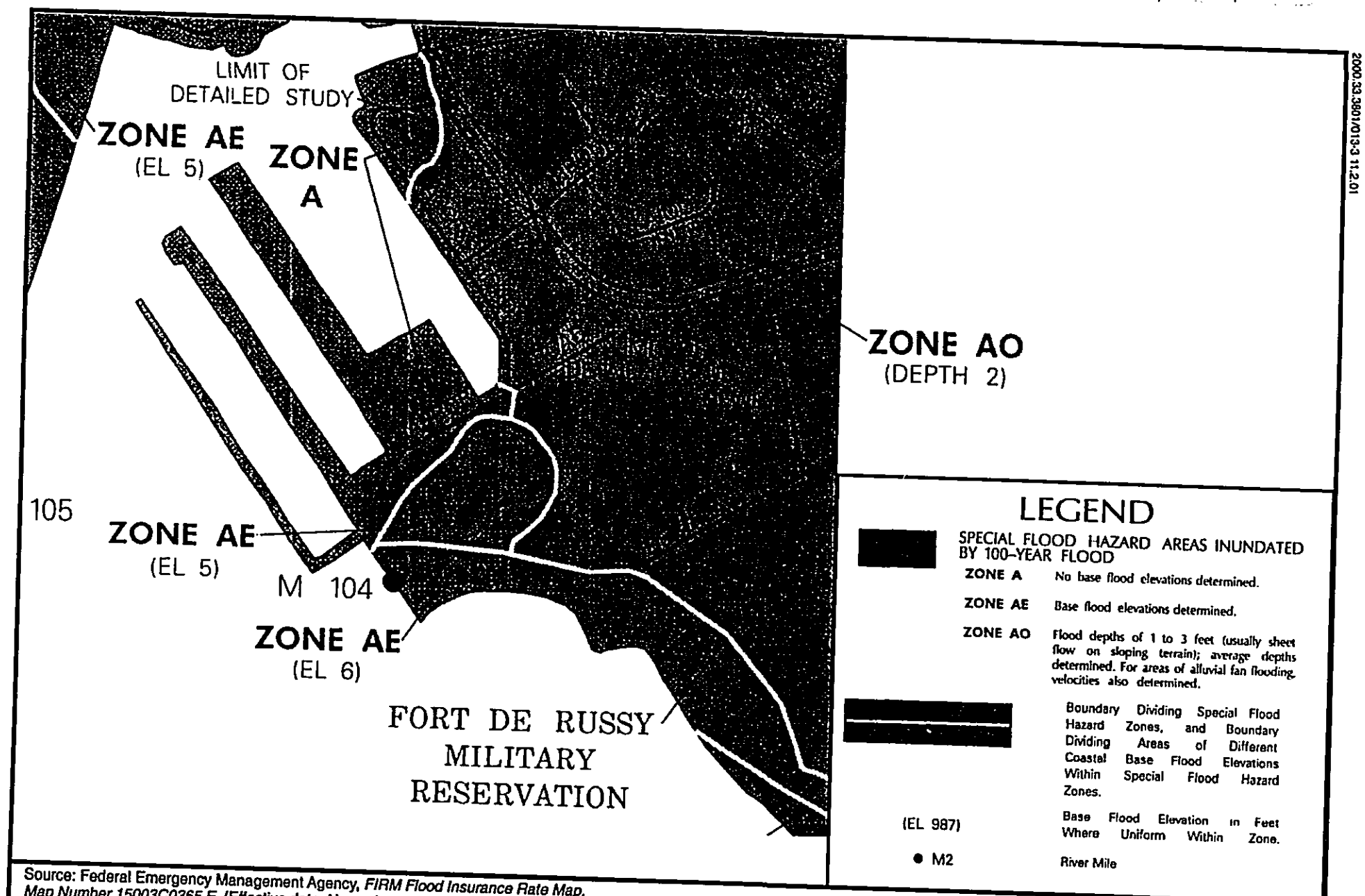
The project site lies within the 100-year flood zone designated AO on the National Flood Insurance Rate Map (#15003C0365 E), with a base flood average depth of 1 to 3 feet. The southwest corner of the existing swimming pool that adjoins the Hilton Lagoon (also known as the Kahanamoku Lagoon) is located at the boundary of the AO and A flood zones. The Hilton Lagoon is categorized as flood zone A with a 100-year flood inundation depth of 5 feet (see Figure 5-2). There is no record of any personal injury or property damage due to floods in this area.

5.4.2.1 Probable Impacts

The ground elevation varies from approximately 5.5 feet msl at the landward end of the project site adjacent to Ala Moana Boulevard to 0 feet msl at the shoreline. The porte cochere entryway and lobby of the proposed new building will be constructed to an elevation of approximately 14.5 feet msl. The ground will be built up in the vicinity of the entryway. The lowest habitable floor of the hotel tower will be higher than the lobby level. The lowest elevation for the below-future grade service level is about one foot below the existing ground level, or 4.5 feet msl.

5.4.2.2 Mitigation Measures

The proposed structure will incorporate flood-proofing measures in accordance with current State and City and County of Honolulu (City) standards. These combined measures should result in no significant flood hazard as a result of the project's development for all of the evaluated alternatives.



Source: Federal Emergency Management Agency, *FIRM Flood Insurance Rate Map, Map Number 15003C0365 E*, (Effective date: November 20, 2000).

Figure 5-2
FLOOD INSURANCE RATE MAP (FIRM)

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

5.4.3 Earthquakes

Most of the earthquakes in Hawai'i are directly related to volcanic activity, particularly the movement of magma concentrated beneath Kilauea and Mauna Loa on the Big Island. A few earthquakes are less directly related to volcanism and originate in zones of structural weakness at the base of the volcanoes or deep within the earth beneath the island. (USGS Professional Paper 1350, 1990.)Seismic tremors associated with volcanic activity on the island of Hawai'i are known as *basal slip quakes*. These tremors are relatively shallow in depth and tend to be focused in the vicinity of the rift zones of Hawai'i's active volcanoes. *Lithospheric quakes* occur at much greater depths below the earth's surface than basal slip quakes and are believed to be the result of the earth's crust sagging and shifting under the weight of Hawai'i's volcanoes.

5.4.3.1 Probable Impacts

The Uniform Building Code rates the potential for earthquake damage on a scale of Zone 0 (no damage) through Zone 4 (major damage). The Uniform Building Code designates the entire island of O'ahu as Earthquake Zone 2A. This means that earthquakes are expected to cause only minor damage. A few earthquakes that have caused major damage on the island of Hawai'i have caused slight damage to a few older buildings on the island of O'ahu, such as cracked walls.

5.4.3.2 Mitigation Measures

The proposed project will be designed in conformance with the Uniform Building Code and municipal design standards, including the earthquake design provisions. Therefore, no significant increase in exposure to natural hazards is anticipated as part of this project or any of the alternatives that were considered.

5.5 GROUNDWATER, HYDROLOGY, SURFACE WATER AND DRAINAGE

5.5.1 Existing Conditions

The front, landward third of the ~~project site~~Waikikian property drains toward Ala Moana Boulevard. The middle third of the property drains toward inlets located within planter areas along the central axis of the property. Both front and middle portions of the ~~project site~~property connect to a 4-foot by 6-foot state-owned box drainage culvert that extends from Ala Moana Boulevard to the Ala Wai Boat Harbor beneath Dewey Lane. The rear, seaward third of the property drains toward the lagoon. Lagoon water is pumped into the Ala Wai Boat Harbor. The front and middle portions of the property are largely covered with impermeable concrete pavement or bare ground.

The front and middle portions of the ~~site~~ property are projected to generate about 0.8 cubic feet per second of runoff during a one-hour storm with a recurrence interval of 10 years, in accordance with City Department of Planning and Permitting (DPP) drainage design standards. This design criterion for sizing drainage infrastructure is based on a storm large enough to rain for a duration of one hour and occur once every 10 years on average. The rear portion of the ~~site~~ property is estimated to generate about 0.3 cubic

feet per second of runoff from a one-hour, 10-year storm. The total runoff from the ~~project site~~ property is 1.1 cubic feet per second.

Occasional flooding has occurred in the vicinity of the ~~project site~~property during periods of heavy rain. The adequacy of the existing drainage culvert may require evaluation, but the State Department of Transportation (DOT) Highway Division has allowed some development to existing properties with storm drain connections if there are no significant increases in drainage quantities.

5.5.2 Probable Impacts

5.5.2.1 ~~Preferred~~Mitigative Alternative

The proposed project is expected to have a beneficial effect by slightly decreasing drainage flows. The increase in open space and replacement of the impermeable concrete surfaces and bare land with landscaping is estimated to decrease the 10-year design standard runoff from about 1.1 cubic feet per second to less than 1.0 cubic feet per second. This slight decrease in runoff should alleviate some of the current effects of the limited storm drain capacity.

Groundwater under the site is expected to occur at an elevation between 0 to 2 feet above msl. Excavation for the proposed new building service level deck will be relatively shallow and is expected to be at or above the groundwater level. Excavation below groundwater is expected to be largely limited to the construction of the elevator pit. Some form of dewatering system will be required for excavation below groundwater. Since no detailed geotechnical investigation and engineering studies will be implemented until schematic designs are completed, the specific type of dewatering system is not known. Limiting the dewatering impacts and the prevention of ground subsidence to adjacent properties will be required and incorporated into the design of the dewatering system.

The quantity, method of disposal of the dewatering effluent discharge, and whether disposal is conducted onsite or offsite, is predicated on the dewatering system design. If the dewatering system design utilizes sheetpiles, slurry walls, or some other means of limiting the inflow of water to the excavation area, the dewatering fluid could be pumped back into the ground onsite. Other traditional methods include the use of sedimentation basins and filter fabrics to treat the dewatering effluent. The disposal of dewatering effluent would require compliance with all applicable federal, state, and city statutes and rules, including *Water Pollution Control*, Title 11, Chapter 55, Hawai'i Administrative Rules (HAR). The dewatering system design would need to be approved by the Department of Health (DOH) before a dewatering effluent discharge permit would be issued. Baseline groundwater sampling and weekly monitoring reports would need to be submitted to the DOH to insure discharge permit compliance.

Grading plans will be completed as part of the final design documents. The control of silt-laden runoff from any project site during construction may be a potential concern. The grading plan will define earthwork quantities and incorporate appropriate best management practices to limit the potential for construction site runoff. The specific techniques to limit runoff will be determined by the City DPP during the review of the grading permit application.

Renovation of the Rainbow porte cochere and lobby will not result in any significant change to existing drainage patterns.

5.5.2.2 Other Alternatives

The other project alternatives that were evaluated required bigger building footprints and impermeable surfaces. Therefore, the other project alternatives would result in surface runoff similar in magnitude to the existing conditions. The ~~Preferred~~Mitigative Alternative is expected to lessen site runoff and would have the least adverse impact.

5.6 METEOROLOGICAL CONDITIONS

5.6.1 Existing Climate

Waikīkī has a mild, relatively dry climate. Average monthly temperatures range from the low-70s in March to nearly 80 degrees F in September. The mean high temperature ranges from the high 70s in mid-winter to the mid-80s in the summer.

The average annual rainfall in Waikīkī is about 20 inches. Most of this occurs during the winter, especially during January when rainfall averages 3.0 inches. June and July are the driest months with rainfall averaging only 0.5 inches.

The prevailing winds are northeast tradewinds. Wind speed averages 10-13 miles per hour, with the higher averages being characteristic of the summer months.

5.6.2 Wind Impact Analysis

5.6.2.1 Introduction and Methodology

Rowan Williams Davies & Irwin Inc. (RWDI) was retained to conduct a pedestrian wind study for the proposed Plan. (RWDI's report is incorporated in this section in its entirety.) The purpose of the study was to assess the wind impact on the local wind environment with and without the DEIS Preferred Alternative. This objective was achieved through wind tunnel testing of a 1:400 scale model for the Preferred Alternative. The model included the proposed development and all relevant surrounding buildings and topography within a 1,600 feet radius of the study site. The mean speed profile and turbulence of the natural wind approaching the modeled area were simulated in RWDI's boundary layer wind tunnel.

Once it was determined that the proposed tower would be rotated to a mauka-makai orientation (Mitigative Alternative), RWDI was directed to analyze the potential impacts of the revised design. In a report dated October 18, 2001, which is included in this document as Appendix H, RWDI concluded, "From a wind control point of view, the proposed tower rotation is considered a positive design change, as it effectively reduces the area of building facade that is directy exposed to the prevailing winds, and increases the distance between the proposed building and the existing Ilikai Hotel." RWDI determined that the wind tunnel analysis conducted for the DEIS's Preferred Alternative did not need to be repeated for the Mitigative Alternative. However, specific findings of the October 18th report have been added to the following sections as appropriate

The photographs in Figures 5-3 and 5-4 show the wind tunnel test model for the following two configurations:

Configuration A - Existing: without the proposed Waikikian Project; and,

Configuration B - Proposed: with the proposed Waikikian Project.

The model was instrumented with 70 wind speed sensors in areas of interest, including nine sensors on the walls (balconies) of the existing Renaissance Ilikai Waikiki (Ilikai). Both mean and gust wind speeds were measured at a full-scale height of approximately 5 feet. These measurements were recorded for 36 equally incremented wind directions starting from true north and were reduced to the form of wind speed ratios by dividing by the reference wind speed at the top of the simulated boundary layer.

Wind statistics recorded at Honolulu International Airport between 1949 and 1999 were analyzed for the summer (May through October) and winter (November through April) seasons. Figure 5-5 graphically depicts the distributions of wind frequency and directionality for the two seasons. Winds from the east-northeast, northeast and east directions are predominant for both seasons. These wind statistics were combined with the wind tunnel data in order to predict the frequency of occurrence of full-scale wind speeds.

The full-scale wind predictions were then compared with the RWDI criteria for pedestrian comfort and safety. These criteria, developed by RWDI through research and consulting practice since 1974, have been published in numerous conference proceedings[1,2,3,4,5]. They have also been widely accepted by municipal authorities, as well as by the building design and city planning community. For more than 25 years, RWDI's criteria have been used in over 1,000 pedestrian wind studies and adapted as part of environmental planning guidelines by several major cities in North America and around the world.

Table 5-1: Pedestrian Wind Comfort and Safety Categories

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable	SAFETY CATEGORY	
Gust Wind Speed (mph)			0-11	0-16	0-20	>20	≥55	
Category Limit			≥80%	≥80%	≥80%	≥20%	> 3 Events Annually	
							(0.1% of the Time)	
LOC	CONFIG	SEASON	%	%	%	%	RATING	RATING
	1		84	97	99	1	Sitting	PASS
	2		51	69	82	18	Walking	PASS
	3		46	66	79	21	Uncomfortable	FAIL

1 Williams, C.J., Hunter, M.A. and Waechter, W.F. (1990). *Criteria for Assessing the Pedestrian Wind Environment*, Journal of Wind Engineering and Industrial Aerodynamics, Vol.36, pp.811-815.

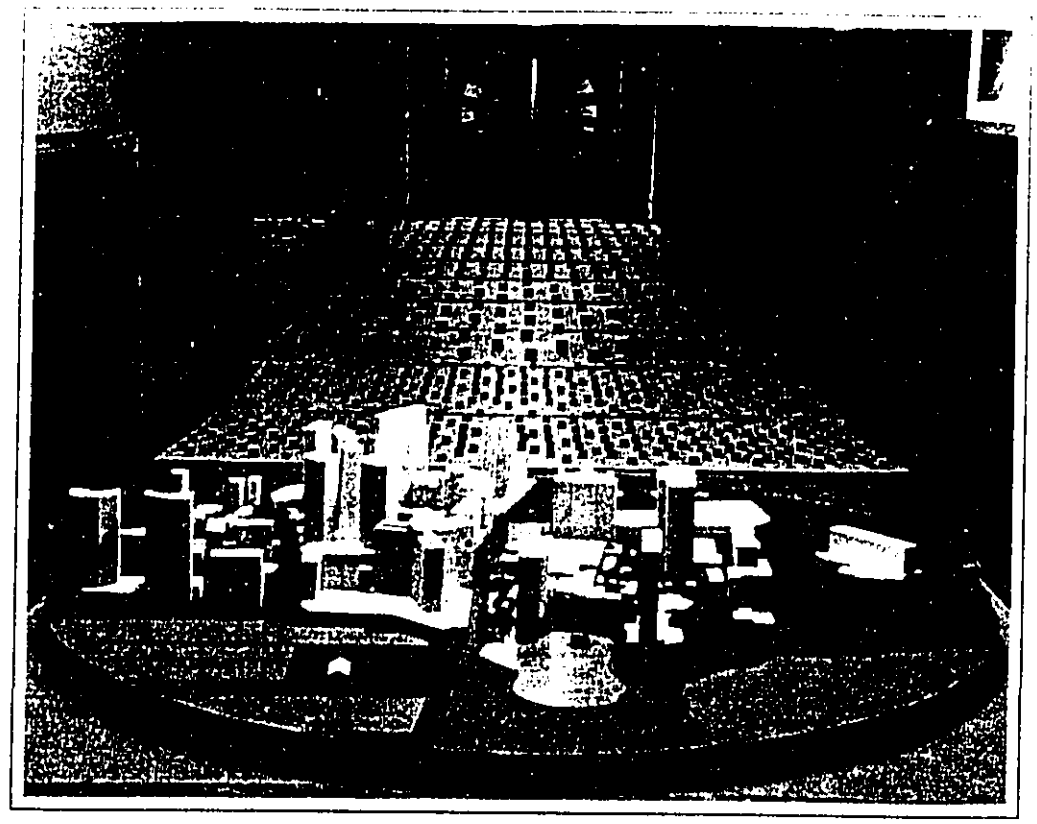
2 Williams, C.J., Soligo M.J. and Cote, J. (1992). *A Discussion of the Components for a Comprehensive Pedestrian Level Comfort Criteria*, Journal of Wind Engineering and Industrial Aerodynamics, Vol.41-44, pp.2389-2390.

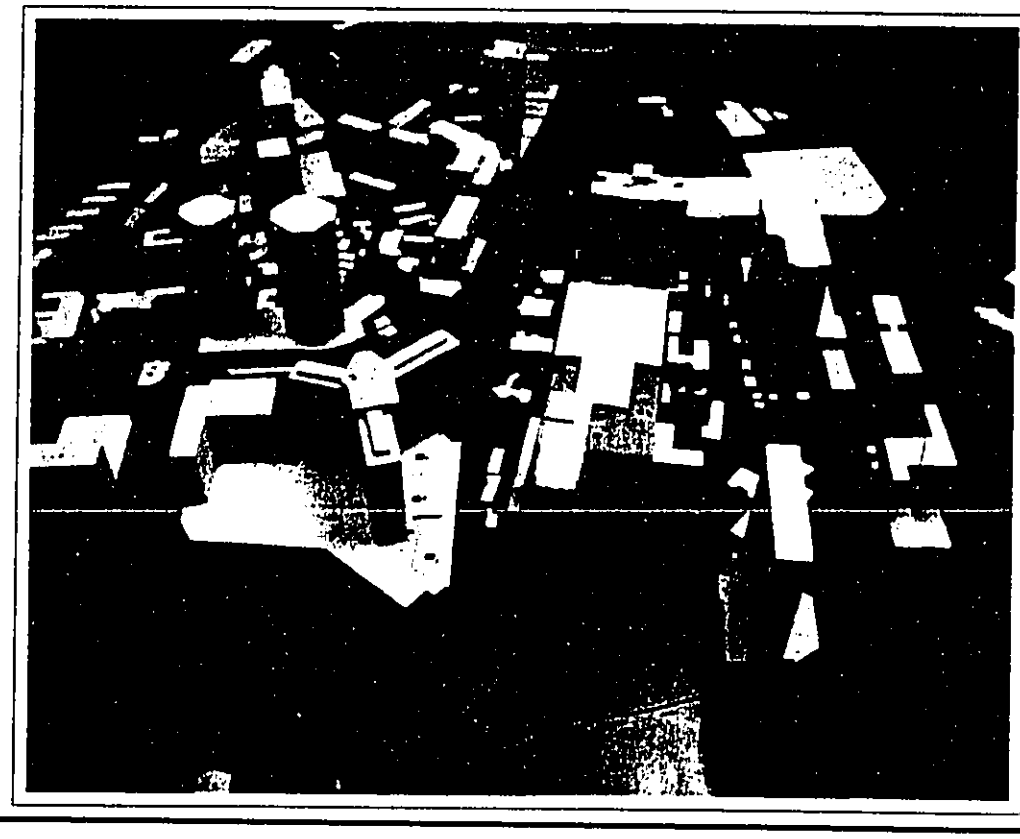
3 Soligo, M.J., Irwin, P.A., and Williams, C.J. (1993). *Pedestrian Comfort Including Wind and Thermal Effects*, Third Asia-Pacific Symposium on Wind Engineering, Hong Kong.

4 Soligo, M.J., Irwin, P.A., Williams, C.J. and Schuyler, G.D. (1998). *A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects, Journal of Wind Engineering and Industrial Aerodynamics*, Vol.77&78, pp.753-766.

5 Williams, C.J., Wu, H., Waechter, W.F. and Baker, H.A. (1999). *Experiences With Remedial Solutions to Control Pedestrian Wind Problems, Tenth Int. Conf. on Wind Engineering, Copenhagen*, Denmark.

2000 33 3801.004-6 7 7.01

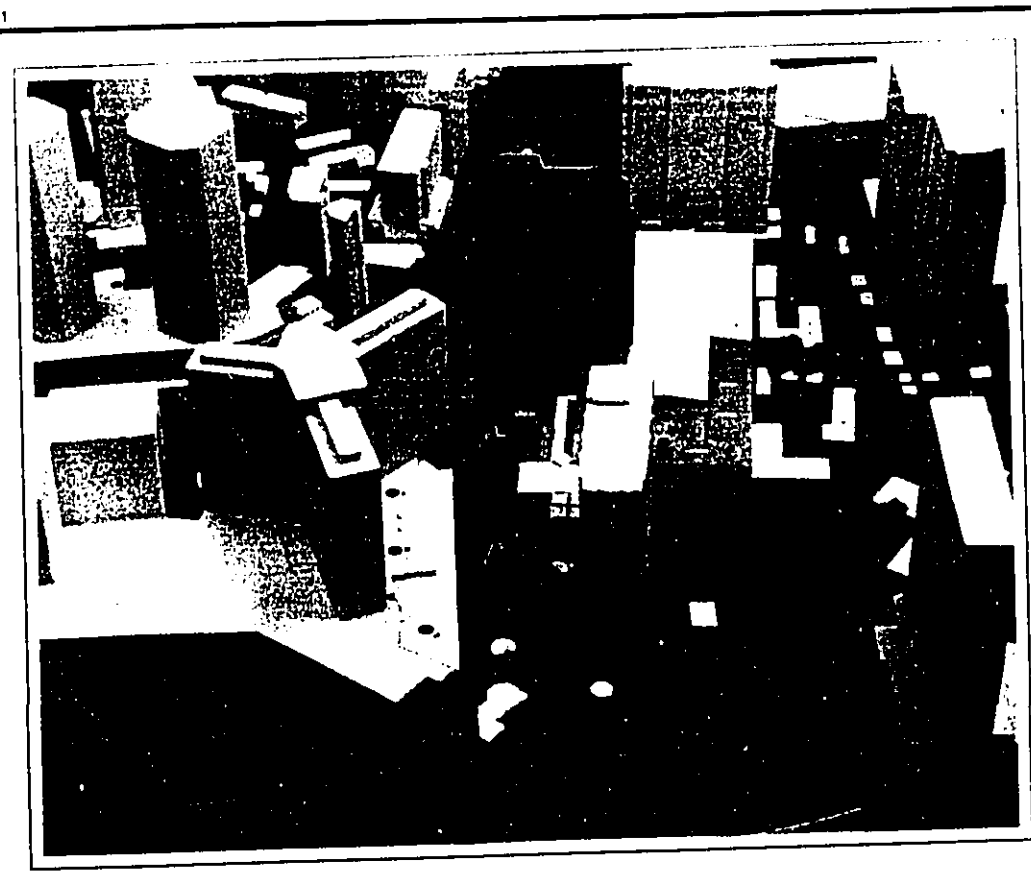


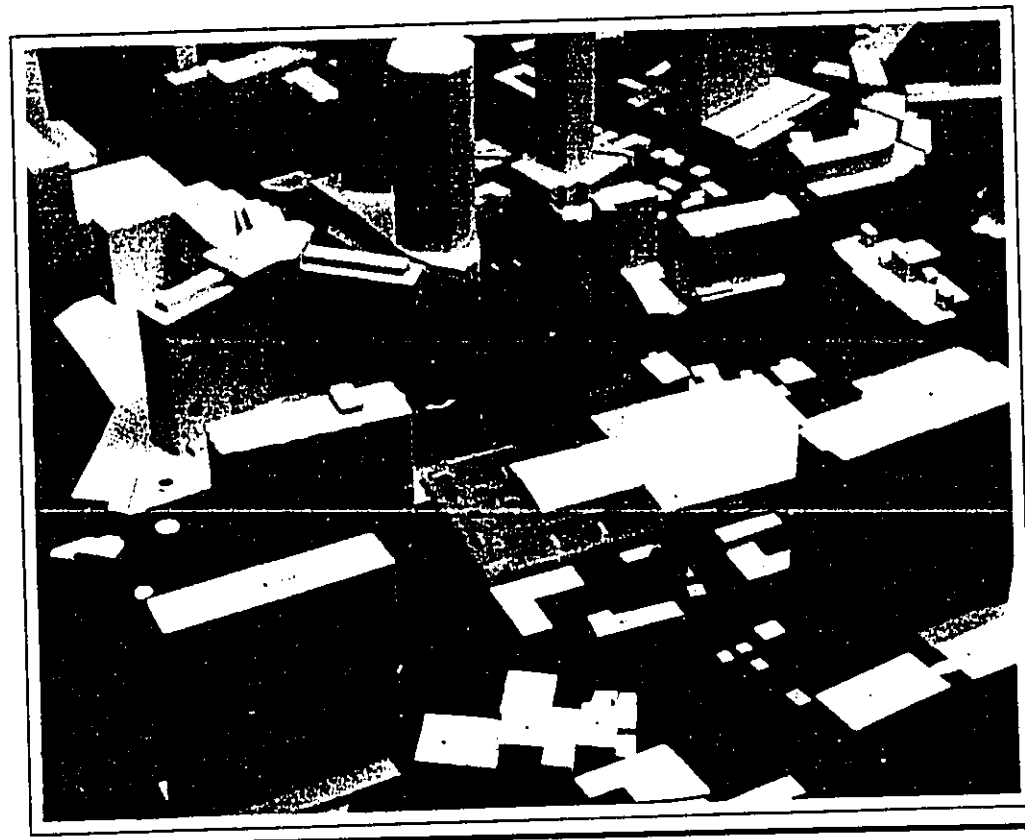


Source: RWDI. Date revised: June 13, 2001
Final Report Pedestrian Wind Study
Hilton Hawaiian Village-Waikikian Hotel Honolulu, Hawaii

Figure 5-3
WIND TUNNEL STUDY MODEL–
Existing Configuration

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



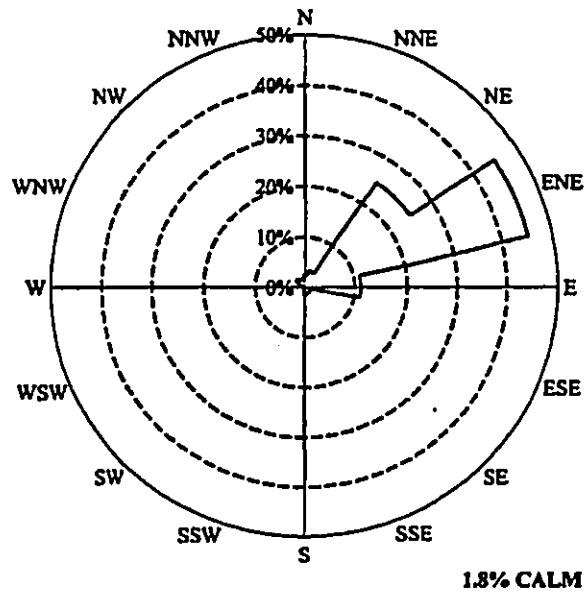


Source: RWDI. Date revised: June 13, 2001
Final Report Pedestrian Wind Study
Hilton Hawaiian Village-Waikikian Hotel Honolulu, Hawaii

Revised Figure 5-4
WIND TUNNEL STUDY MODEL–
Draft EIS Preferred Alternative

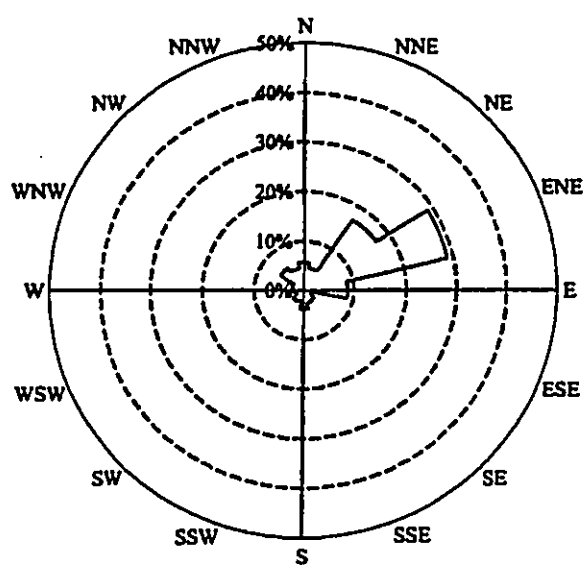
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

2000.33.3801/004-3 7.7.01



1.8% CALM

ALL SUMMER WINDS



3.6% CALM

ALL WINTER WINDS

Source: RWDI, May 30, 2001

Figure 5-5
DIRECTIONAL DISTRIBUTION (%) OF WINDS (BLOWING FROM)
Honolulu International Airport, Hawaii (1949-1999)

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

The average gust wind speeds predicted to occur at each test location on the model were compared to pedestrian comfort criteria to determine the acceptability of the wind conditions for pedestrians. The following table is an example of how these predicted full-scale wind speeds are presented in this report.

Across the top of the Table 5-1 shows four comfort categories:

- **Sitting:** Gust speeds up to 11 mph - Low wind speed conditions in which one could read a newspaper without having it blown away. Suitable for outdoor cafes and other sitting areas.
- **Standing:** Gust speeds up to 16 mph - Slightly higher wind speeds that would be strong enough to rustle leaves. These wind speeds are typically comfortable at building entrances, bus stops or other areas where people may want to linger but not necessarily sit for extended periods of time.
- **Walking:** Gust speeds up to 20 mph - Winds that would lift leaves and cause movement to litter, hair, and loose clothing. Appropriate for sidewalks, plazas, parks, or playing fields where people are more likely to be active and receptive to some wind activity.
- **Uncomfortable:** Gust speeds greater than 20 mph - The effects of wind speeds at this level would range from small trees swaying and wind force being felt on the body (approximately 26 mph) to whole trees being in motion and inconvenience being felt when walking (approximately 52 mph gust). Winds of this magnitude would be considered a nuisance for most activities.

Along the left side of the table, the sensor location, test configuration, and season are listed. The subsequent four columns show the percentage of time that the winds would fall within the wind speed ranges for each comfort category. For example, at Location 1 the wind conditions are identified as comfortable for sitting 84 percent of the time and suitable for standing 97 percent of the time.

Wind conditions are considered acceptable for sitting, standing or walking if the wind speeds are within their specified ranges at least 80 percent of the time. This is based on research that suggests the public can tolerate a limited number of windy days before they perceive an area as having a wind problem. Using this criterion, each location has been given a comfort designation under the heading, "COMFORT CATEGORY." This designation indicates which activities can be conducted in the area. An uncomfortable designation means that the 80 percent criterion was not satisfied for walking.

Wind mitigation may be needed if the comfort designation listed is not consistent with the intended use of an area. For example, Location 2 in the table has a walking designation since winds are comfortable for walking 82 percent of the time. If a café were proposed for this location, a sitting designation would be desired and the example shows that it would be comfortable to sit only 51 percent of the time.

Safety is also considered by the criteria. Wind speeds in excess of 55 mph can adversely affect a pedestrian's balance and footing. If winds of this magnitude occur more than three times per year (0.1 percent of the time), a FAIL designation is assigned under the heading, "SAFETY CATEGORY" as shown for Location 3 in the table. Wind control measures are typically required at locations that receive the FAIL rating.

These guidelines represent average wind tolerance. Regional differences in wind climate and variations in age, health, clothing, etc. can affect people's perception of the wind climate. For example, on very hot days, higher winds can be tolerated because the cooling effect of the wind would be considered pleasant. On colder days, people's tolerance of wind would be reduced, especially if they are unprepared or without appropriate clothing.

5.6.2.2 Discussion of Existing Conditions and Potential Impacts

Table 5-2 presents the wind comfort and safety results for the summer and winter seasons for both tested configurations. These results are graphically depicted in Figures 5-6 through 5-9 which depicts each wind measurement location on a site plan.

All of the tested measurement locations passed the safety criterion for both building configurations. The following is a detailed discussion of the wind comfort or the suitability of the predicted wind conditions for the anticipated pedestrian use for each area.

Ala Moana Boulevard (Locations 1 through 10)

Wind conditions comfortable for standing are generally desired at building entrances. Wind conditions suitable for walking or better are desirable for sidewalks.

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
1	A	Summer	53	85	96	4	Standing	PASS
		Winter	58	84	95	5	Standing	PASS
	B	Summer	58	89	97	3	Standing	PASS
		Winter	61	87	96	4	Standing	PASS
2	A	Summer	54	87	98	2	Standing	PASS
		Winter	60	86	96	4	Standing	PASS
	B	Summer	52	87	98	2	Standing	PASS
		Winter	60	86	96	4	Standing	PASS
3	A	Summer	47	83	97	3	Standing	PASS
		Winter	56	84	95	5	Standing	PASS
	B	Summer	51	85	97	3	Standing	PASS
		Winter	57	84	95	5	Standing	PASS
4	A	Summer	63	90	98	2	Standing	PASS
		Winter	68	89	97	3	Standing	PASS
	B	Summer	63	90	98	2	Standing	PASS
		Winter	66	89	97	3	Standing	PASS
5	A	Summer	49	83	97	3	Standing	PASS
		Winter	59	85	96	4	Standing	PASS
	B	Summer	57	89	98	2	Standing	PASS
		Winter	64	89	97	3	Standing	PASS
6	A	Summer	40	73	91	9	Walking	PASS
		Winter	56	80	92	8	Standing	PASS
	B	Summer	45	78	94	6	Walking	PASS
		Winter	60	83	94	6	Standing	PASS
7	A	Summer	43	72	90	10	Walking	PASS
		Winter	55	79	91	9	Walking	PASS
	B	Summer	53	82	95	5	Standing	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
		Winter	62	85	95	5	Standing	PASS
8	A	Summer	26	51	72	28	Uncomfortable	PASS
		Winter	40	63	79	21	Uncomfortable	PASS
	B	Summer	30	58	79	21	Uncomfortable	PASS
		Winter	44	68	83	17	Walking	PASS
9	A	Summer	37	66	85	15	Walking	PASS
		Winter	55	77	89	11	Walking	PASS
	B	Summer	44	78	95	5	Walking	PASS
		Winter	61	84	95	5	Standing	PASS
10	A	Summer	36	67	87	13	Walking	PASS
		Winter	52	76	90	10	Walking	PASS
	B	Summer	42	76	93	7	Walking	PASS
		Winter	55	81	94	6	Standing	PASS
11	A	Summer	46	81	95	5	Standing	PASS
		Winter	55	82	94	6	Standing	PASS
	B	Summer	40	72	90	10	Walking	PASS
		Winter	51	76	90	10	Walking	PASS
12	A	Summer	45	79	95	5	Walking	PASS
		Winter	54	80	93	7	Standing	PASS
	B	Summer	36	67	88	12	Walking	PASS
		Winter	47	72	88	12	Walking	PASS
13	A	Summer	37	69	89	11	Walking	PASS
		Winter	48	74	89	11	Walking	PASS
	B	Summer	34	66	88	12	Walking	PASS
		Winter	46	71	88	12	Walking	PASS
14	A	Summer	41	72	89	11	Walking	PASS
		Winter	54	78	91	9	Walking	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
	B	Summer	36	69	90	10	Walking	PASS
		Winter	48	75	91	9	Walking	PASS
15	A	Summer	50	83	96	4	Standing	PASS
		Winter	60	85	95	5	Standing	PASS
	B	Summer	40	71	90	10	Walking	PASS
		Winter	54	78	91	9	Walking	PASS
16	A	Summer	50	77	92	8	Walking	PASS
		Winter	60	81	92	8	Standing	PASS
	B	Summer	67	94	99	1	Standing	PASS
		Winter	71	92	98	2	Standing	PASS
17	A	Summer	67	91	98	2	Standing	PASS
		Winter	69	89	96	4	Standing	PASS
	B	Summer	84	99	100	0	Sitting	PASS
		Winter	80	95	98	2	Sitting	PASS
18	A	Summer	84	99	100	0	Sitting	PASS
		Winter	79	95	98	2	Standing	PASS
	B	Summer	90	99	100	0	Sitting	PASS
		Winter	83	96	99	1	Sitting	PASS
19	A	Summer	76	97	100	0	Standing	PASS
		Winter	74	94	99	1	Standing	PASS
	B	Summer	83	98	100	0	Sitting	PASS
		Winter	79	95	99	1	Standing	PASS
20	A	Summer	65	93	98	2	Standing	PASS
		Winter	63	87	95	5	Standing	PASS
	B	Summer	74	96	99	1	Standing	PASS
		Winter	69	90	96	4	Standing	PASS
21	A	Summer	72	95	99	1	Standing	PASS
		Winter	72	92	97	3	Standing	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
	B	Summer	85	98	100	0	Sitting	PASS
		Winter	81	95	98	2	Sitting	PASS
22	A	Summer	61	90	99	1	Standing	PASS
		Winter	66	88	97	3	Standing	PASS
	B	Summer	91	99	100	0	Sitting	PASS
		Winter	85	96	98	2	Sitting	PASS
23	A	Summer	66	95	100	0	Standing	PASS
		Winter	67	92	98	2	Standing	PASS
	B	Summer	75	98	100	0	Standing	PASS
		Winter	76	96	99	1	Standing	PASS
24	A	Summer	56	90	99	1	Standing	PASS
		Winter	60	87	97	3	Standing	PASS
	B	Summer	60	92	99	1	Standing	PASS
		Winter	64	90	97	3	Standing	PASS
25	A	Summer	74	98	100	0	Standing	PASS
		Winter	74	94	99	1	Standing	PASS
	B	Summer	72	97	100	0	Standing	PASS
		Winter	74	95	99	1	Standing	PASS
26	A	Summer	59	91	99	1	Standing	PASS
		Winter	64	89	97	3	Standing	PASS
	B	Summer	56	87	98	2	Standing	PASS
		Winter	62	87	96	4	Standing	PASS
27	A	Summer	73	96	99	1	Standing	PASS
		Winter	71	93	98	2	Standing	PASS
	B	Summer	77	97	99	1	Standing	PASS
		Winter	74	93	98	2	Standing	PASS
28	A	Summer	70	96	100	0	Standing	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
		Winter	71	93	98	2	Standing	PASS
	B	Summer	74	97	100	0	Standing	PASS
		Winter	74	94	99	1	Standing	PASS
29	A	Summer	69	95	99	1	Standing	PASS
		Winter	69	91	97	3	Standing	PASS
	B	Summer	65	92	98	2	Standing	PASS
		Winter	67	89	96	4	Standing	PASS
30	A	Summer	47	81	95	5	Standing	PASS
		Winter	53	80	93	7	Standing	PASS
	B	Summer	42	73	90	10	Walking	PASS
		Winter	52	77	91	9	Walking	PASS
31	A	Summer	80	97	99	1	Sitting	PASS
		Winter	75	93	98	2	Standing	PASS
	B	Summer	65	93	99	1	Standing	PASS
		Winter	67	90	97	3	Standing	PASS
32	A	Summer	52	85	97	3	Standing	PASS
		Winter	61	86	96	4	Standing	PASS
	B	Summer	75	97	100	0	Standing	PASS
		Winter	75	95	99	1	Standing	PASS
33	A	Summer	75	97	100	0	Standing	PASS
		Winter	72	93	98	2	Standing	PASS
	B	Summer	52	81	95	5	Standing	PASS
		Winter	59	83	94	6	Standing	PASS
34	A	Summer	49	82	96	4	Standing	PASS
		Winter	62	86	96	4	Standing	PASS
	B	Summer	83	98	100	0	Sitting	PASS
		Winter	82	96	99	1	Sitting	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc	Config	Season	%	%	%	%	RATING	RATING
35	A	Summer	46	80	96	4	Standing	PASS
		Winter	57	83	95	5	Standing	PASS
	B	Summer	42	76	94	6	Walking	PASS
		Winter	55	81	94	6	Standing	PASS
36	A	Summer	30	58	81	19	Walking	PASS
		Winter	45	69	85	15	Walking	PASS
	B	Summer	28	55	78	22	Uncomfortable	PASS
		Winter	45	67	83	17	Walking	PASS
37	A	Summer	29	57	79	21	Uncomfortable	PASS
		Winter	44	67	83	17	Walking	PASS
	B	Summer	30	58	80	20	Walking	PASS
		Winter	46	69	84	16	Walking	PASS
38	A	Summer	44	81	95	5	Standing	PASS
		Winter	51	78	91	9	Walking	PASS
	B	Summer	46	81	95	5	Standing	PASS
		Winter	52	79	92	8	Walking	PASS
39	A	Summer	48	84	96	4	Standing	PASS
		Winter	55	82	93	7	Standing	PASS
	B	Summer	47	80	94	6	Standing	PASS
		Winter	55	80	92	8	Standing	PASS
40	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	82	99	100	0	Sitting	PASS
		Winter	82	97	100	0	Sitting	PASS
41	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	70	96	100	0	Standing	PASS
		Winter	74	96	99	1	Standing	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
42	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	64	94	100	0	Standing	PASS
		Winter	72	94	99	1	Standing	PASS
43	A	Summer	83	99	100	0	Sitting	PASS
		Winter	83	98	100	0	Sitting	PASS
	B	Summer	100	100	100	0	Sitting	PASS
		Winter	99	100	100	0	Sitting	PASS
44	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	58	92	99	1	Standing	PASS
		Winter	68	92	98	2	Standing	PASS
45	A	Summer	59	92	99	1	Standing	PASS
		Winter	64	90	97	3	Standing	PASS
	B	Summer	45	76	92	8	Walking	PASS
		Winter	56	80	92	8	Standing	PASS
46	A	Summer	51	86	98	2	Standing	PASS
		Winter	59	85	96	4	Standing	PASS
	B	Summer	41	72	90	10	Walking	PASS
		Winter	53	77	91	9	Walking	PASS
47	A	Summer	45	81	96	4	Standing	PASS
		Winter	55	82	94	6	Standing	PASS
	B	Summer	42	76	93	7	Walking	PASS
		Winter	54	79	93	7	Walking	PASS
48	A	Summer	47	80	95	5	Standing	PASS
		Winter	54	81	93	7	Standing	PASS
	B	Summer	45	79	95	5	Walking	PASS

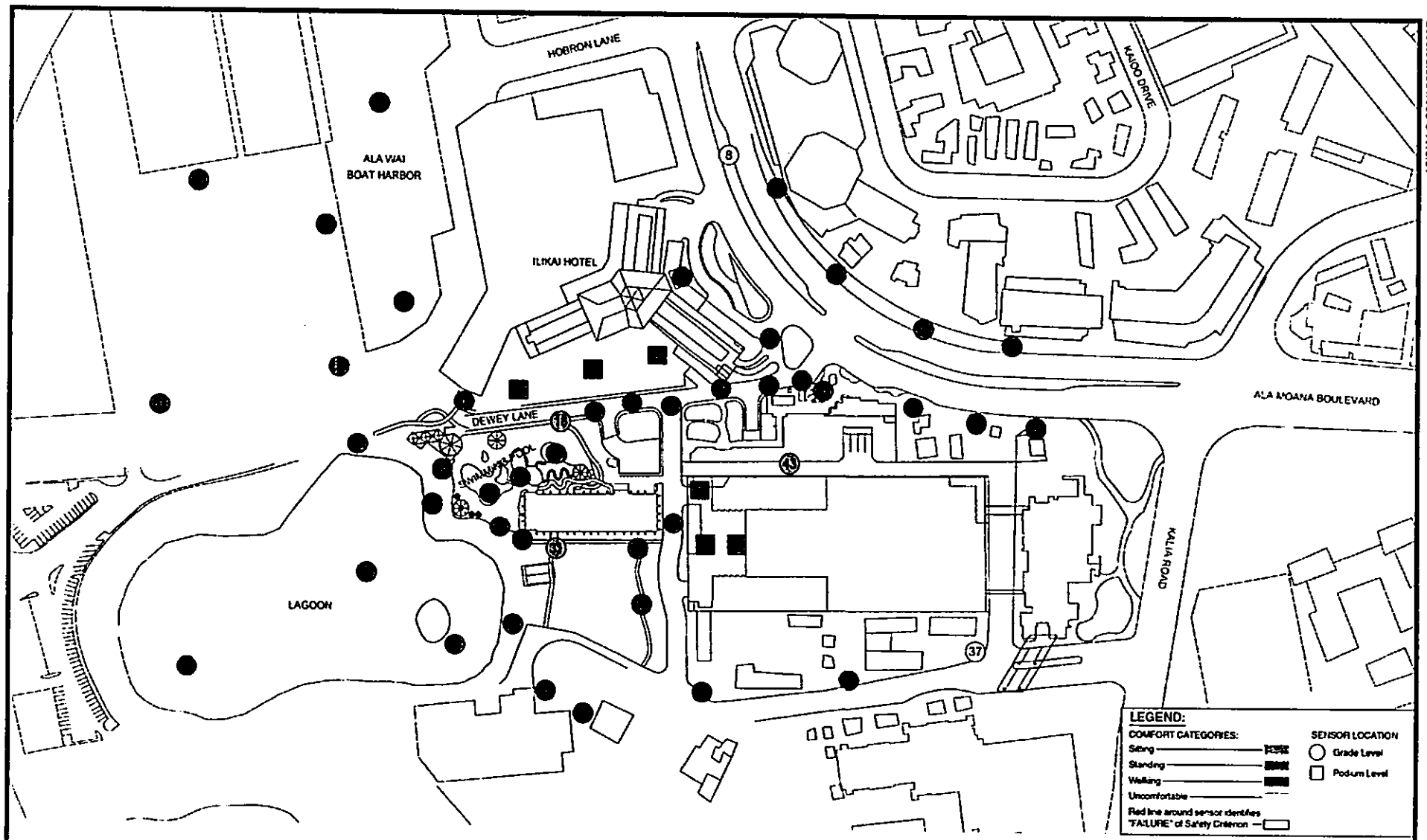
Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
		Winter	54	80	94	6	Standing	PASS
49	A	Summer	48	82	96	4	Standing	PASS
		Winter	56	82	94	6	Standing	PASS
	B	Summer	52	86	98	2	Standing	PASS
		Winter	58	85	95	5	Standing	PASS
50	A	Summer	56	90	99	1	Standing	PASS
		Winter	60	87	96	4	Standing	PASS
	B	Summer	60	91	99	1	Standing	PASS
		Winter	63	89	97	3	Standing	PASS
51	A	Summer	61	92	99	1	Standing	PASS
		Winter	63	89	97	3	Standing	PASS
	B	Summer	60	91	99	1	Standing	PASS
		Winter	64	89	97	3	Standing	PASS
52	A	Summer	68	96	100	0	Standing	PASS
		Winter	68	92	98	2	Standing	PASS
	B	Summer	70	96	100	0	Standing	PASS
		Winter	70	93	98	2	Standing	PASS
53	A	Summer	37	67	86	14	Walking	PASS
		Winter	48	73	88	12	Walking	PASS
	B	Summer	43	76	93	7	Walking	PASS
		Winter	53	79	93	7	Walking	PASS
54	A	Summer	50	82	95	5	Standing	PASS
		Winter	58	84	95	5	Standing	PASS
	B	Summer	47	80	94	6	Standing	PASS
		Winter	57	83	94	6	Standing	PASS
55	A	Summer	76	97	100	0	Standing	PASS
		Winter	74	94	98	2	Standing	PASS

Table 5-2: Pedestrian Wind Comfort and Safety Categories – Multiple Seasons

COMFORT CATEGORY:			Sitting	Standing	Walking	Uncomfortable		SAFETY CATEGORY
Gust Wind Speed (mph)			0-11	0-16	0-20	>20		≥55
Category Limit			≥80%	≥80%	≥80%	>20%		>3 Events Annually (0.1% of the Time)
Loc.	Config.	Season	%	%	%	%	RATING	RATING
	B	Summer	76	98	100	0	Standing	PASS
		Winter	74	94	99	1	Standing	PASS
56	A	Summer	74	96	99	1	Standing	PASS
		Winter	72	93	98	2	Standing	PASS
	B	Summer	69	94	99	1	Standing	PASS
		Winter	69	92	98	2	Standing	PASS
57	A	Summer	45	81	96	4	Standing	PASS
		Winter	54	81	94	6	Standing	PASS
	B	Summer	48	82	96	4	Standing	PASS
		Winter	56	82	94	6	Standing	PASS
58	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	24	45	64	36	Uncomfortable	PASS
		Winter	44	62	75	25	Uncomfortable	PASS
59	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	26	48	69	31	Uncomfortable	PASS
		Winter	47	66	79	21	Uncomfortable	PASS
60	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	33	61	83	17	Walking	PASS
		Winter	53	73	87	13	Walking	PASS
61	A	Summer	DATA NOT AVAILABLE					
		Winter	DATA NOT AVAILABLE					
	B	Summer	52	77	90	10	Walking	PASS
		Winter	61	82	92	8	Standing	PASS

Configuration A - Existing Configuration
Configuration B - Proposed Configuration

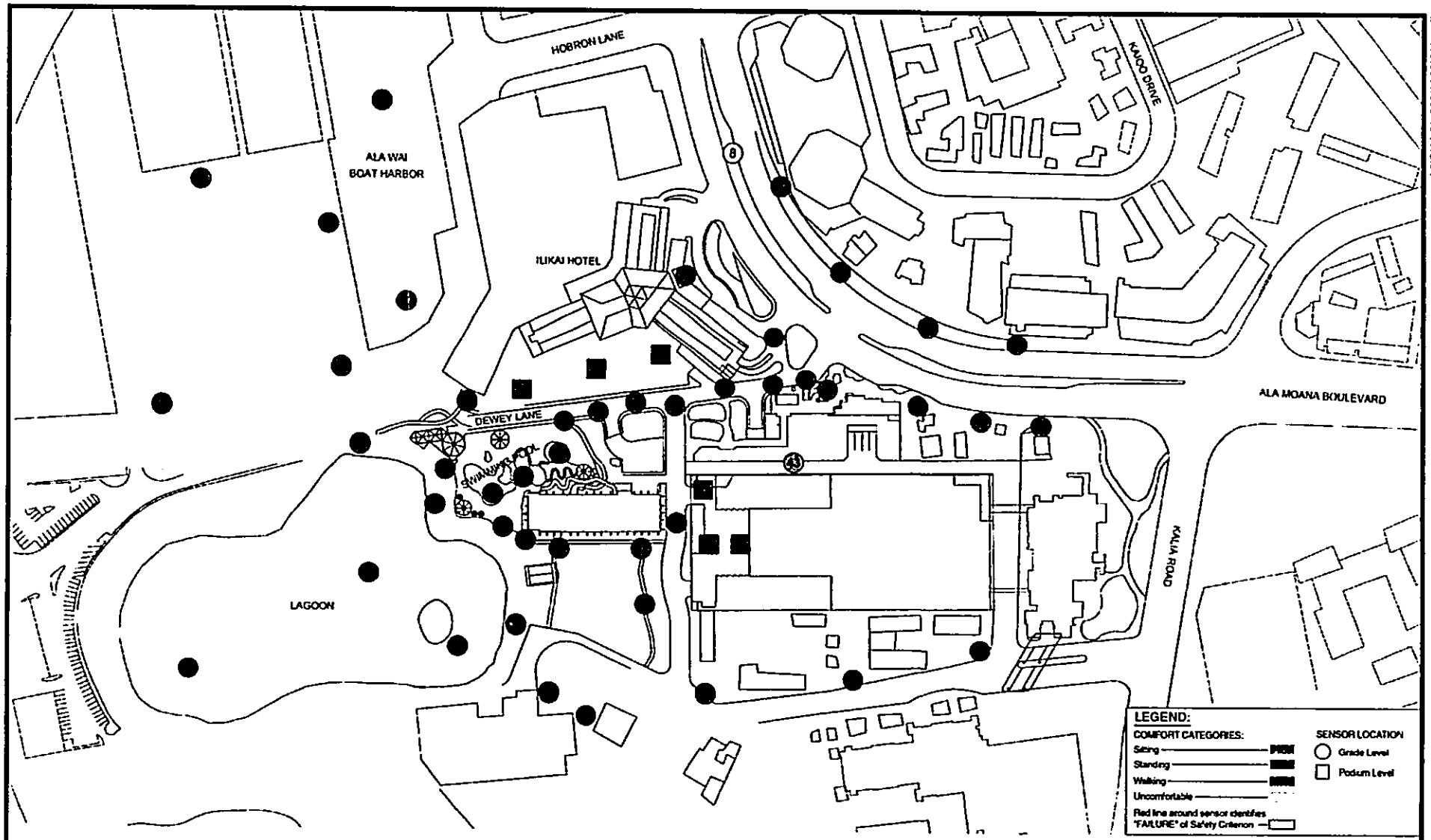


Source: RWDI. Date revised: June 13, 2001
Final Report Pedestrian Wind Study
Hilton Hawaiian Village-Waikikian Hotel Honolulu, Hawaii

NORTH

0 75 150 300
APPROX. SCALE IN FEET

Figure 5-6
PEDESTRIAN WIND CONDITIONS – SUMMER – Existing Configuration
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



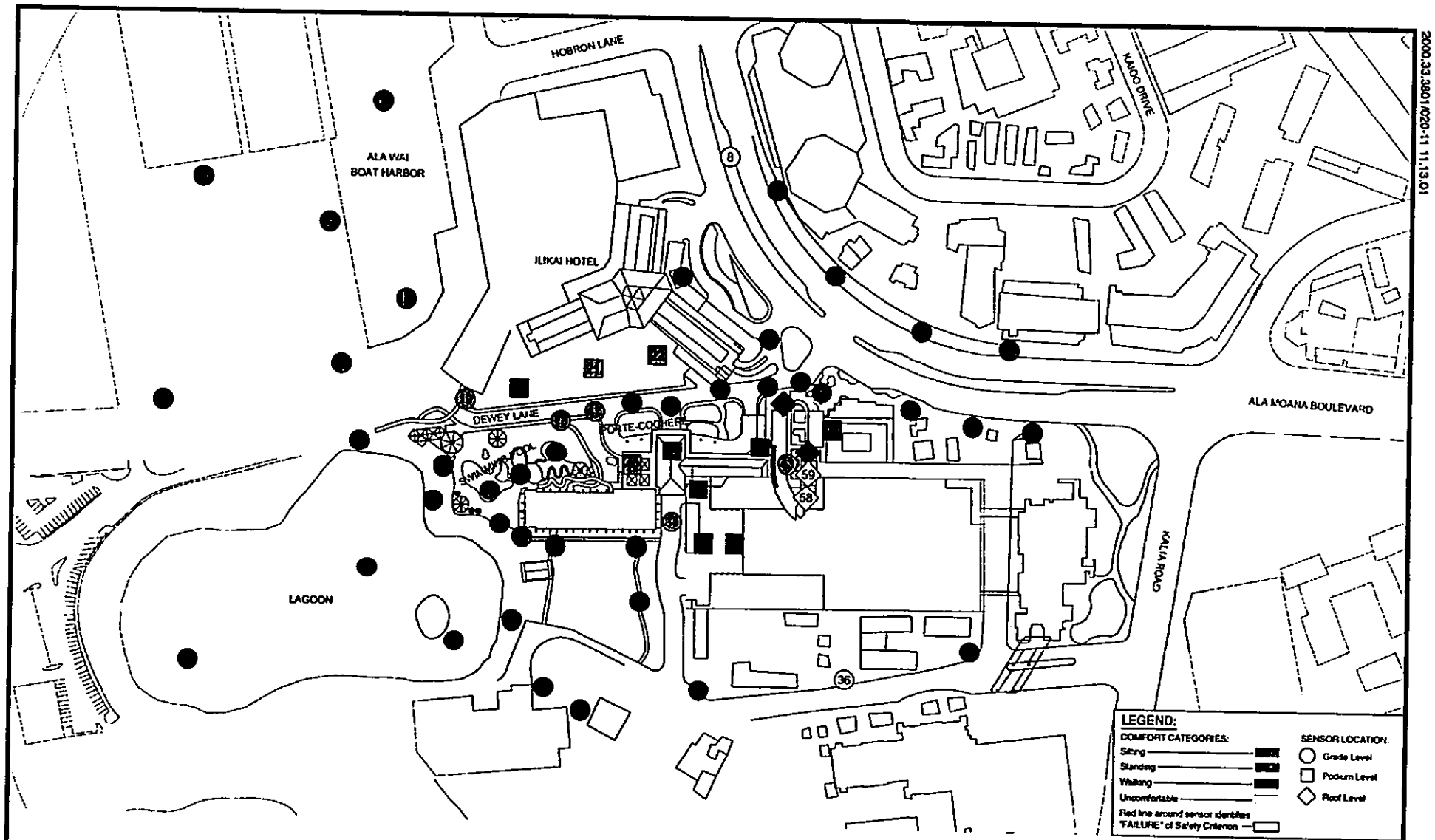
Source: RWDI, Date revised: June 13, 2001

NORTH

0 75 150 300

APPROX. SCALE IN FEET

Figure 5-7
PEDESTRIAN WIND CONDITIONS – WINTER – Existing Configuration
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



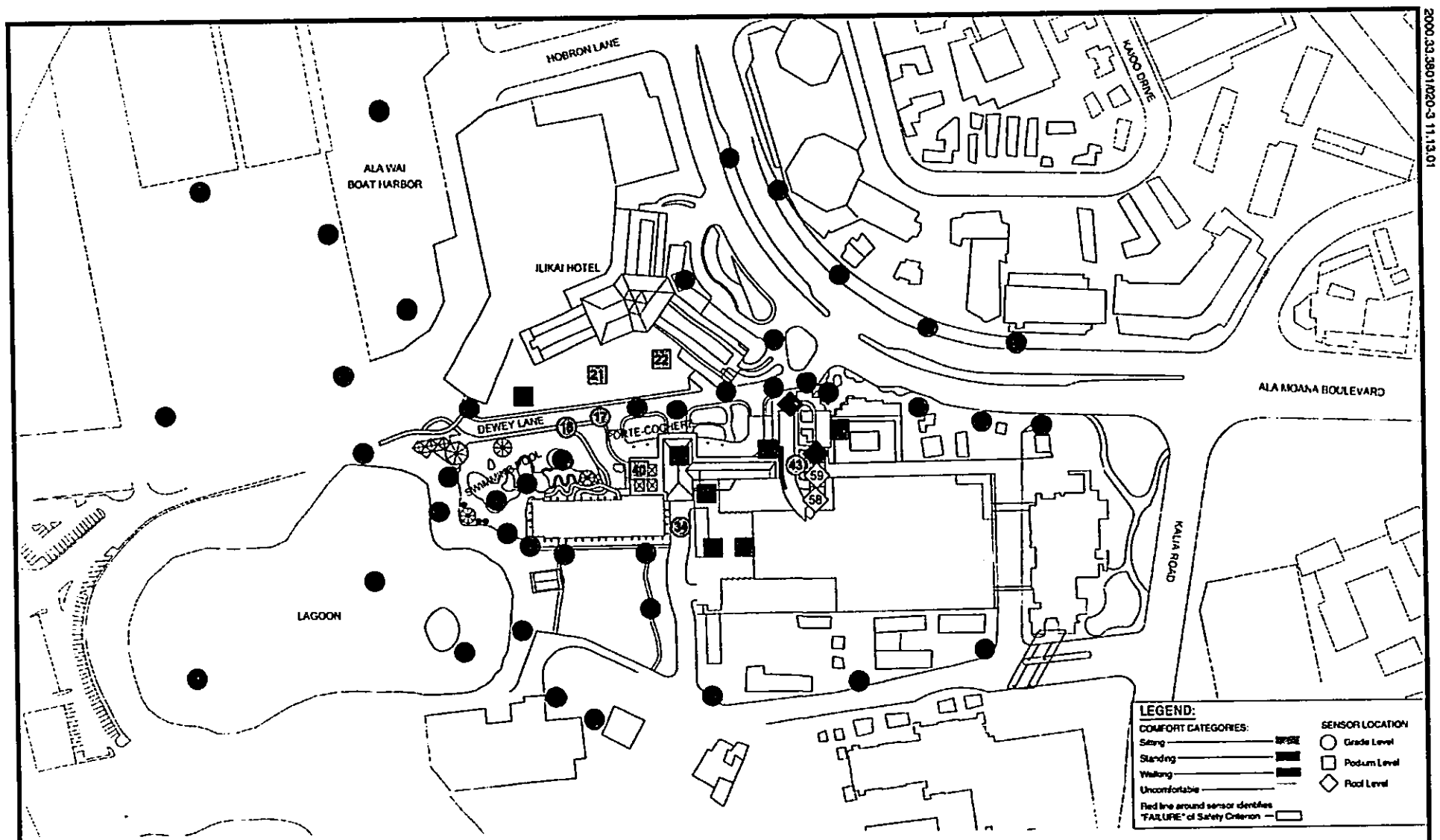
Source: RWDI, Date revised: June 13, 2001

NORTH

0 75 150 300

APPROX. SCALE IN FEET

Revised Figure 5-8
PEDESTRIAN WIND CONDITIONS – SUMMER –
Draft EIS Preferred Alternative
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001



Source: RWDI, Date revised: June 13, 2001

NORTH

0 75 150 300

APPROX. SCALE IN FEET

Revised Figure 5-9
PEDESTRIAN WIND CONDITIONS – WINTER –
Draft EIS Preferred Alternative
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

The existing wind conditions satisfied these criteria at all tested locations, except at Locations 8 and 9. The prevailing easterly and northeasterly winds interacted with the existing Ilikai and two towers on the east side of (across) Ala Moana Boulevard, causing flow acceleration at street level. As a result, existing wind conditions at Location 8 were found to be uncomfortable for both seasons (marginally uncomfortable during the winter), and existing wind conditions at Location 9 (the entrance to Ilikai) were rated for both seasons as comfortable for walking.

With the proposed building in place, similar or improved wind conditions were predicted along Ala Moana Boulevard. In particular, the summer wind conditions at the main entrance to the Ilikai (Location 9) were improved to a level marginally below being suitable for standing. Wind comfort conditions suitable for standing during the summer increased from 66 percent to 78 percent in the presence of the proposed development. The winter wind conditions at Location 9 were found to be comfortable for standing. Wind conditions at Location 8 improved to a lesser degree and were marginally uncomfortable for walking in the summer and comfortable for walking in the winter.

The Mitigative Alternative will have no effect on existing wind conditions.

Dewey Lane (Location 11 through 19)

This area is both a vehicular and a pedestrian route where winds comfortable for walking would be desirable. The existing wind conditions in this area were typically found to be comfortable for standing or walking during both seasons.

The proposed development did not have a major effect on the overall wind comfort conditions along Dewey Lane. Some locations experienced increased wind activity, while most locations experienced either an improvement or no appreciable change to existing comfort conditions. Wind conditions at these locations remained comfortable for walking during both seasons.

The Mitigative Alternative would have less effect on wind conditions than the Draft EIS's Preferred Alternative.

Ilikai Podium (Locations 20, 21 and 22)

Typically, wind conditions suitable for sitting would be desired for a swimming pool and tennis court, which are located on the podium, but winds suitable for standing may be acceptable considering high temperatures in Hawai'i.

Existing wind conditions on the podium of the Ilikai (Locations 20, 21 and 22) were found to be comfortable for standing during both seasons. These conditions improved in the presence of the proposed development, resulting in wind conditions comfortable for sitting at Locations 21 and 22 in both summer and winter seasons. The resulting wind conditions are appropriate for the users of the swimming pool and tennis court on the Ilikai podium.

The Mitigative Alternative will have no effect on existing wind conditions.

Nearby Pedestrian Areas and Amenity Spaces (Locations 23 through 39)

Pedestrians using areas such as sidewalks and parking levels are active and less likely to remain in one area for prolonged periods of time. Therefore, a comfort categorization of walking is considered appropriate. Lower wind speeds suitable for sitting or standing would be acceptable for a swimming pool.

In most cases, existing wind conditions were rated comfortable for standing during both seasons and, with a few exceptions, were not affected by the proposed development. This is considered appropriate for these areas, including the swimming pool (Locations 25, 26 and 27).

Wind activity after construction of the proposed building generally would not change significantly and was projected to slightly increase at Location 30 and slightly decrease at Location 34, both resulting in a change in the wind comfort rating. In addition, summer wind conditions were rated marginally uncomfortable at Location 36 for the proposed configuration and at Location 37 for the existing configuration. However, the difference of 1 percent to 3 percent in the comfort conditions between the existing and proposed configurations at these two locations would not be perceptible. Wind control measures are unnecessary.

The Mitigative Alternative will have no effect on existing wind conditions.

Porte Cochere and Podium Areas (Locations 40 through 47)

Locations 40, 41, and 42 would be under the proposed porte cochere, and Location 44 would be on the proposed podium east of the proposed hotel. These locations were not tested for the existing configuration, and are shown in Table 5-2 as "DATA NOT AVAILABLE" for the existing configuration. For the proposed configuration, wind conditions at these locations were rated as comfortable for sitting or standing and considered satisfactory.

Location 43 would be sheltered by buildings in both configurations and wind conditions would be comfortable for sitting in both seasons.

Wind conditions comfortable for standing in the existing configuration, and comfortable for walking in the proposed configuration were recorded at Locations 45, 46, and 47. If passive pedestrian activities, such as sitting and standing, are anticipated for these areas in the future, localized wind control measures (e.g., landscaping, wind screens) should be considered.

The Mitigative Alternative would improve the roof-top wind environment at the Coral Ballroom.

Lagoon and Harbor Areas (Locations 48 through 57)

The wind conditions for the lagoon and harbor areas were typically comfortable for standing in both seasons. Location 53 was rated comfortable for walking in both seasons. Overall, the wind comfort levels would not be affected by the proposed development.

~~Preferred~~Mitigative Alternative Balconies (Location 58 through 61)

The wind activity measured on the upper roof-top areas of the ~~Preferred~~Mitigative Alternative would range from uncomfortable during both seasons at Locations 58 and 59, to comfortable for walking during both seasons at Location 60, and comfortable for walking in the summer and for standing in the winter at Location 61. It is understood that public access to these areas will be limited. These conditions would be typical of other similar high-rise developments. If improved wind comfort conditions are desired, wind control measures could be developed.

The wind speeds measured at the upper rooftop together with the data collected at the podium level, provided a general guide as to the wind conditions that could be expected at balconies on the proposed building. Compared with the upper rooftop areas, balconies would typically be more wind sheltered, and

as a result, better wind conditions would be expected. However, it is reasonable to expect that uncomfortable wind conditions would still be experienced on occasion, especially at corner balconies.

Ilikai Balconies (Location 62 through 70, from Table 5-3)

Wind speed sensors at Locations 62 through 70 (shown in Figure 5-10) were installed on the existing Ilikai to assess the potential change in existing conditions with the proposed development. These sensors were located at approximately one-third and two-thirds of the building height.

Comfort conditions on any given balcony can vary significantly depending upon the wind direction and where a person stands relative to railings, partitions, privacy screens, etc. Building details such as balconies are not typically included on a wind tunnel scale model when measuring general wind comfort conditions. As a result, wind speed data was obtained for representative balcony locations on the Ilikai, but wind comfort conditions were not estimated, as size of the balconies relative to the scale of the model prohibits an accurate estimate of wind comfort on individual balconies. The test data do, however, readily indicate if, and to what degree, the proposed development affects wind speeds on the balconies. The data presented in Table 5-3 indicate the percentage of time that various gust wind speeds occur on the balconies.

As shown in Table 5-3, the percentage of time that the gust wind speeds occur at representative balcony locations (see Figure 5-10) would not be significantly affected by the proposed development. Bar-charts comparing the percentages of time that gust wind speeds lower than 20 mph would occur with the existing and proposed configurations during the summer and winter seasons are presented in Figure 5-11. The percentages would slightly increase in this gust wind speed range with the proposed development at seven out of nine locations tested. In other words, more comfortable (i.e., lower gust wind speeds) would be expected with the proposed development. The expected changes in wind conditions on all balconies are considered insignificant.

The Mitigative Alternative would have no effect on wind conditions.

Detailed information on the test procedures and analysis techniques is provided in RWDI's *Technical Reference Document - Wind Tunnel Studies* for Buildings (RD2-2000), which is available upon request. Tabulations or plots of measured wind speed ratios versus wind directions (i.e., raw wind tunnel data) have been omitted from this report in the interest of conciseness but are also available upon request.

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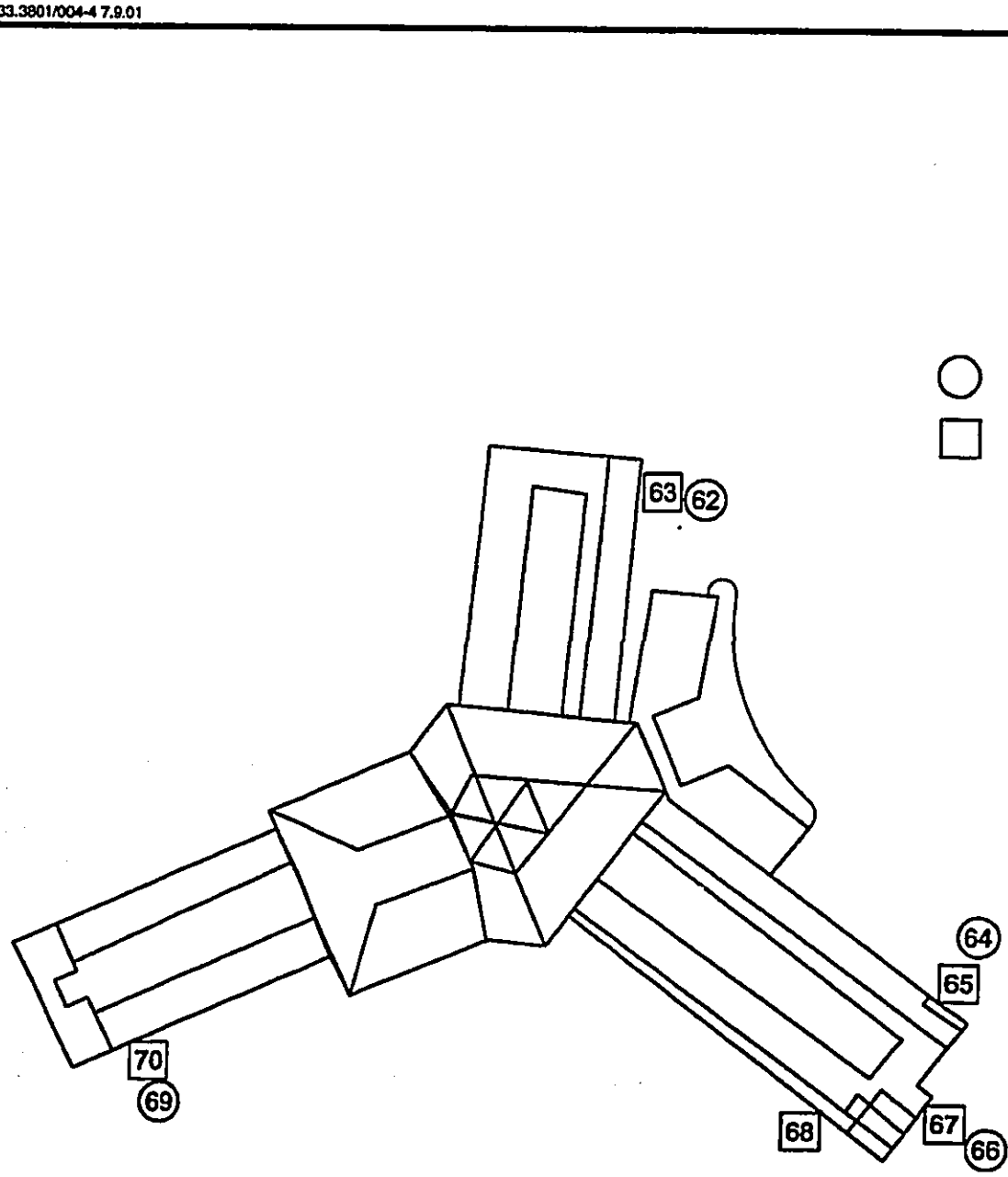

Roof Plan

Source: RWDI. Date revised: June 13, 2001
Final Report Pedestrian Wind Study
Hilton Hawaiian Village-Waikikian Hotel Honolulu, Hawaii

NORTH NOT TO SCALE

Figure 5-10
SENSOR LOCATIONS ON THE WALLS OF RENAISSANCE ILIKAI WAIKIKI
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Table 5-3: Gust Wind Speeds on Ilikai Balconies for Existing and Proposed Configurations

Gust Wind Speed (mph)			0-11	0-16	0-20	>20
Loc.	Config.	Season	%	%	%	%
62	A	Summer	23	42	63	37
		Winter	41	60	75	25
	B	Summer	24	44	65	
		Winter	43	62	76	24
63	A	Summer	23	43	63	37
		Winter	41	60	75	25
	B	Summer	24	45	66	34
		Winter	42	61	76	24
64	A	Summer	29	56	79	21
		Winter	44	67	83	17
	B	Summer	33	64	86	14
		Winter	48	72	88	12
65	A	Summer	29	56	79	21
		Winter	45	67	84	16
	B	Summer	30	58	81	19
		Winter	46	68	84	16
66	A	Summer	34	61	81	19
		Winter	52	72	86	14
	B	Summer	29	56	79	21
		Winter	46	68	84	16
67	A	Summer	28	53	75	25
		Winter	47	67	82	18
	B	Summer	26	49	72	28
		Winter	43	64	79	21
68	A	Summer	89	98	99	1
		Winter	81	92	96	4
	B	Summer	94	99	100	0
		Winter	84	93	97	3

Table 5-3: Gust Wind Speeds on Ilikai Balconies for Existing and Proposed Configurations

Gust Wind Speed (mph)			0-11	0-16	0-20	>20
Loc.	Config.	Season	%	%	%	%
69	A	Summer	66	90	97	3
		Winter	68	88	95	5
	B	Summer	77	96	99	1
		Winter	74	92	97	3
70	A	Summer	48	76	91	9
		Winter	57	79	90	10
	B	Summer	55	84	96	4
		Winter	61	84	94	6

Configuration A - Existing Configuration
Configuration B - Proposed Configuration

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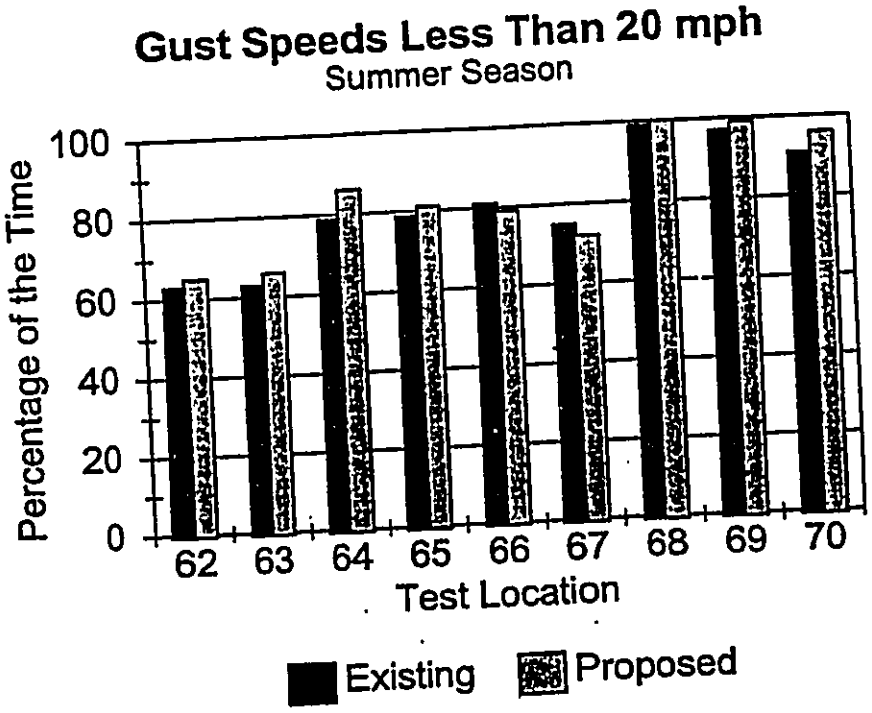

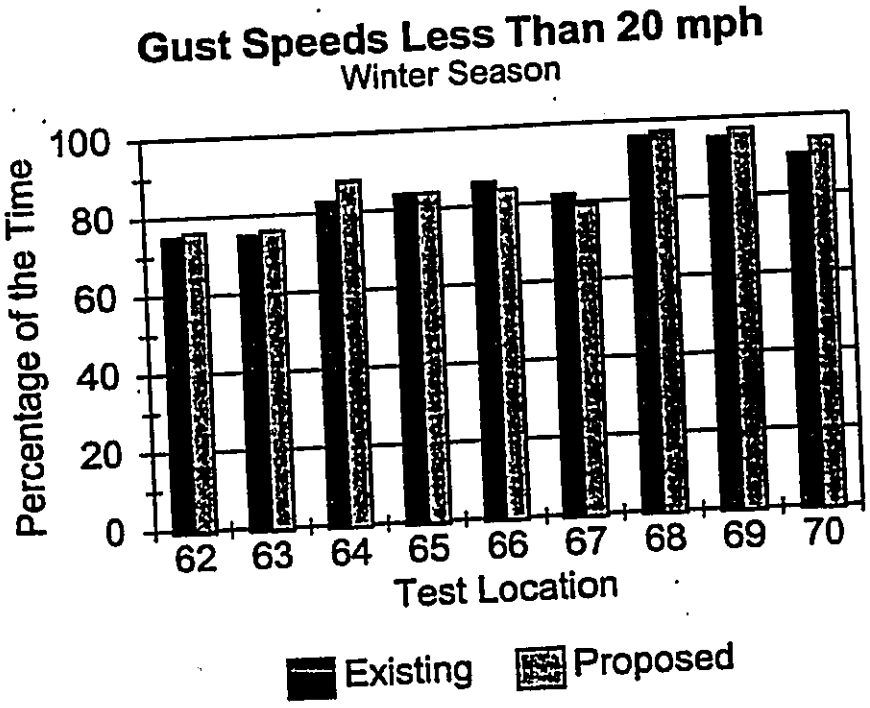

Source: RWDI. Date revised: June 13, 2001
Final Report Pedestrian Wind Study
Hilton Hawaiian Village-Waikikian Hotel Honolulu, Hawaii

Figure 5-11
PERCENTAGE OF TIME FOR GUST WIND SPEEDS LESS THAN 20 mph

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5.6.2.3 Mitigation Measures

No mitigation measures are warranted.

5.7 NOISE QUALITY

5.7.1 Introduction and Methodology

Y. Ebisu & Associates was retained to assess the noise impacts of the proposed Plan on the local environment. The noise study is included as Appendix E. Please refer to the glossary at the front of the EIS for a definition of terms. Changes to the project proposed under the Mitigative Alternative would not significantly impact the analysis conducted by Mr. Ebisu.

Existing traffic and background ambient noise levels were measured at five locations in the project environs to provide a basis for describing the existing noise environment in the project environs. The locations of the measurement sites (A, B, C, D, and E) are shown in Figure 5-12. Location A was on the mauka (north) lanai of a 7th floor unit in the Ilikai, and Location B was on the makai (south) lanai of an 8th floor unit at the Ilikai. Locations C, D, and E were on the top of the existing HHV parking garage structure.

Traffic and background ambient noise measurements were performed during the month of March 2001. Traffic noise measurements were obtained at Locations A and C. The results of the traffic noise measurements were compared with calculations of existing traffic noise levels to validate the computer model used. The traffic noise measurement results at Locations A and C comparisons of the measured traffic noise levels with computer model predictions of existing traffic noise levels are summarized in Table 5-4.

Table 5-4: 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 DNL	Not Exceeding 55 Leq	Unconditionally Acceptable
Moderate Exposure	Above 55 DNL But Not Above 65 DNL	Above 55 Leq But Not Above 65 Leq	Acceptable (2)
Significant Exposure	Above 65 DNL But Not Above 75 DNL	Above 65 Leq But Not Above 75 Leq	Normally Unacceptable
Severe Exposure	Above 75 DNL	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 p.m. and 7:00 a.m. do 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.

Land use compatibility guidelines for various levels of environmental noise as measures by the Ldn descriptor system are presented in Figure 5-13.

Traffic noise calculations for existing conditions as well as noise predictions for the year 2005 were performed using the Federal Highway Administration (FHWA) Traffic Noise Model. Traffic data entered into the noise prediction model were: roadway and receiver locations, hourly traffic volumes, average vehicle speeds, estimates of traffic mix, and "pavement" propagation loss factor. The traffic counts and

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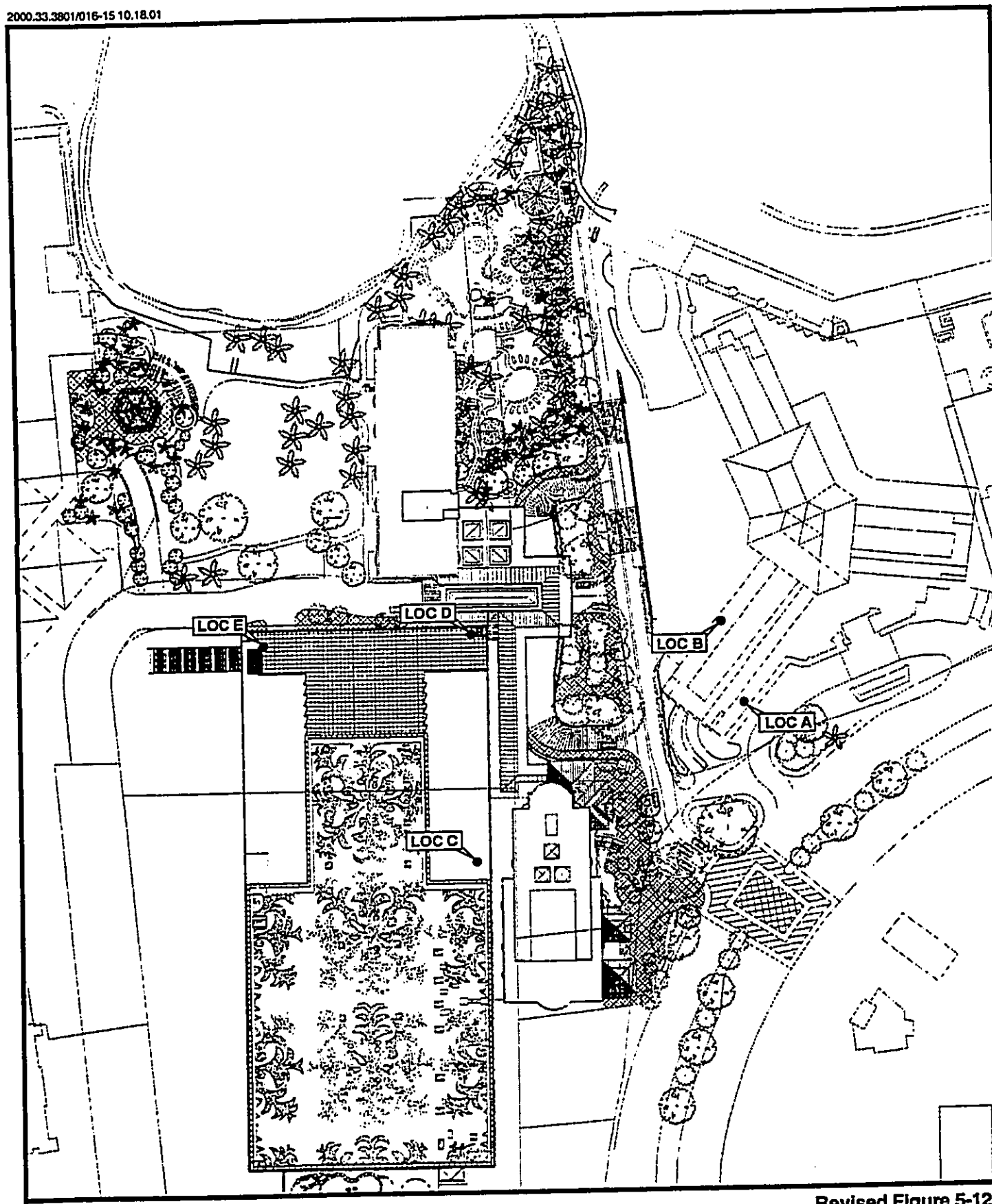

Source: Y. Ebisu & Associates. June 2001.
Site Plan: Wimberly Allison Tong & Goo, October 16, 2001.

NORTH

0 25 50 75 100 125 250
SCALE IN FEET

Revised Figure 5-12
PROJECT SITE MAP AND NOISE MEASUREMENT LOCATIONS

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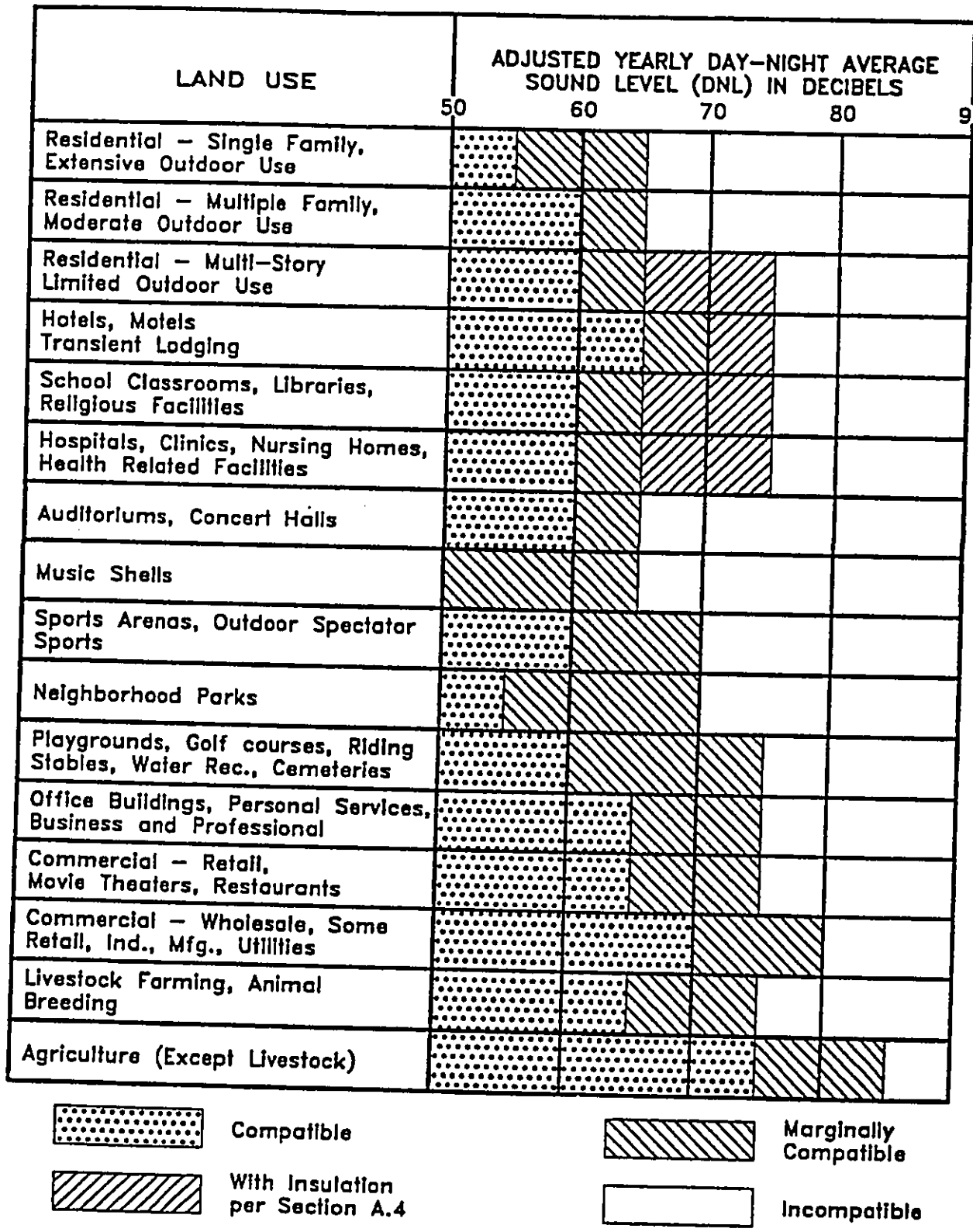

Revised Figure 5-13
LAND USE COMPATIBILITY WITH ADJUSTED YEARLY DAY-NIGHT AVERAGE SOUND LEVEL (DNL) AT A SITE FOR BUILDINGS AS COMMONLY CONSTRUCTED

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Prepared by Belt Collins Hawaii • November 2001

forecasts for the project, plus the published traffic counts and vehicle type classifications along Ala Moana Boulevard, were the primary sources of data inputs to the model. For existing and future traffic along the streets surrounding the project site, it was assumed that the average noise levels, or Leq(h), during the PM peak traffic hour were approximately 2 decibels (dB) less than the 24-hour Ldn along those roadways. This assumption was based on the traffic counts from the State DOT. (See Figure 5-14 as well as the traffic noise measurement data from Location A shown in Figure 5-15).

Traffic noise calculations for both the existing and future conditions in the project environs were developed for ground level and elevated receptors with and without the benefit of shielding from the proposed tower on the Waikikian site. Traffic noise levels were also calculated for future conditions with and without the proposed project. The forecasted changes in traffic noise levels over existing levels were calculated with and without the project, and noise impact risks were evaluated. The relative contributions of non-project and project traffic to the total noise levels were also calculated, and an evaluation of possible traffic noise impacts was made. The calculations of future traffic noise levels for traffic alternatives A-1, A-2, E-1, and E-2 were performed. A worst-case evaluation of potential traffic noise, using the highest traffic volumes forecasted along each roadway, was performed. The traffic alternatives which resulted in the highest traffic noise levels along each of the roadways were identified as the worst-case option for that roadway, and the resulting worst-case condition along each roadway was included in the worst-case development alternative.

In addition to the traffic noise measurements, background ambient and aircraft noise measurements were obtained at Locations B, D, and E. The measured average noise levels at Locations B, D, and E are shown in Table 5-5 and Figure 5-16. The results of these measurements plus the results of the traffic noise measurements and predictions were used to describe the existing noise levels in the project environs, and to determine if the units of the proposed Waikikian project are located in an existing area with acceptable noise levels of 65 Ldn or less. There is no single standard or criteria for noise. Therefore, the noise analysis uses the United States Federal Aviation Administration (FAA) and Housing and Urban Development (HUD) criteria which suggest that sound levels lower than 65 Ldn would be compatible with all land uses.

Table 5-5: Traffic and Background Noise Measurement Results

LOCATION	Time of Day (HRS)	Ave. Speed (MPH)	Hourly Traffic Volume			Measured Leq (dB)	Predicted Leq (dB)
			AUTO	M.TRUCK	H.TRUCK		
A. 147 FT from the centerl line of Ala Moana Blvd. (3/21/01)	1500 TO 1600	37	2,555	97	125	69.8	70.1
B 8th Floor Makai Unit of Renaissance Ilikai Waikiki (3/22/00)	1500 TO 1600	N/A	N/A	N/A	N/A	61.1	N/A
B. 8th Floor Makai Unit of Renaissance Ilikai Waikiki (3/23/00)	0400 TO 0500	N/A	N/A	N/A	N/A	54.7	N/A
C. 264 FT from the center-line of Ala Moana Blvd. (3/28/01)	1507 TO 1700	37	2,555	97	125	63.6	64.7
D. Makai-'Ewa Corner of 6th Floor of Parking Structure (3/28/01)	1702 TO 1715	N/A	N/A	N/A	N/A	60.9	N/A
E. Makai-D.H. Corner of 6th Floor of Parking Structure (3/28/01)	1716 TO 1730	N/A	N/A	N/A	N/A	59.7	N/A

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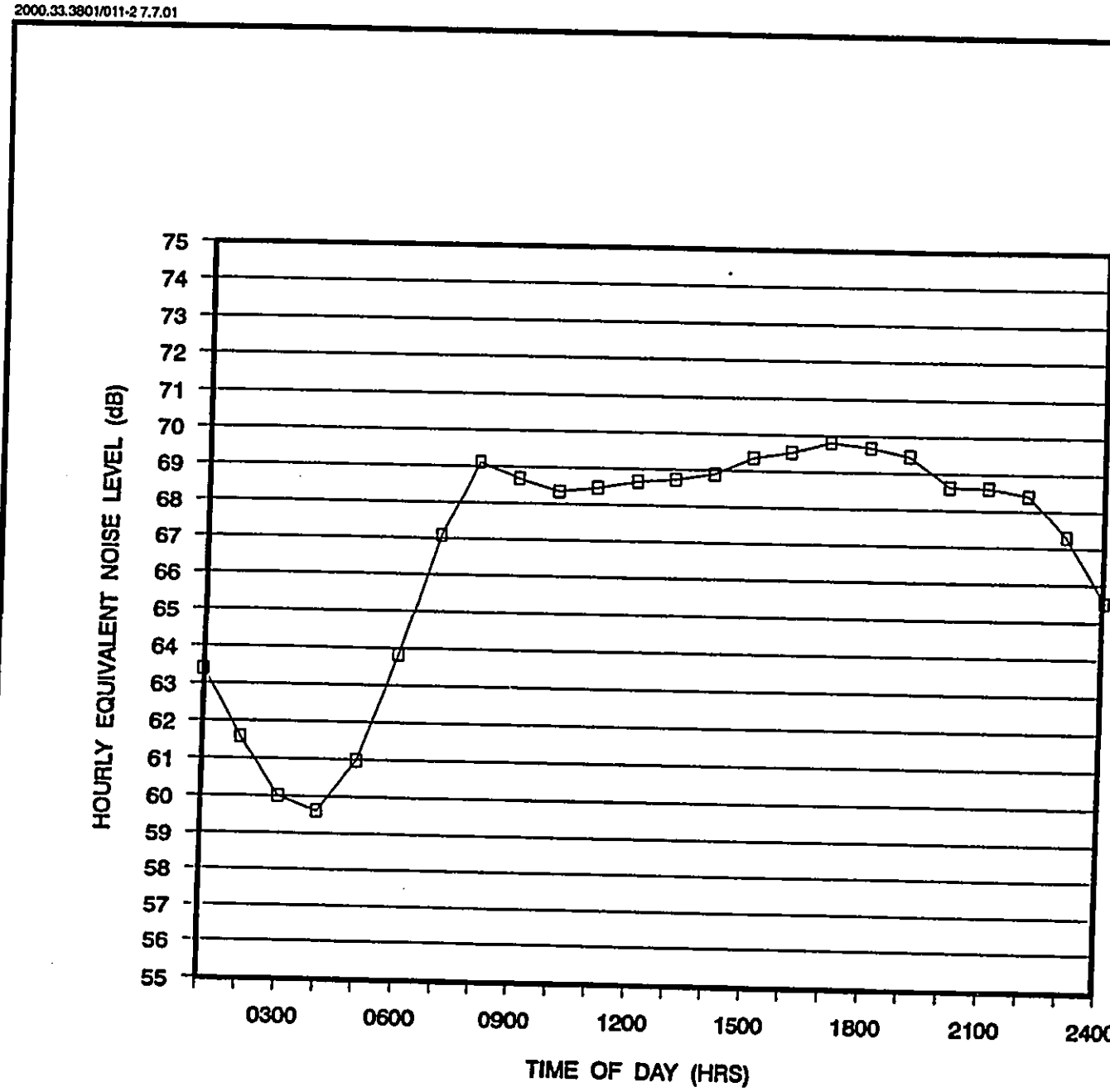

Figure 5-14
HOURLY VARIATIONS OF TRAFFIC NOISE AT 147 FT. SETBACK DISTANCE FROM THE CENTERLINE OF ALA MOANA BOULEVARD AT KALAKAUA AVENUE (AUGUST 24-25, 2000)

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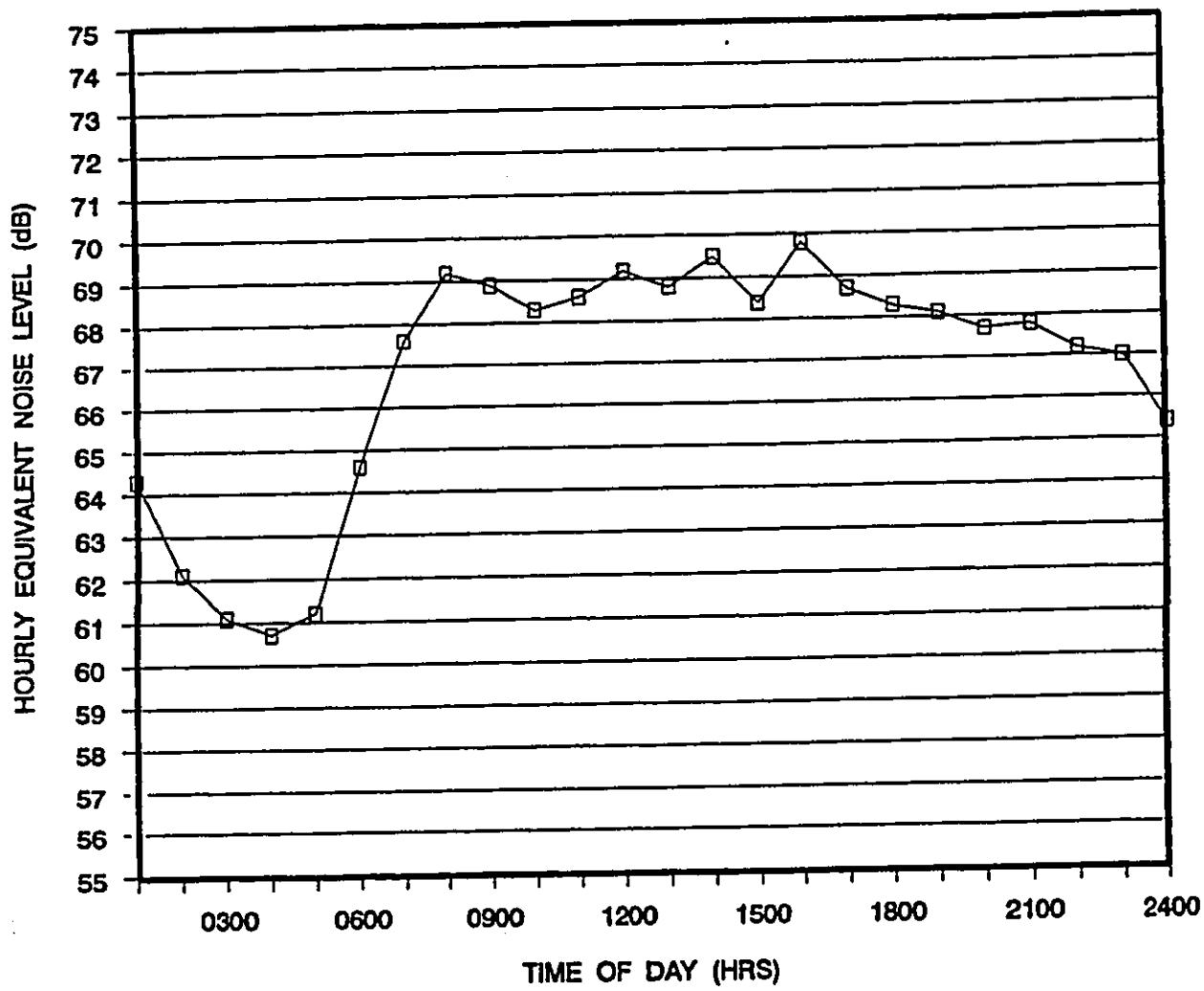

Figure 5-15
MEASURED TRAFFIC NOISE LEVELS AT 147 FT. SETBACK DISTANCE FROM THE CENTERLINE OF ALA MOANA BOULEVARD AT LOCATION "A" (MARCH 21-22, 2001)
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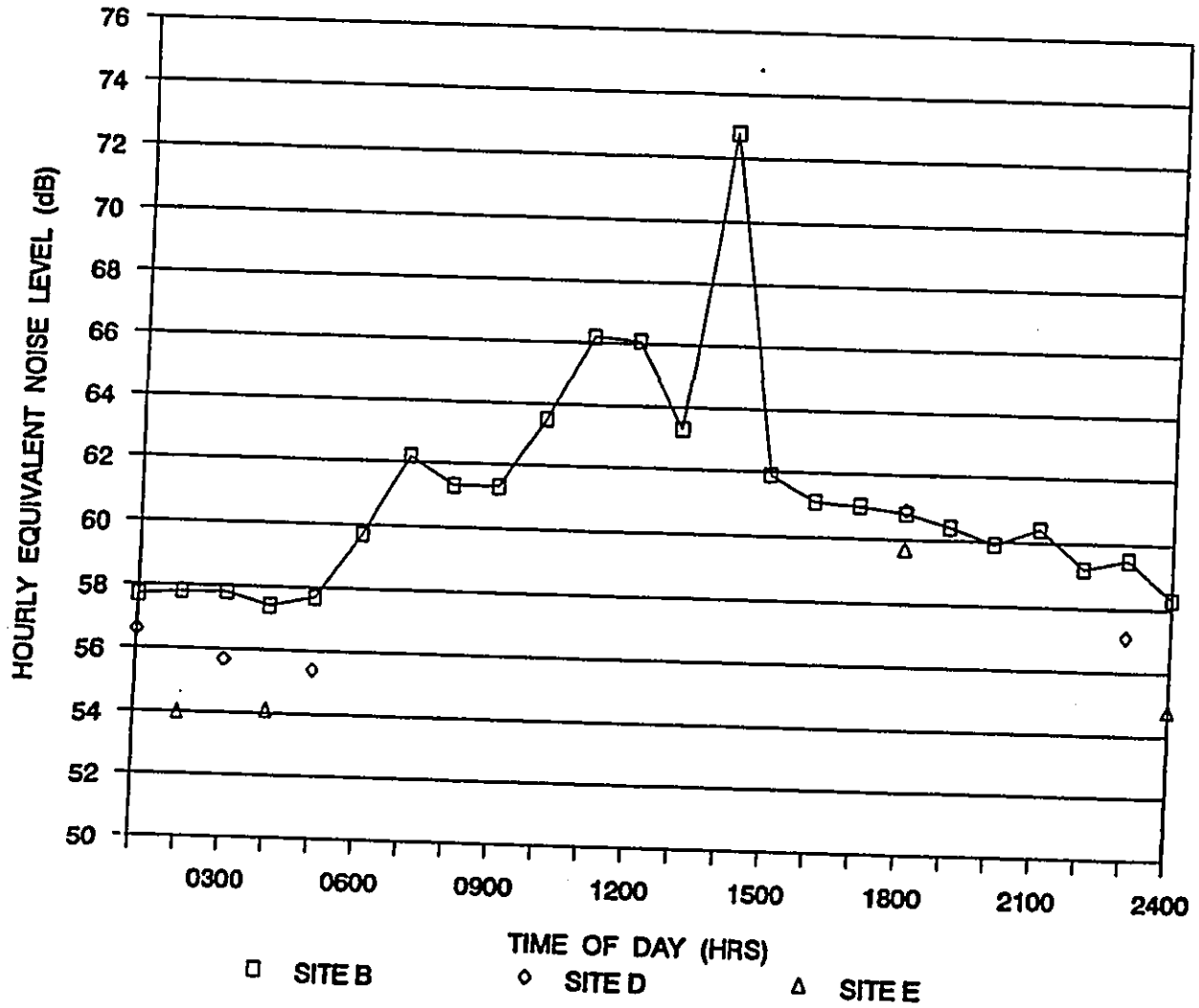

Figure 5-16
MEASURED BACKGROUND NOISE LEVELS AT LOCATIONS B, D, AND E (MARCH 22-29, 2001)

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Calculations of average exterior and interior noise levels from construction activities were performed for typical naturally ventilated and air conditioned dwellings. Predicted noise levels were compared with existing background ambient noise levels, and the potential for noise impacts was assessed.

Measurements of typical noise levels from water slides at resorts on Maui were also obtained to determine the typical noise levels which could be associated with activities at the proposed pool. These measurements were used to predict the potential noise levels at receptor locations in the Ilikai and Lagoon Tower buildings from activities at the pool.

Traffic noise along all of O'ahu's major thoroughfares (Ala Moana Boulevard, Kalakaua Avenue, Kuhio Avenue, Lunalilo Freeway, H-1 Freeway, Farrington Highway, Kamehameha Highway, etc.) exceed 65 Ldn at the nearest residential or resort unit. The rationale to limit growth in future traffic along roadways because traffic noise levels currently exceed 65 Ldn and any increase, however small, is therefore unacceptable would be difficult to justify unless a "no growth" policy is in effect on an islandwide basis. A more reasonable approach to reduce traffic noise is to enforce vehicular noise limits on the dominant noise sources (cars with modified and noisy mufflers, heavy trucks and buses, and motorcycles). The highest noise levels from emergency sirens cannot be reduced.

The forecast increases in traffic noise along Ala Moana Boulevard were 0.5 to 0.7 dBA due to non-project traffic, and 0 to 0.1 dBA due to project traffic in 2005. If all the noisy vehicles (cars with loud mufflers, buses, trolleys, motorcycles, etc.) were quieted to levels not exceeding that of a typical gasoline powered van or flatbed truck, a reduction of 1 to 2 dB in future traffic noise levels along Ala Moana Boulevard would occur. Larger reductions in the order of the 5 to 7 dB required to achieve 65 Ldn at the resort units fronting Ala Moana Boulevard are not technically feasible. It should be noted that a decrease in noisier vehicles is not likely in the immediate future, since the State DOH has recently rescinded its vehicular noise rules for O'ahu.

5.7.2 Existing Conditions

Contributors to the existing background ambient noise levels within the project area include: traffic along Ala Moana Boulevard, Kalia Road, Rainbow Drive, and Dewey Lane; interisland jet aircraft departing from Honolulu International Airport; delivery and grounds maintenance activities along Dewey Lane and on the grounds of the HHV; and mechanical equipment on the grounds of the Ilikai.

The traffic noise contributions from Ala Moana Boulevard were measured at Locations A and C, and the results of these measurements are shown in Table 5-5 and Figure 5-15. The measured hourly variation in traffic noise levels shown in Figure 5-15 compared well with the modeled variation of traffic noise along Ala Moana Boulevard shown in Figure 5-14. Based on these measurement and noise modeling results, it was concluded that existing traffic noise levels at approximately 147 feet setback distance from the centerline of Ala Moana Boulevard exceeds 70 Ldn. It was also concluded that 70 Ldn could be exceeded at all buildings within 252 feet setback distance from Ala Moana Boulevard under unobstructed line-of-sight conditions.

Existing noise levels on the north and east sides of the project site range between 65 and 70 Ldn, and are controlled by traffic noise from Ala Moana Boulevard. In addition, emergency sirens are frequent, high amplitude noise sources which occur throughout the daytime and nighttime periods. For a portion of the property which has unobstructed lines-of-sight to Ala Moana Boulevard, the sound levels from emergency sirens and daytime traffic would be similar to those shown in Figure 5-17. In Figure 5-17, the 99 dBA and 91 dBA sound levels of sirens from an ambulance and police car, respectively, are shown occurring at

approximately 12:20 pm and 12:31 pm., with the daytime traffic noise levels from Ala Moana Boulevard varying between 61 and 84 Ldn. During the early morning period when traffic volumes on Ala Moana Boulevard are low, background ambient noise levels from Ala Moana Boulevard are similar to those shown in Figure 5-18.

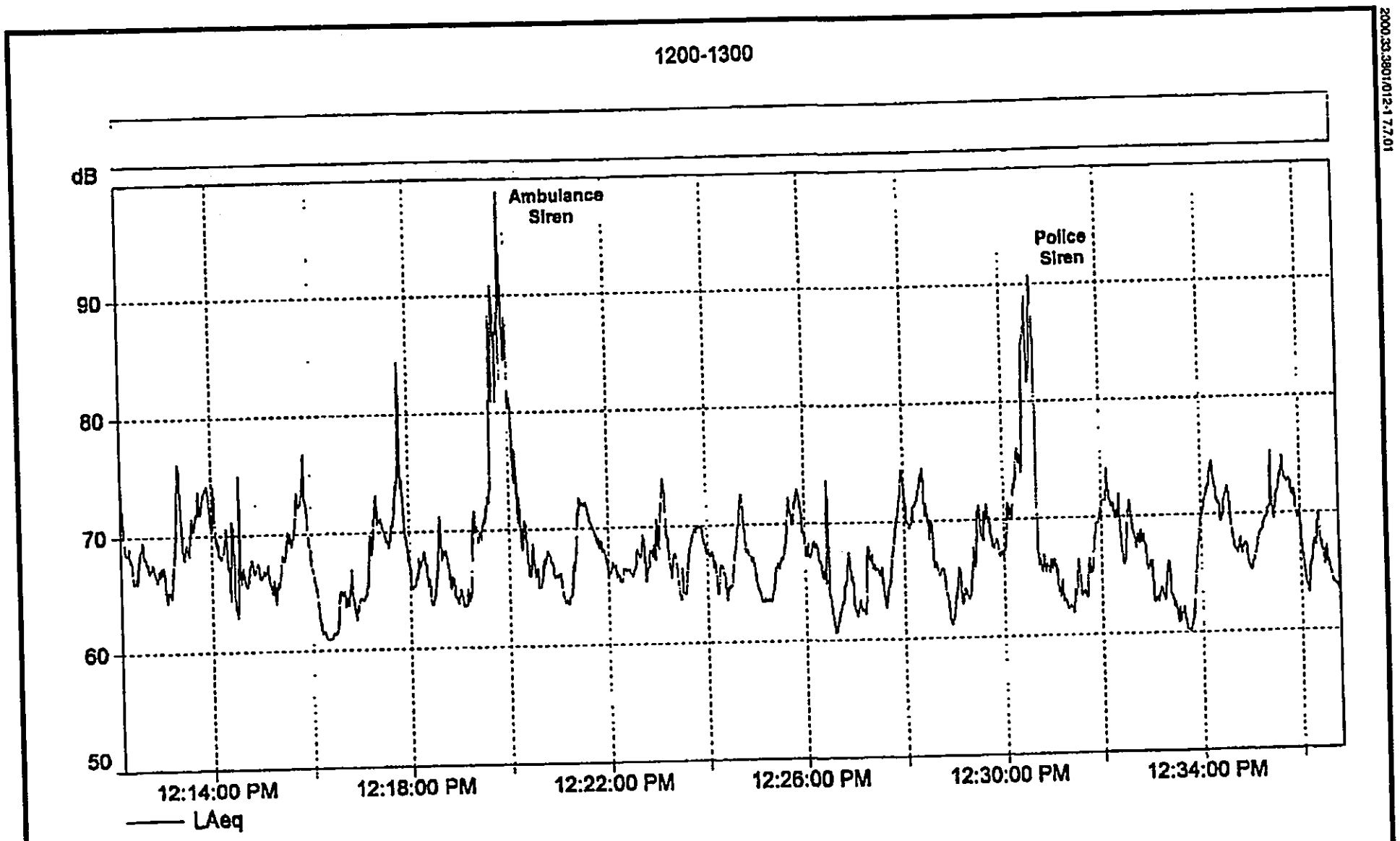
At receptor locations which are shielded from Ala Moana Boulevard's traffic noise by buildings, such as at Location B, existing background ambient noise levels are lower. Noise reductions of 5 to 20 dBA can be expected from these noise shielding effects. Due to the presence of local traffic and non-traffic noise sources which are located on the makai side of the Ilikai, existing background ambient noise levels at these shielded locations range between 55 and 66 Ldn. These noise sources include local traffic along Rainbow Drive and Dewey Lane, fixed machinery and equipment on the grounds of the Ilikai, maintenance equipment on the grounds of the HHV; and eastbound aircraft departing Honolulu International Airport. In addition, the sounds from sirens are also audible despite the beneficial noise shielding effects from the high-rise buildings.

Figure 5-16 depicts the typical hourly variations in sound levels at Locations B, D, and E, which were shielded from Ala Moana Boulevard's traffic noise. The noise levels at these three locations were lower *than those measured at Location A (see Figure 5-15), primarily due to the noise shielding effects from the* Ilikai, old Waikikian structure, and existing parking structure. The source of the high noise level measured at Location B between 1:00 and 2:00 pm was an engine-driven mulcher operating on the grounds of the HHV near Dewey Lane. The level vs. time history of the noise from the mulcher, which was operated between 1:00 pm and 1:20 pm, is shown in Figure 5-19. Noise from truck movement and loading dock activities along Dewey Lane at the Ilikai are shown in Figure 5-20.

The maximum noise levels from offshore aircraft ranged between 65 and 70 dBA as shown in Figure 5-21. The loudest aircraft noise events were typically associated with departures by interisland jet aircraft. Aircraft noise events were audible above the background ambient noise. However, aircraft noise levels at the project site did not exceed 60 Ldn, which is the level above which the Hawai'i State DOT, Airports Division, considers to be unacceptable for residences and resorts. The most recently published airport noise contours for Honolulu International Airport indicate that the project site is located beyond (or outside) the 55 Ldn contour for the Year 2007. This correlates with the measured aircraft noise data and the Year 2001 estimate of 50 to 55 Ldn for aircraft noise at the project site.

Typical daytime noise levels measured at Location E are shown in Figure 5-22. Note that the sirens were audible and their levels ranged between 60 and 68 dBA at Location E, even though emergency vehicles were traveling on Ala Moana Boulevard.

The existing noise levels from traffic along Dewey Lane or the makai sections of Rainbow Drive did not exceed 60 Ldn at 50 feet setback distance from the roadways' centerlines due to the very low traffic volumes on these two roadway sections. Except for the periods when Dewey Lane is used during unloading operations at the Ilikai, noise from motor vehicles along these two roadway sections are not a significant contributor to the existing background ambient noise levels.



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-17
DBA VS. TIME HISTORY OF TRAFFIC NOISE AT MEASUREMENT LOCATION "A" (MARCH 21, 2001)

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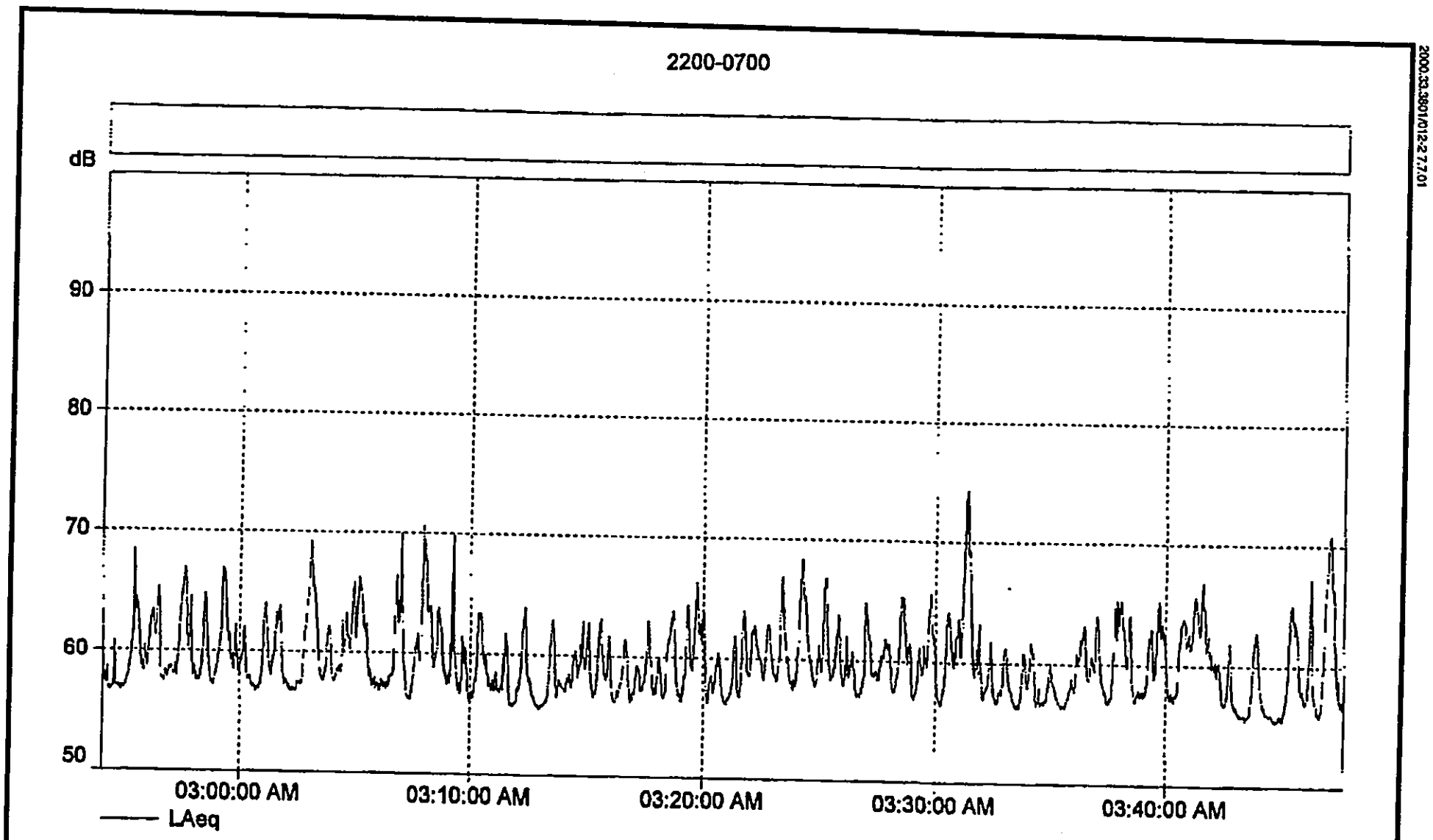

Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-18
DBA VS. TIME HISTORY OF EARLY MORNING TRAFFIC NOISE AT MEASUREMENT LOCATION "A" (MARCH 22, 2001)

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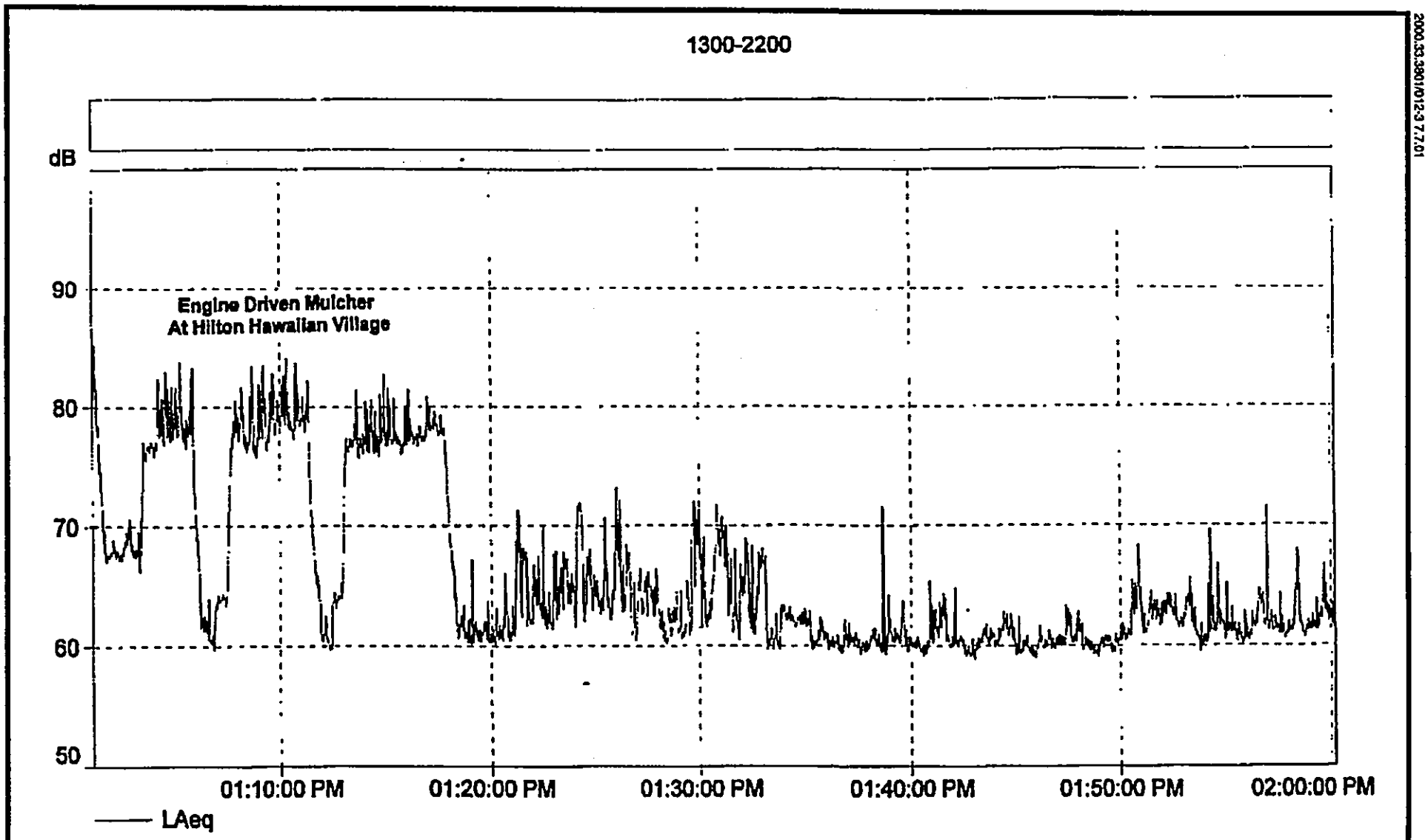

Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-19
DBA VS. TIME HISTORY OF MULCHER NOISE AT MEASUREMENT LOCATION "B" (MARCH 22, 2001)

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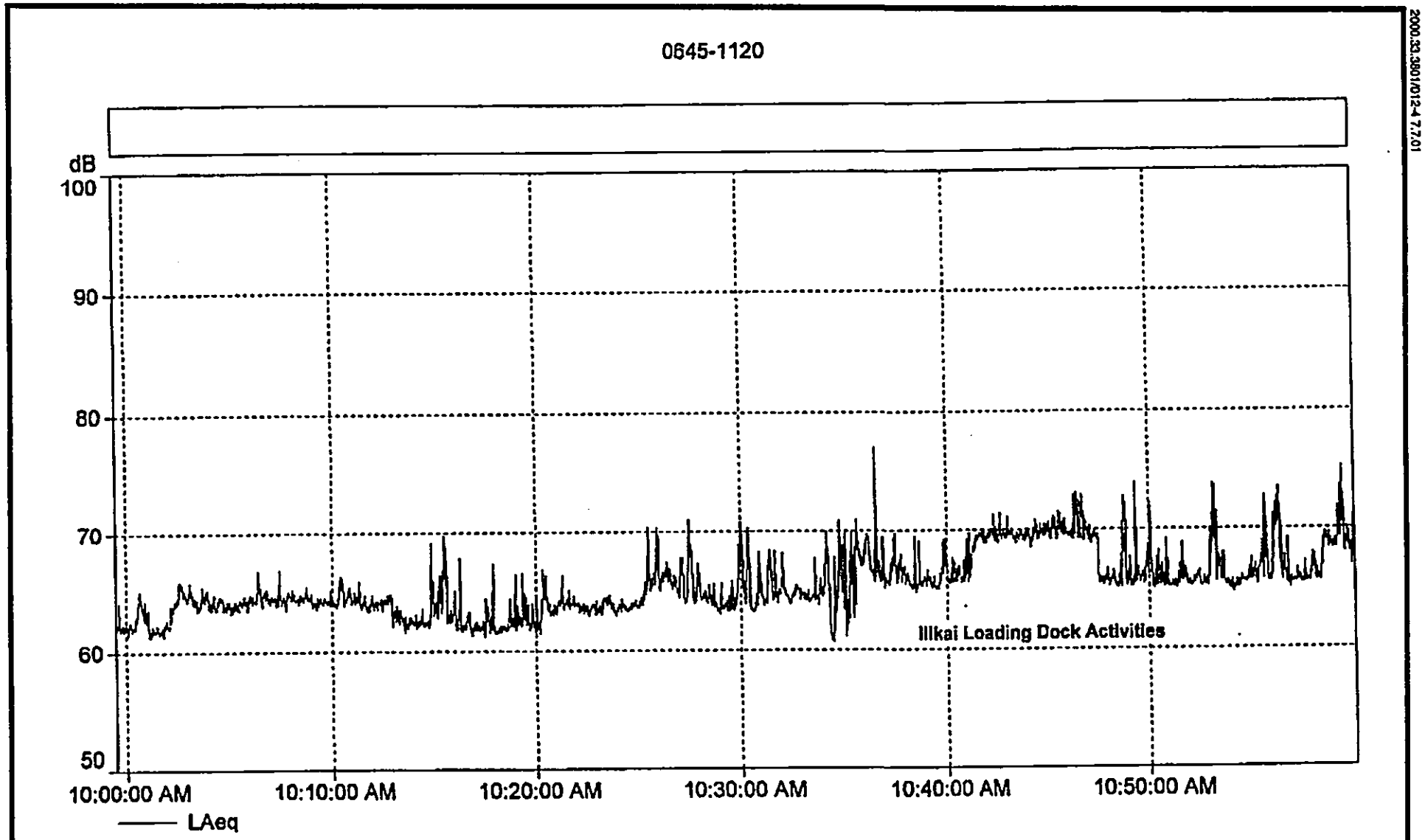
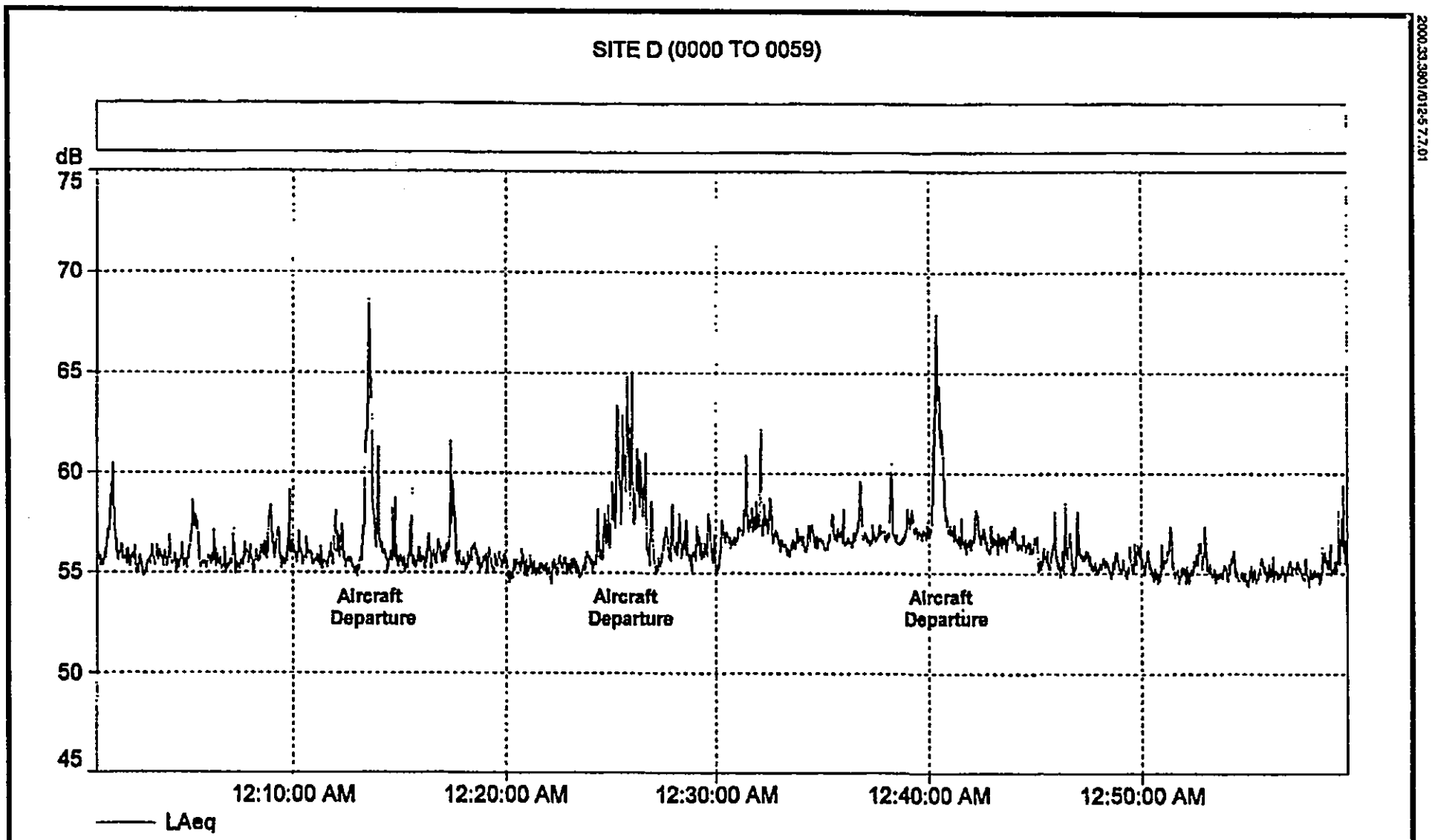


Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-20
DBA VS. TIME HISTORY OF LOADING DOCK NOISE AT MEASUREMENT LOCATION "B" (MARCH 23, 2001)



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-21
DBA VS. TIME HISTORY OF JET AIRCRAFT NOISE AT MEASUREMENT LOCATION "D" (MARCH 29, 2001)

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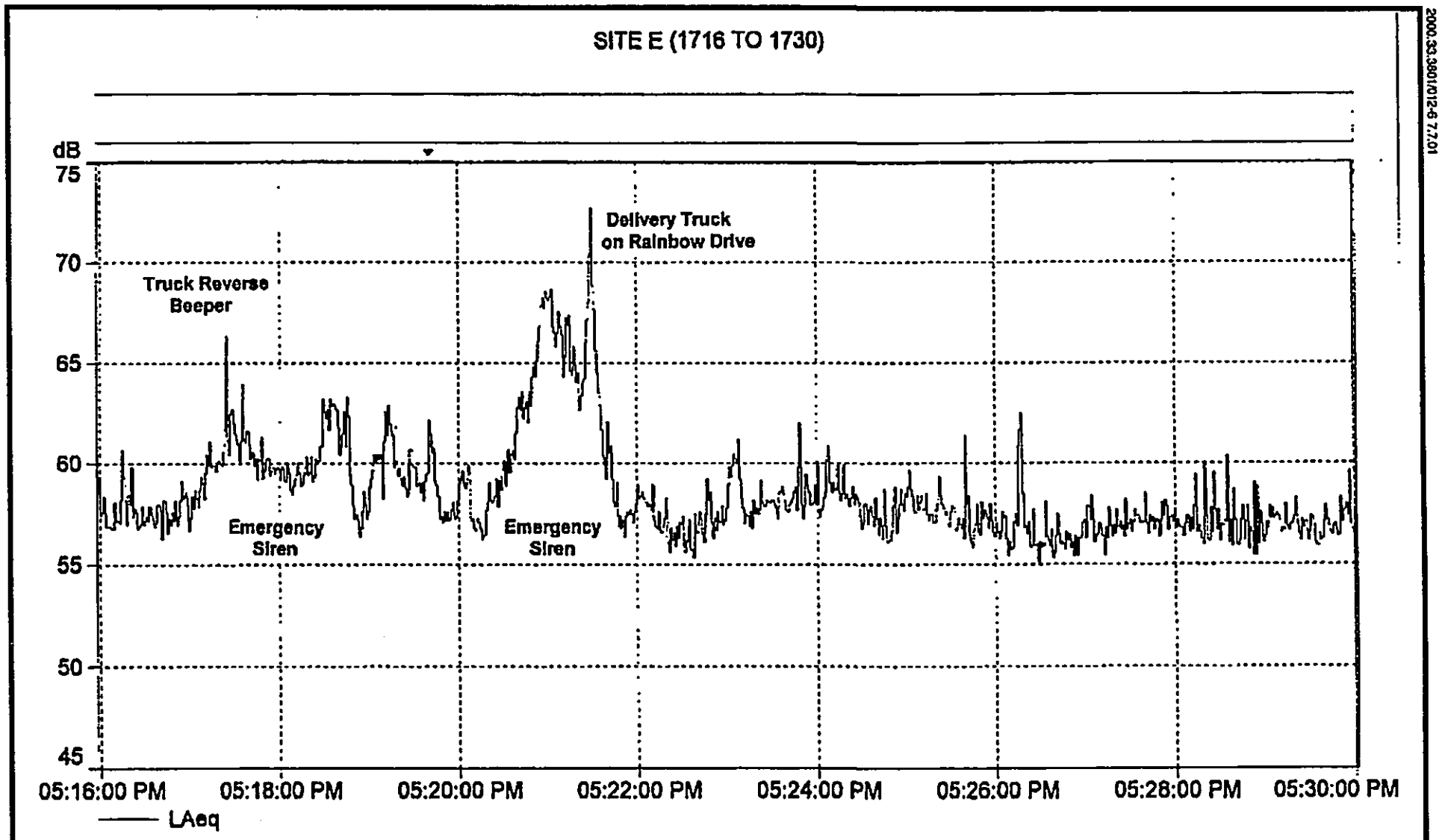

Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

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Figure 5-22
DBA VS. TIME HISTORY OF BACKGROUND NOISE AT MEASUREMENT LOCATION "E" (MARCH 28, 2001)

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Results of calculations of existing (2000) traffic noise levels at reference distances of 50, 100, and 200 feet from the centerlines of the roadways in the project environs are shown in Tables 5-6 and 5-7. The results of the calculations are shown for ground level receptors without noise shielding effects from nearby buildings. As indicated in Tables 5-6 and 5-7, the existing noise levels in the project environs are highest along Ala Moana Boulevard and lowest along the makai section of Rainbow Drive and along Dewey Lane.

Table 5-6: Existing (CY 2000) Traffic Volumes and Noise Levels Along Roadways in Project Area (PM Peak Hour)

LOCATION	SPEED (MPH)	TOTAL VPH	****** VOLUMES (VPH) ********** AUTOS	M TRUCKS	H TRUCKS	50' Leq	100' Leq	200' Leq
Ala Moana Blvd. - 'Ewa of Project	37	3,421	3,147	120	154	75.9	73.0	69.8
Ala Moana Blvd. - Fronting Project	37	2,777	2,527	97	153	75.3	72.4	69.2
Ala Moana Blvd. - D.H. of Project	37	1,759	1,674	62	23	71.7	68.9	65.8
Dewey Lane - Mauka End	20	92	89	2	1	53.6	50.8	47.7
Dewey Lane - Makai End	20	152	147	3	2	55.9	53.2	50.1
Rainbow Drive - At Dewey Lane	20	52	52	0	0	47.6	44 8	41.7
Rainbow Drive - At Kalia Road	20	644	633	10	1	60.0	57.3	54.3
Ena Road - At Ala Moana Boulevard	25	340	335	3	2	59.3	56 6	53.5
Kalia Road - At Ala Moana Boulevard	25	1,734	1,569	35	130	71.3	68.4	65.3
Kalia Road - D.H. of Rainbow Dr	25	1,301	1,138	33	130	71.0	68.1	65.0

Notes:
Traffic noise levels calculated for ground level receptors.
Hard ground and unobstructed field-of-view conditions assumed.
M Trucks = medium trucks.
H Trucks = heavy trucks (and includes buses).

Table 5-7: Existing Conditions – Year 2000 PM Peak Hour Leq and Ldn Setback Distances

ROADWAY SEGMENT	SPEED (MPH)	VEHICLE MIX (%AI%MTI%HT)	TOTAL VPH	Leq @ 100' (dB)	DIST. (FT) FROM CENTERLINE 65 Ldn	70 Ldn	75 Ldn
Ala Moana Blvd. - 'Ewa of Project	37	(92.0 / 3.5 / 4.5)	3,421	73.0	906	301	100
Ala Moana Blvd. - Fronting Project	37	(91.0 / 3.5 / 5.5)	2,777	72.4	794	264	88
Ala Moana Blvd. - DJ-i. of Project	37	(95.2 / 3.5 / 1.3)	1,759	68.9	378	123	40
Dewey Lane - Mauka End	20	(97.0 / 2.0 / 1.0)	92	50.8	<25	<25	<25
Dewey Lane - Makai End	20	(97.0 / 2.0 / 1.0)	152	53.2	<25	<25	<25
Rainbow Drive - At Dewey Lane	20	(99.5 / 0.5 / 0.0)	52	44.8	<25	<25	<25
Rainbow Drive - At Kalia Road	20	(98.3 / 1.5 / 0.2)	644	57.3	27	<25	<25
Ena Road - At Ala Moana Boulevard	25	(98.5 / 1.0 / 0.5)	340	56.6	<25	<25	<25
Kalia Road - At Ala Moana Boulevard	25	(90.5 / 2.0 / 7.5)	1,734	68.4	338	109	35
Kalia Road - D.H. of Rainbow Dr	25	(87.51 2.5 / 10.0)	1,301	68.1	316	102	33

Notes:
All setback distances are from the roadways' centerlines
Setback distances are for ground level receptors with unobstructed fields-of-view
"Pavement or hard ground conditions assumed along all roadways.

5.7.3 Potential Impacts

5.7.3.1 Project-Related Impacts

Predictions of future traffic noise levels were made using the traffic volume assignments of the traffic study for 2005 with and without the proposed project. The alternative for which the greatest increase in two-way traffic noise level (above those for the No Action Alternative) could occur was considered to be the worst case alternative for that specific roadway. The corresponding worst case traffic volume which produced the greatest increase in future traffic noise level above the No Action Alternative was used to model the worst case future traffic noise condition (and identified as the worst case development alternative) along that roadway.

Tables 5-8 and 5-9 contain the 2005 traffic volumes and noise levels for the No Action and worst case development alternatives. The traffic scenarios (or options) used to describe the worst case development alternative along each roadway section are shown in Table 5-8. Table 5-9 contains the CY 2005 vehicle mixes used to describe these noise levels and setback distances to the 65, 70, and 75 Ldn contours under the corresponding worst case alternatives. Future average vehicle speeds along all roadways were assumed to be identical to those used for 2000 (see Table 5-10).

Table 5-8: Future (CY 2005) Traffic Volumes and Noise Levels Along Roadways in Project Area (PM Peak Hour, No-Build)

	SPEED	TOTAL	******* VOLUMES (VPH)**********					
LOCATION	(MPH)	VPH	AUTOS	M TRUCKS	H TRUCKS	50' Leq	100' Leq	200' Leq
Ala Moana Blvd - 'Ewa of Project	37	3,928	3,614	137	177	76 5	736	70.4
Ala Moana Blvd - Fronting Project	37	3,255	2,965	114	176	76 0	73 1	69 9
Ala Moana Blvd. - D H. of Project	37	2,030	1,935	71	24	72 3	69 4	66.4
Dewey Lane - Mauka End	20	93	90	2	1	53 4	50 7	47.7
Dewey Lane-Makai End	20	155	150	3	2	56.0	532	50.1
Rainbow Drive - At Dewey Lane	20	60	60	0	0	48.2	45 4	42 4
Rainbow Drive At Kalia Road	20	849	835	13	1	61 2	58.5	55.4
E na Road - At Ala Moana Boulevard	25	393	387	4	2	59 9	57 2	54 1
Kalia Road -At Ala Moana Boulevard	25	2,109	1,915	42	152	72.0	69.2	66.0
Kalia Road - D H of Rainbow Dr	25	1,511	1,322	38	151	71.6	688	65.6

Notes:
Traffic noise levels calculated for ground level receptors.
Hard ground and unobstructed field-of-view conditions assumed.
M Trucks = medium trucks.
H Trucks = heavy trucks (and includes buses).

Table 5-9: Future (CY 2005) Traffic Volumes and Noise Levels Along Roadways in Project Area
(PM Peak Hour, Worst Case Options)

LOCATION	WORST CASE OPTION	SPEED (MPH)	TOTAL VPH	******* VOLUMES (VPH) ********* AUTOS	M TRUCKS	H TRUCKS	50' Leq	100' Leq	200' Leq
Ala Moana Blvd. - Ewa of Project	A-1 & E-1	37	3,994	3,674	140	180	76.5	73.7	70.5
Ala Moana Blvd. - Fronting Project	A-1	37	3,299	3,006	115	178	76.0	73.1	69.9
Ala Moana Blvd. - D.H. of Project	All	37	2,044	1,947	72	25	72.3	69.5	66.4
Dewey Lane - Mauka End	E-2	20	649	617	16	16	63.7	61.0	57.8
Dewey Lane - Makai End	E-1	20	227	215	6	6	59.3	56.5	53.4
Rainbow Drive - At Dewey Lane	E-2	20	480	473	7	0	58.4	55.7	52.6
Rainbow Drive - At Kalia Road	A-1	20	908	892	14	2	61.7	59.0	55.9
Ena Road - At Ala Moana Boulevard	A-2 & E-2	25	404	398	4	2	60.0	57.2	54.2
Kalia Road - At Ala Moana Boulevard	A-1	25	2,156	1,960	43	153	72.1	69.2	66.0
Kalia Road - D.H. of Rainbow Dr.	All	25	1,529	1,338	38	153	71.7	68.8	65.7

Notes:

1. Traffic noise levels calculated for ground level receptors.
2. Hard ground and unobstructed field-of-view conditions assumed.

Table 5-10: Future (CY 2005) Future Worst Case Options, Year 2005
PM Peak Hr. Leq and Ldn Setback Distances

ROADWAY SEGMENT	SPEED (MPH)	VEHICLE MIX (%A/%MT/%HT)	TOTAL VPH	Leq @ 100' (dB)	DIST. (FT) FROM CENTERLINE 65 Ldn	70 Ldn	75 Ldn
Ala Moana Blvd. - Ewa of Project	37	(92.0 / 3.5 / 4.5)	3,994	73.7	1,057	351	117
Ala Moana Blvd. - Fronting Project	37	(91.1 / 3.5 / 5.4)	3,299	73.1	926	308	102
Ala Moana Blvd. - D.H. of Project	37	(95.3 / 3.5 / 1.2)	2,044	69.5	433	140	45
Dewey Lane - Mauka End	20	(95.0 / 2.5 / 2.5)	649	61.0	64	< 25	< 25
Dewey Lane - Makai End	20	(95.0 / 2.5 / 2.5)	227	56.5	< 25	< 25	< 25
Rainbow Drive - At Dewey Lane	20	(98.5 / 1.5 / 0.0)	480	55.7	< 25	< 25	< 25
Rainbow Drive - At Kalia Road	20	(98.3 / 1.5 / 0.2)	908	59.0	41	< 25	< 25
Ena Road - At Ala Moana Boulevard	25	(98.5 / 1.0 / 0.5)	404	57.2	26	< 25	< 25
Kalia Road - At Ala Moana Boulevard	25	(90.9 / 2.0 / 7.1)	2,156	69.2	392	130	43
Kalia Road - D.H. of Rainbow Dr.	25	(87.5/ 2.5 / 10.0)	1,529	68.8	370	120	39

Notes:

(1) All setback distances are from the roadways' centerlines.
(2) Setback distances are for ground level receptors with unobstructed fields-of-view.
(3) "Pavement" or hard ground conditions assumed along all roadways.

The dominant traffic noise source in the project area will continue to be traffic noise from Ala Moana Boulevard. Increases in traffic noise levels along Ala Moana Boulevard by 2005 are expected to be 0.6 dB under the No Action Alternative and 0.7 dB under any of the four development alternatives. Significant increases in traffic noise levels along Ala Moana Boulevard are not expected to result from the Waikikian Development. Similar conclusions were possible for future traffic noise along Ena Road and Kalia Road, where future traffic noise increases associated with the Waikikian development were predicted to remain at 0.1 dB or less for all four development alternatives.

Along Dewey Lane and Rainbow Drive at the Dewey Lane intersection, relatively large increases in traffic noise levels may occur. Because of the relatively low noise levels during 2000 along Dewey Lane and Rainbow Drive at the Dewey Lane intersection, traffic noise levels from these two roadways would not approach those associated with Ala Moana Boulevard in spite of the large increases anticipated. Under traffic alternatives A-2 and E-2, increases in future traffic noise levels of 9.9 dB and 10.3 dB, respectively, are predicted along the mauka section of Dewey Lane. Under alternatives A-2 and E-2, increases in future traffic noise levels of 9.8 dB and 10.3 dB, respectively, are predicted along Rainbow Drive at the Dewey Lane intersection. Alternative E-2 was used to model the worst case development alternative along the mauka section of Dewey Lane and along Rainbow Drive at Dewey Lane. Future traffic noise levels under the worst case development alternatives are predicted to range between 60 to 66 Ldn at 50 feet setback distance from the roadways' centerlines.

Table 5-11 presents the existing and future noise levels at various locations in the project environs, which are depicted in Figure 5-23. Locations which front Ala Moana Boulevard (A, B, #3, and #4) will experience relatively high noise levels above 65 Ldn due to existing and future non-project traffic along Ala Moana Boulevard. Lower elevation receptors at Locations C and #5 would benefit from the noise shielding effects of the new parking garage structure associated with the Waikikian Development. Receptors at the Lagoon Tower (Locations #1 and #2), as well as those on the makai side of the new Waikikian Tower and at Location #6, would benefit from the noise shielding effects of the proposed Waikikian tower building.

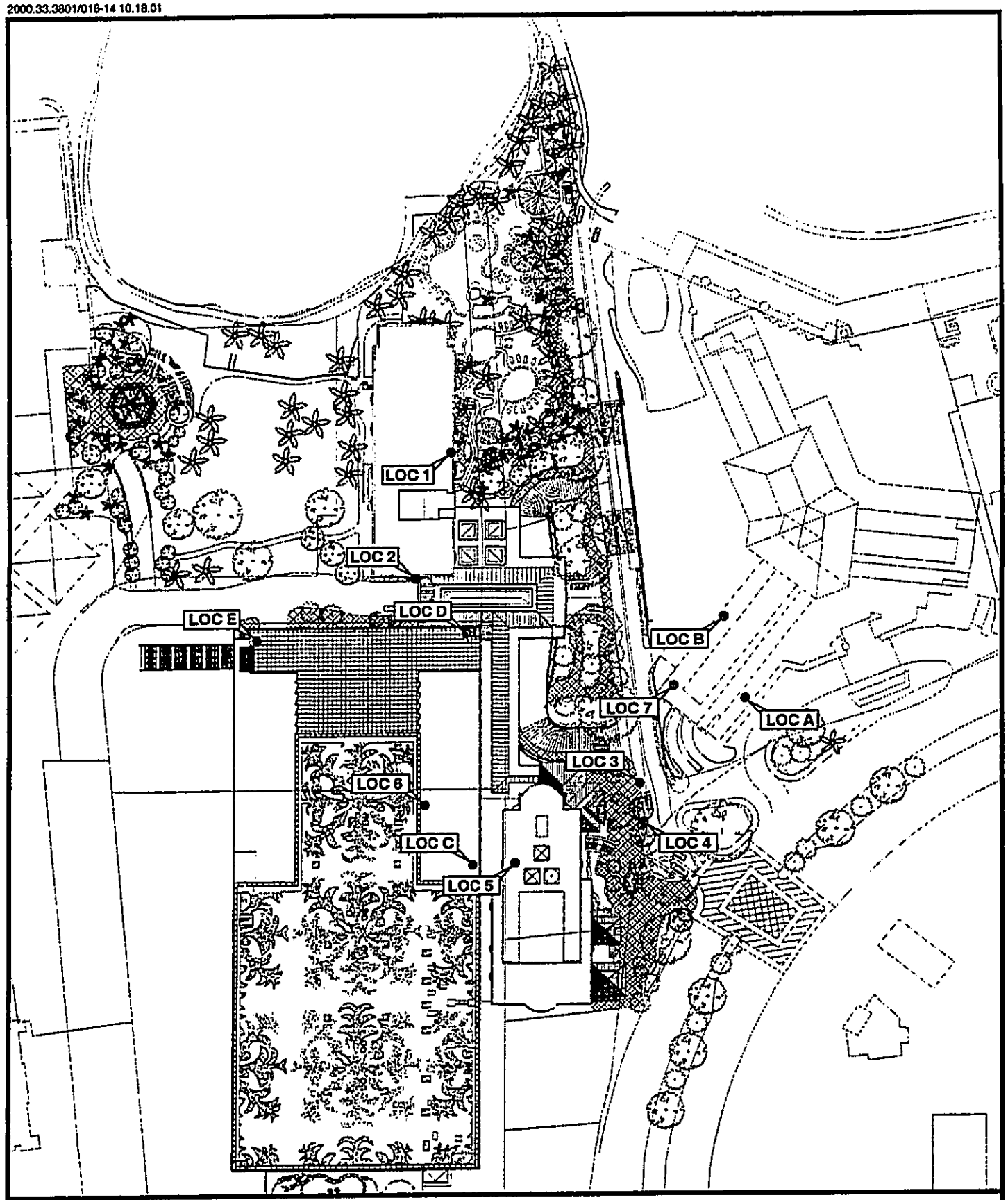
As indicated in Tables 5-9, 5-10, and 5-11, with or without the proposed Waikikian development, future traffic and background ambient noise levels in 2005 are expected to remain very similar to those in 2000 along Ala Moana Boulevard, Kalia Road, Ena Road, and along Rainbow Drive at Kalia Road. Under the worst case alternatives, total noise levels along these roadways should not be more than 1 Ldn unit greater than those in CY 2000.

Noise sensitive receptor locations which front Rainbow Drive or Dewey Lane would experience relatively large increases in future traffic noise levels under the worst case development alternatives. However, the resulting noise levels at 64 foot or more setback distances from these two roadways should not exceed 65 Ldn. The dominant noise sources in the project environs would continue to be traffic along Ala Moana

Table 5-11: Existing and Future Traffic Noise Levels (No Build and Worst Case Build Options)

RECEPTOR LOCATION	SETBACK DIST. FROM EXIST. C/L	RECEPTOR ELEVATION	EXISTING (CY 2000) Ldn	FUTURE (CY 2005) LEVELS NO BUILD Ldn	BUILD Ldn
Location A	147 FT from Ala Moana Blvd.	75 FT Above Ground	71	72	72
Location B	76 FT from Dewey Lane	85 FT Above Ground	66	67	67
Location C	264 FT from Ala Moana Blvd.	55 FT Above Ground	65	66	66
Location D	30 FT from Rainbow Drive	65 FT Above Ground	65	66	65
Location E	30 FT from Rainbow Drive	65 FT Above Ground	64	65	64
Location 1	146 FT from Dewey Lane	50 FT Above Ground	62	63	62
Location 2	30 FT from Rainbow Drive	50 FT Above Ground	61	61	64
Location 3	166 FT from Ala Moana Blvd.	50 FT Above Ground	70	71	72
Location 4	156 FT from Ala Moana Blvd.	50 FT Above Ground	70	71	72
Location 5	240 FT from Ala Moana Blvd.	65 FT Above Ground	66	66	65
Location 6	334 FT from Ala Moana Blvd.	65 FT Above Ground	64	65	64
Location 7	35 FT from Dewey Lane	50 FT Above Ground	66	67	69

2000.33.3801/016-14 10.18.01



Source: Y. Ebisu & Associates. June 2001.
Site Plan: Wimberly Allison Tong & Goo, October 16, 2001.

NORTH

0 25 50 75 100 125 250
SCALE IN FEET

Revised Figure 5-23
VARIOUS LOCATIONS OF NOISE MEASUREMENTS AND NOISE LEVEL PREDICTIONS

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001

Boulevard, delivery and grounds maintenance activities along Dewey Lane, and operating mechanical equipment on the grounds of the Ilikai.

Units on the north and east sides of the proposed Waikikian tower with unobstructed lines-of-sight to Ala Moana Boulevard would have exterior noise levels greater than 70 Ldn. Those units on the makai (west) and south sides of the tower building will experience noise levels in the range of 65 to 70 Ldn. Future exterior noise levels at the proposed Waikikian tower building would be similar to those experienced at the southeast wing of the Ilikai building.

Aircraft noise levels over the project site should not change significantly between 2000 and 2005, and should remain at or below the current levels of 50 to 55 Ldn. During the period between 2001 and 2005, aircraft noise levels over the project site are expected to decrease by 2 to 3 Ldn with the anticipated replacement of Hawaiian Airlines' current DC-9(50) aircraft with new B-717(200) aircraft. With or without this replacement of aircraft, aircraft noise levels over the project site should not be significant when compared to traffic noise levels.

The Ilikai has two wings (southeast and southwest) forming an angle of approximately 120 degrees and could amplify sounds which originate from south of the tower building. The theoretical maximum sound amplification factor for a 180 degree (or flat) solid wall without balconies is 3dB. The theoretical maximum sound amplification factor for a 90 degree corner is 6 dB. Therefore, the theoretical maximum sound amplification factor for a 120 degree corner reflector is approximately 5 dB (two thirds of the range between 3 and 6 dB), and no more than 2 dB greater than that of a flat, solid wall.

For a vertically oriented corner reflector such as the Ilikai tower, the maximum sound amplification factor would probably be realized when the noise source and receiver are located in the same horizontal plane (or when the noise source and receiver are at the same elevation above ground level), and at very low frequencies below 100 Hz. At other source/receiver orientations and at the high audible frequencies, the corner reflector's amplification factor would be degraded by the scattering effects from the small-scale indentations formed by the balcony floor and ceiling slabs, windows, and balcony doors. Therefore, for the more audible sound frequencies of 100 to 10,000 Hz, the actual sound amplification factor for the Ilikai tower is probably in the range of 0 to 1 dB greater than that of a flat, solid building wall.

The recorded noise from the mulcher (see Figure 5-19), which was as 138 feet from the measurement microphone, ranged from 77 to 85 dBA during mulching operations. These levels were not higher than expected, and did not suggest that measurable sound amplification was occurring at Location B on the 8th floor balcony of the Ilikai. Another similar mulcher was measured at 75 feet from the 3rd floor of a flat-faced building, with measured noise levels ranging from 85 to 93 dBA. The theoretical correction factor for sound amplification due to distance effects from 75 feet to 138 feet is -5.3 dBA. Therefore, the mulcher measured at 75 feet from the flat-faced mid-rise building should have noise levels of 79.7 to 87.7 dBA at 138 feet distance without amplification effects. These projected levels from the second mulcher were actually higher than those measured at the Ilikai tower.

The proposed pool would be located approximately 160 feet south of the closest unit in the southwest wing of the Ilikai tower building. The lower floor units of the Ilikai may not have visual lines-of-sight to the pool and may experience lower sound levels from the pool than units above, which have unobstructed lines-of-sight to the pool. Above the lowest unit with an unobstructed line-of-sight to the pool, sound levels from the pool should decrease with increasing unit floor level. Units that are 200 and 350 feet above ground level should experience sound levels from the pool which are 4 and 7 dBA less, respectively, than those experienced by the lower floor units.

5.7.3.2 Secondary and Cumulative Impacts

Secondary noise impacts associated with the proposed project are defined as those impacts resulting from vehicle trips (private passenger and service-related) generated by the proposed development that are manifested elsewhere in on the island of O'ahu, and noise impacts generated by vacation ownership unit occupants that are manifested elsewhere on the island of O'ahu. By their very nature, secondary noise impacts are less concentrated than primary impacts because they are disbursed over a much large geographic area. As a result, neither of these impacts are anticipated to be significant because the resulting noise from an individual vehicle or individual will represent a negligbile contribution to the ambient noise of any given location.

Cumulative noise impacts are defined as those noise impacts associated with other development in the area that will be operational in the year 2005. The noise analysis anticipated these cumulative impacts in its modeling of ambient noise for 2005. The ambient noise modeling could not, however, estimate the potential impacts of the City's Bus Rapid Transit (BRT) system because future lane configuration and the propulsion technology of the BRT vehicles are under evaluation by the City. Therefore, noise impacts of the BRT system are unresolved.

Subsequent to the completion of the noise study for the Waikikian, the applicant has been provided a copy of the Outrigger renovation project's noise impact study. The proposed Outrigger project involves the demolition of several existing hotel buildings and the construction of new hotel facilities, resulting in a net increase of approximately 234 hotel rooms. The Outrigger noise study states that future projections of noise in 2005 and 2010 were based upon traffic volume assignments presented in the project's traffic study. According to the author of the Outrigger traffic study, Kaku & Associates, the traffic study included in its year 2005 projects, the additional traffic generated by the proposed Waikikian project. Therefore, the noise study's projected impacts for 2005 and 2010 include the Waikikian and provide an understanding of cumulative impacts. According to the Outrigger noise study:

> In CY 2005, the dominant traffic noise sources in the project area [Ed note: Outrigger] will continue to be traffic noise from Kalakaua Avenue and Saratoga Road. Because of the expected reduction of approximately 145 trips in the study area during the PM peak hour following completion of Phase I in CY 2005, reductions in traffic volumes and their associated noise levels are expected to occur as shown in Table 7A [Ed note: Table 7A indicates that traffic noise on Kalia Road west of Saragota will increase by 0.6 decibles without the Outrigger project and by 0.0 decibles with the Outigger project]. Along Kalia Road west of Saratoga Road and Lewers Street, traffic volumes and their associated noise levels are expected to decline below CY 2001 values following completion of Phase I.
>
> In CY 2010, traffic noise from Kalakaua Avenue and Saratoga Road will continue to be the dominant traffic noise sources in the project area. Traffic noise levels along Kalakaua Avenue and Kalia Road east of Lewers Street are not expected to change as the result of Phase II improvments of the Waikiki Beach Walk Project. The construction of the new Outrigger Saratoga Hotel is expected to increase traffic noise levels along Kalia Road west of Saratoga Road by 0.6 dB or Ldn units, which are not considered to be significant. Traffic noise level increases along Saratoga Road are expected to range from 0.3 to 0.4 dB or Ldn units as a result of the Phase II improvements, and these increases are also not significant. Along Kalia Road east of Saratoga Road and along Lewers Street, traffic volumes and their associated noise levels are expected to decline below CY 2001 values following completion of Phase II.

Based on this analysis, it appears that there will be no significant adverse cumulative impacts associated with traffic noise generated by the Outrigger and Waikikian projects in either 2005 or 2010.

5.7.4 Mitigation Measures

Traffic Noise. For the units in the proposed Waikikian tower building, noise mitigation measures are recommended. Closure and air conditioning of the units in the building is an effective noise mitigation measure for this project. Approximately 30 to 35 dB of exterior-to-interior noise reduction is recommended for those units which have unobstructed lines-of-sight to Ala Moana Boulevard, and approximately 25 to 30 dB of noise reduction is recommended for the remaining units.

Noise impacts from project-related traffic are not expected due to the relatively low levels of noise when compared to the noise levels of non-project related traffic and other noise sources. In addition, the existing resort units located in the immediate vicinity of the project along Rainbow Drive and Dewey Lane are currently provided with air conditioning.

General Construction Noise. Audible construction noise would probably be unavoidable during the entire project construction period. The total duration for construction is unknown, but it is anticipated that the actual work would 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 would probably be less than the total construction period for the entire project. Figure 5-24 depicts the range of noise levels of various types of construction equipment when measured at 50 foot distance from the equipment. Typical levels of exterior noise from construction activity at various distances from the job site are shown in Figure 5-25.

The units in the east wing of the Ilikai across Dewey Lane and units on the mauka side of the Lagoon Tower building are predicted to experience the highest noise levels during construction activities due to their close proximity to the site. 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, the availability of closure and air conditioning for noise mitigation at the Ilikai and Lagoon Tower units, and administrative controls available for regulation of construction noise. Instead, these impacts would 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 would not be practical in all cases due to the intensity of construction noise sources and the exterior nature of the work (grading and earth moving, trenching, concrete pouring, hammering, etc.). The use of properly muffled construction equipment should be required on the job site.

Severe noise impacts are not expected to occur inside air conditioned structures which are beyond 70 to 450 feet of the project construction site. Inside naturally ventilated structures, interior noise levels (with windows or doors opened) are estimated to range between 73 to 55 dBA at 70 feet to 450 feet distances from the construction site. Closure of all doors and windows facing the construction site would generally reduce interior noise levels by an additional 5 to 10 dBA.

The incorporation of State DOH construction noise limits and curfew times, which are applicable throughout the State, is another noise mitigation measure normally applied to construction activities. Figure 5-26 depicts the normally permitted hours of construction. Noisy construction activities are not allowed on Sundays and holidays, during the early morning, and during the late evening and nighttime periods under the DOH permit procedures.

New On-Site Activities. The retail shops, pool, indoor/outdoor restaurant, and wedding chapel represent new activity centers in the HHV complex. Risks of adverse noise impacts from the shops, restaurant, and chapel are considered to be low as long as local noise limits are not exceeded. The applicable State DOH noise limits (see Reference 4 attached to the Noise Study) are 60 dBA and 50 dBA during the daytime and nighttime periods, respectively, and these limits apply to fixed machinery and equipment. The Honolulu Liquor Commission also applies similar noise limits to music and other noises which may emanate from an establishment where alcohol is served.

The pool may represent the highest risk of adverse noise impacts if yelling, screaming, and other boisterous activities are allowed on a regular basis. Maximum sound levels of 70 to 85 dBA at 50 feet from the center of the pool (and at the northwest units of the Lagoon Tower) could occur if administrative controls are not implemented. At the westernmost units of the Ilikai, maximum noise levels from boisterous activities could range between 60 to 75 dBA. If the future pool activities are more similar to those currently being conducted (sunbathing, swimming, wading, etc.) at the existing pools adjacent to the Lagoon Tower and the three Ilikai, risk of adverse noise impacts should be very low.

Sound level measurements between 9:00 am to 5:00 pm were obtained during three days at waterslide features at Maui hotels to better quantify the level and frequency of loud noises associated with the future pool. The Maui Marriott's waterslide, when compared with the waterslides at the Hyatt Regency Maui and the Westin Maui, was determined to be the quietest of the three facilities. Comparisons of the measured sound levels obtained at the three waterslides are shown in Tables 5-12, 5-13, and 5-14. The LAeq and LAmax are the average and maximum sound levels, respectively, recorded in each 15 minute period.

Additional weekend measurements were obtained at the Maui Marriott's waterslide at both ground level and at an elevated resort unit between 55 and 75 feet from the center of the waterslide. The results from these weekend measurements indicated that average noise levels associated with a waterslide similar to the Maui Marriott's should range between 63 Leq at 50 feet to 52 Leq at 200 feet. These levels are comparable to existing background ambient noise levels long Dewey Lane (see Figure 5-16). At the Ilikai, where measured average noise levels ranged between 61 and 73 Leq during the 9:00 am to 5:00 pm period, projected average noise levels from the proposed waterslide are substantially lower at 50 to 52 Leq. Figures 5-27 through 5-32 present comparisons of maximum sound levels recorded at Location B with those predicted to occur from the proposed waterslide during the period between 9:00 a.m. and 5:00 p.m. The light (generally upper) tracings represent measured maximum sound levels at Location B (Ilikai) on March 22 and 23, 2001. The dark and generally lower tracings represent the measured maximum sound levels at the Maui Marriott's waterslide on June 3, 2001, with 11db of reduction due to distance effects associated with the 200+ feet distance between the proposed waterslide and Location B. The general conclusion resulting from the waterslide vs. background noise time history tracings shown in Figures 5-27 through 5-32 is that noise from the proposed waterslide should be comparable or less than existing background ambient noise levels at Location B, and therefore, should not be intrusive. Risks of potential noise impacts at Location B from the proposed waterslide should be low. It should be noted that the readings at the Maui Marriott pool presented in Figure 5-28 were taken on May 23, 2001. The readings in Figures 5-29 through 5-32 were taken on May 22, 2001 and began at 1:10 p.m. Thus, the recording began on May 22nd at 1:10 p.m. and ended at 11:00 a.m. the 23rd, but the figures show the analysis on a continuum for easier comprehension.

Table 5-12: Measured Waterslide Noise Levels at Westin Maui Hotel

WESTIN MAUI HOTEL
May 21,2001

Open Long Waterslide.
Sound Level Meter Located At 60 Feet from Bottom of Slide

			Number of Adults		Number of Children		Number on Slide	
TIME	LAeq	LAmax	In Water	On Deck	In Water	On Deck	Adults	Children
0900 to 0915	59.2	73.1	2	3	2	0	0	0
0915 to 0930	60.4	74.3	1	3	3	0	0	0
0930 to 0945	60.2	76.8	2	7	3	1	10	12
0945 to 1000	60.6	74.4	3	11	6	3	2	3
1000 to 1015	63.3	78.7	6	9	9	0	2	16
1015 to 1030	63.7	83.4	8	11	13	0	14	23
1030 to 1045	61.6	82.0	9	12	8	1	11	9
1045 to 1100	62.3	80.5	10	14	12	1	5	19
1100 to 1115	62.6	82.3	6	11	2	4	9	1
1115 to 1130	60.8	70.8	5	10	1	3	10	4
1130 to 1145	60.9	82.6	12	9	5	2	12	1
1145 to 1200	63.8	83.5	13	17	7	2	8	6
1200 to 1215	62.7	80.7	11	11	5	3	30	5
1215 to 1230	68.4	79.3	6	8	3	3	14	0
1230 to 1245	69.7	75.1	5	10	3	1	18	0
1245 to 1300	69.5	74.7	6	12	1	1	13	10
1300 to 1315	69.9	81.3	7	13	2	1	6	2
1315 to 1330	70.3	89.2	10	13	1	1	20	1
1330 to 1345	70.1	80.4	14	15	3	2	14	0
1345 to 1400	70.2	82.3	14	15	4	1	27	4
1400 to 1415	69.9	78.5	8	13	0	1	24	0
1415 to 1430	69.8	80.4	13	17	4	0	22	0
1430 to 1445	69.9	79.2	4	6	1	1	20	1
1445 to 1500	69.7	76.0	6	3	1	0	15	3
1500 to 1515	69.6	76.3	4	8	1	2	7	1
1515 to 1530	69.9	76.9	10	5	3	0	18	11
1530 to 1545	69.9	77.1	15	14	1	0	19	8
1545 to 1600	70.0	81.4	11	12	3	0	23	6
1600 to 1615	69.9	76.0	7	7	1	1	18	5
1615 to 1630	69.9	79.7	8	7	2	0	16	20
1630 to 1645	69.8	80.7	8	2	3	0	10	11
1645 to 1700	69.7	82.0	4	2	2	0	7	4
						TOTALS:	424	186

Table 5-13: Measured Waterslide Noise Levels at Hyatt Regency Maui Hotel

HYATT REGENCY MAUI HOTEL — 150 Foot Enclosed "Lava Tube" Waterslide.
May 22,2001 — Sound Level Meter Located At 50 Feet from Bottom of Slide

TIME	LAeq	LAmax	Number of Adults In Water	Number of Adults On Deck	Number of Children In Water	Number of Children On Deck	Number on Slide Adults	Number on Slide Children
0900 to 0915	64.6		2	16	0	2	0	0
0915 to 0930	64.7		4	12	1	1	0	0
0930 to 0945	64.8		0	17	0	1	0	0
0945 to 1000	66.8		1	25	0	4	0	0
1000 to 1015	65.2	71.2	3	21	5	1	9	4
1015 to 1030	69.2	77.6	0	25	0	1	1	9
1030 to 1045	67.4	72.0	6	35	0	2	1	0
1045 to 1100	67.2	76.3	7	41	2	1	10	7
1100 to 1115	64.9	76.8	4	53	2	1	8	10
1115 to 1130	65.3	82.3	3	47	3	2	3	4
1130 to 1145	65.0	78.3	4	48	1	3	2	2
1145 to 1200	66.5	83.6	15	43	2	1	19	0
1200 to 1215	65.0	77.1	15	52	2	2	11	0
1215 to 1230	65.4	80.6	4	50	2	2	9	0
1230 to 1245	65.2	78.1	8	56	3	2	10	2
1245 to 1300	65.2	78.4	4	58	4	3	12	0
1300 to 1315	65.2	77.6	19	47	2	2	8	0
1315 to 1330	65.7	75.0	13	71	2	3	12	0
1330 to 1345	65.5	79.1	22	50	6	2	10	2
1345 to 1400	66.6	83.3	32	42	4	0	15	11
1400 to 1415	65.9	81.0	10	49	2	1	19	0
1415 to 1430	65.4	75.5	8	51	2	1	2	0
1430 to 1445	65.2	74.5	9	54	1	2	5	0
1445 to 1500	65.7	88.7	6	46	0	4	22	0
1500 to 1515	65.2	75.4	14	37	1	2	8	0
1515 to 1530	65.5	79.7	10	52	1	0	22	0
1530 to 1545	65.6	79.4	12	41	3	2	14	0
1545 to 1600	66.3	79.6	11	34	3	1	12	11
1600 to 1615	65.9	76.6	21	21	6	0	11	22
1615 to 1630	66.1	78.4	8	21	6	0	9	14
1630 to 1645	68.9	92.8	14	15	2	1	38	0
1645 to 1700	65.9	77.2	5	17	3	0	2	2
						TOTALS:	304	100

Table 5-14: Measured Waterslide Noise Levels at Maui Marriott Hotel

MAUI MARRIOTT HOTEL
May 23,2001

Open Short Waterslide.
Sound Level Meter Located At 50 Feet from Bottom of Slide

TIME	LAeq	LAmax	Number of Adults In Water	Number of Adults On Deck	Number of Children In Water	Number of Children On Deck	Number on Slide Adults	Number on Slide Children
0900 to 0915	68.6	<73	0	8	0	0	0	0
0915 to 0930	69.0	<73	1	9	0	0	3	0
0930 to 0945	69.0	<73	1	13	1	2	4	15
0945 to 1000	69.6	75.9	1	13	3	1	0	16
1000 to 1015	69.5	75.7	2	15	3	0	5	32
1015 to 1030	69.2	76.6	7	24	2	0	9	1
1030 to 1045	69.1	76.8	6	19	1	0	1	20
1045 to 1100	63.3	78.5	12	15	0	0	10	3
1100 to 1115	69.2	<73	5	22	0	0	14	0
1115 to 1130	69.0	<73	6	26	0	0	1	0
1130 to 1145	69.0	80.6	3	20	3	0	15	8
1145 to 1200	69.1	81.4	7	22	4	0	14	3
1200 to 1215	69.1	77.0	13	20	6	0	22	10
1215 to 1230	68.9	<73	9	26	1	0	19	9
1230 to 1245	68.8	<73	10	19	2	1	25	0
1245 to 1300 (Relocated Sound Level Meter Toward Molokai Tower Buildin							8	8
1300 to 1315	64.8	<73	5	25	2	0	0	35
1315 to 1330	64.6	<73	11	22	3	0	9	21
1330 to 1345	64.6	<73	12	25	2	2	18	12
1345 to 1400	64.2	73.5	10	19	0	1	22	0
1400 to 1415	65.7	<73	4	24	3	0	35	9
1415 to 1430	64.7	<73	15	21	4	2	12	13
1430 to 1445	64.6	79.3	9	22	1	0	26	1
1445 to 1500	64.4	78.2	5	22	3	0	14	7
1500 to 1515	64.3	<73	13	12	2	0	27	2
1515 to 1530	64.6	77.1	18	24	0	0	7	0
1530 to 1545	64.3	<73	11	27	6	0	7	16
1545 to 1600	64.4	75.5	9	28	3	0	18	38
1600 to 1615	64.8	74.3	9	29	5	0	27	1
1615 to 1630	64.5	76.4	13	26	1	0	31	6
1630 to 1645	64.6	75.7	18	28	1	2	30	3
1645 to 1700	64.6	75.0	24	25	4	2	34	2
						TOTALS:	467	291

2000.33.3801/011-5 7.9.01

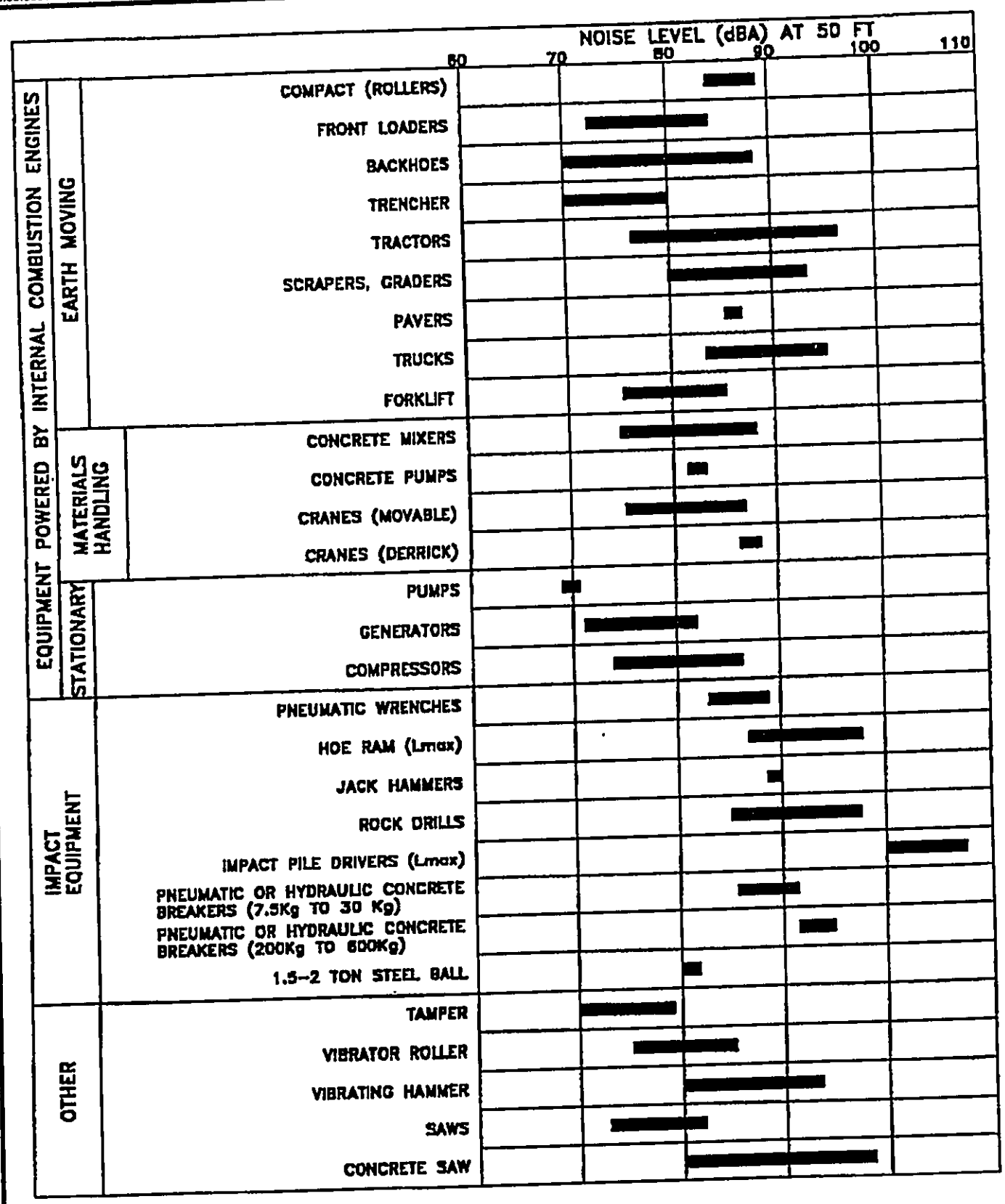
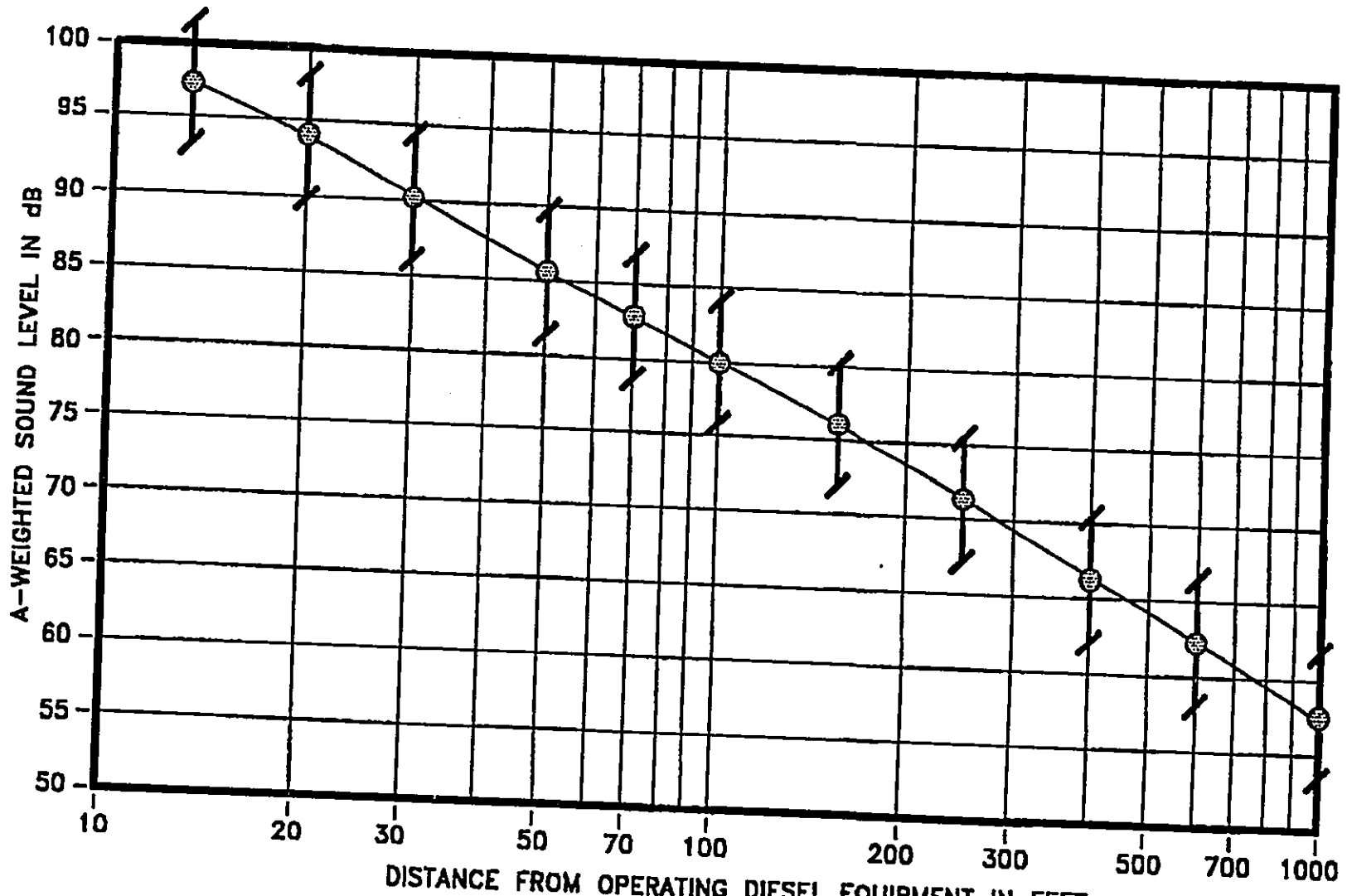


Figure 5-24
RANGES OF CONSTRUCTION EQUIPEMENT NOISE LEVELS
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

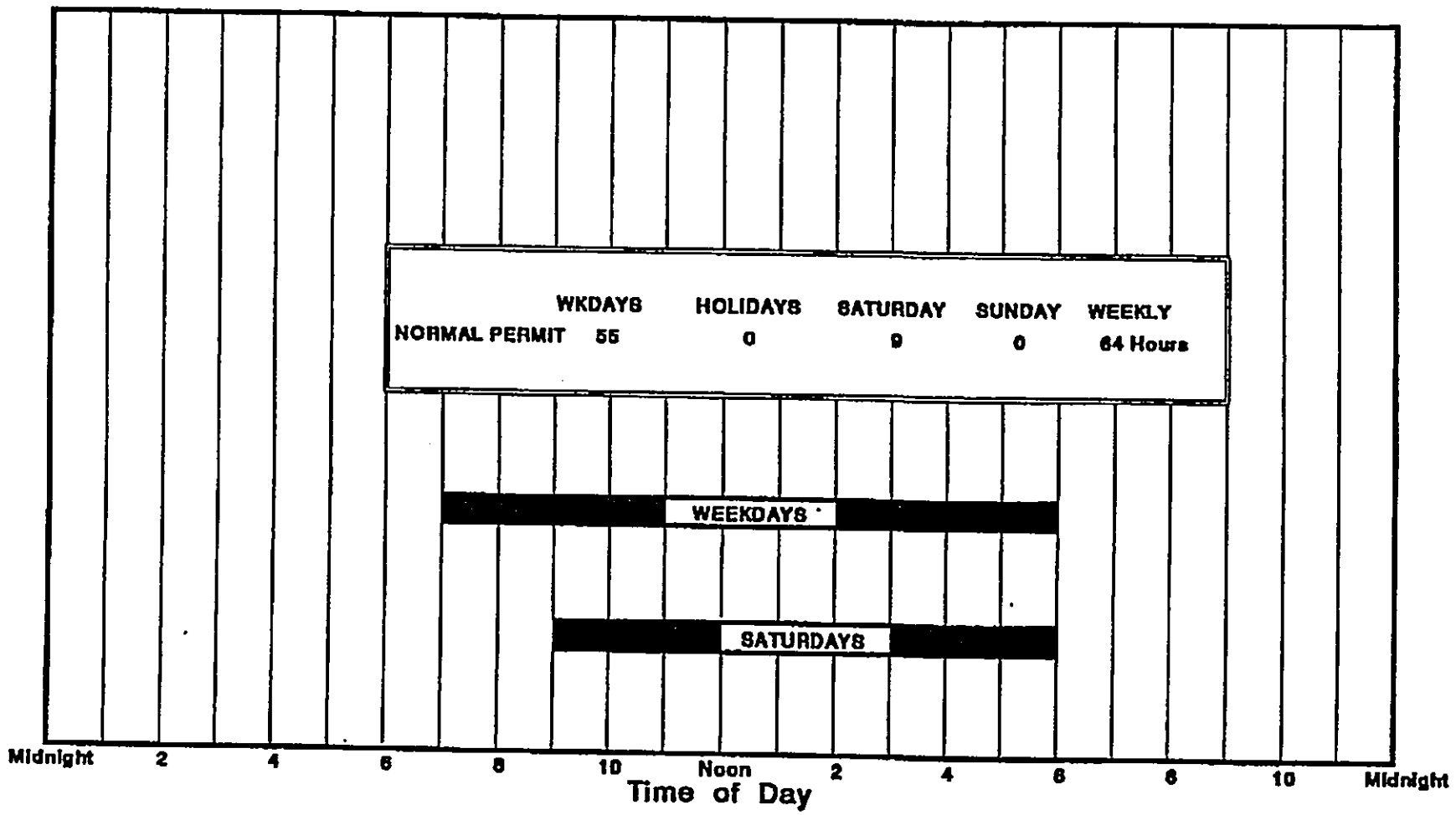


Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

2000.33.3801/012-7 7.7.01

Figure 5-25
ANTICIPATED RANGE OF CONSTRUCTION NOISE LEVELS VS. DISTANCE
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001

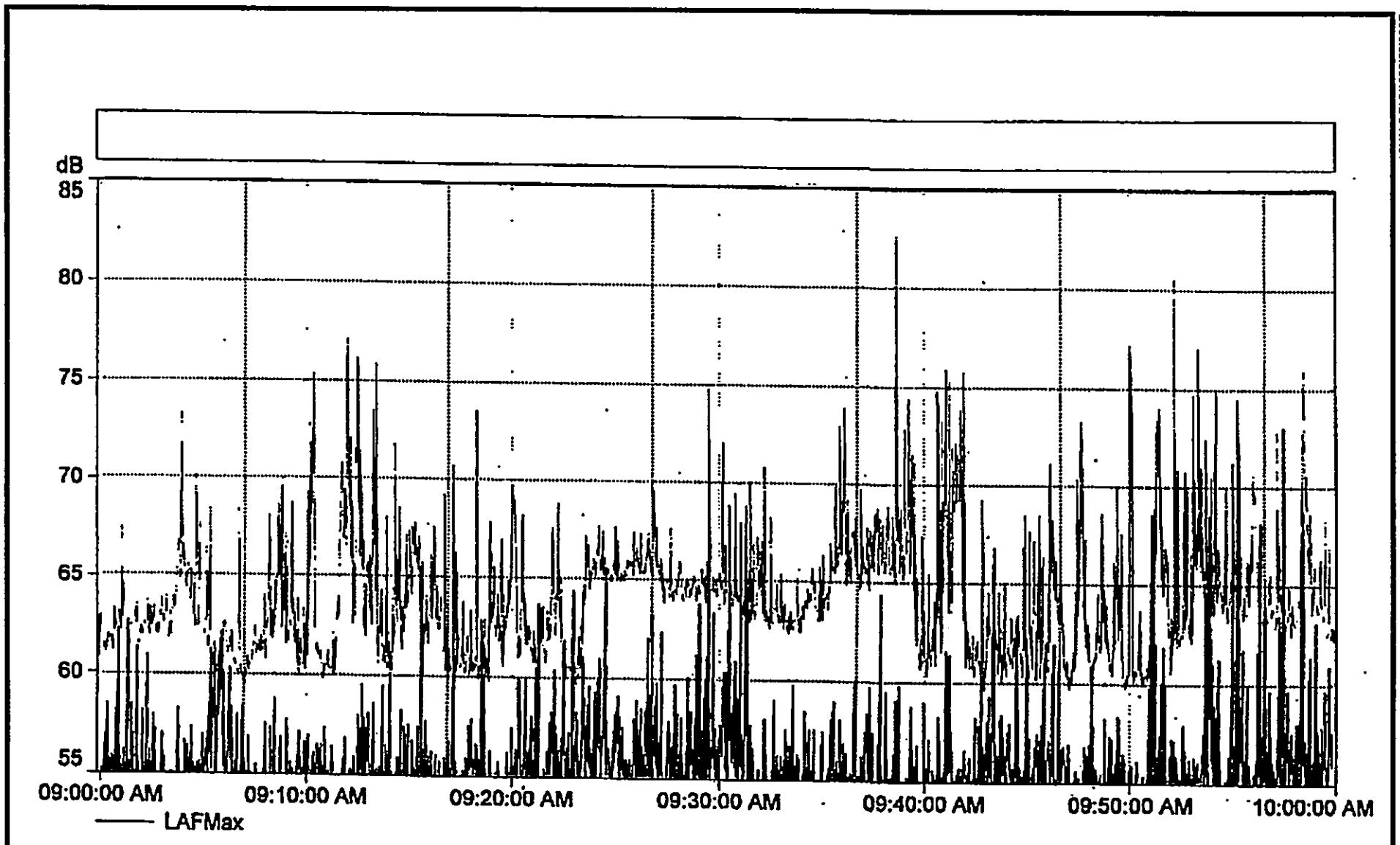
	WKDAYS	HOLIDAYS	SATURDAY	SUNDAY	WEEKLY
NORMAL PERMIT	55	0	9	0	64 Hours



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

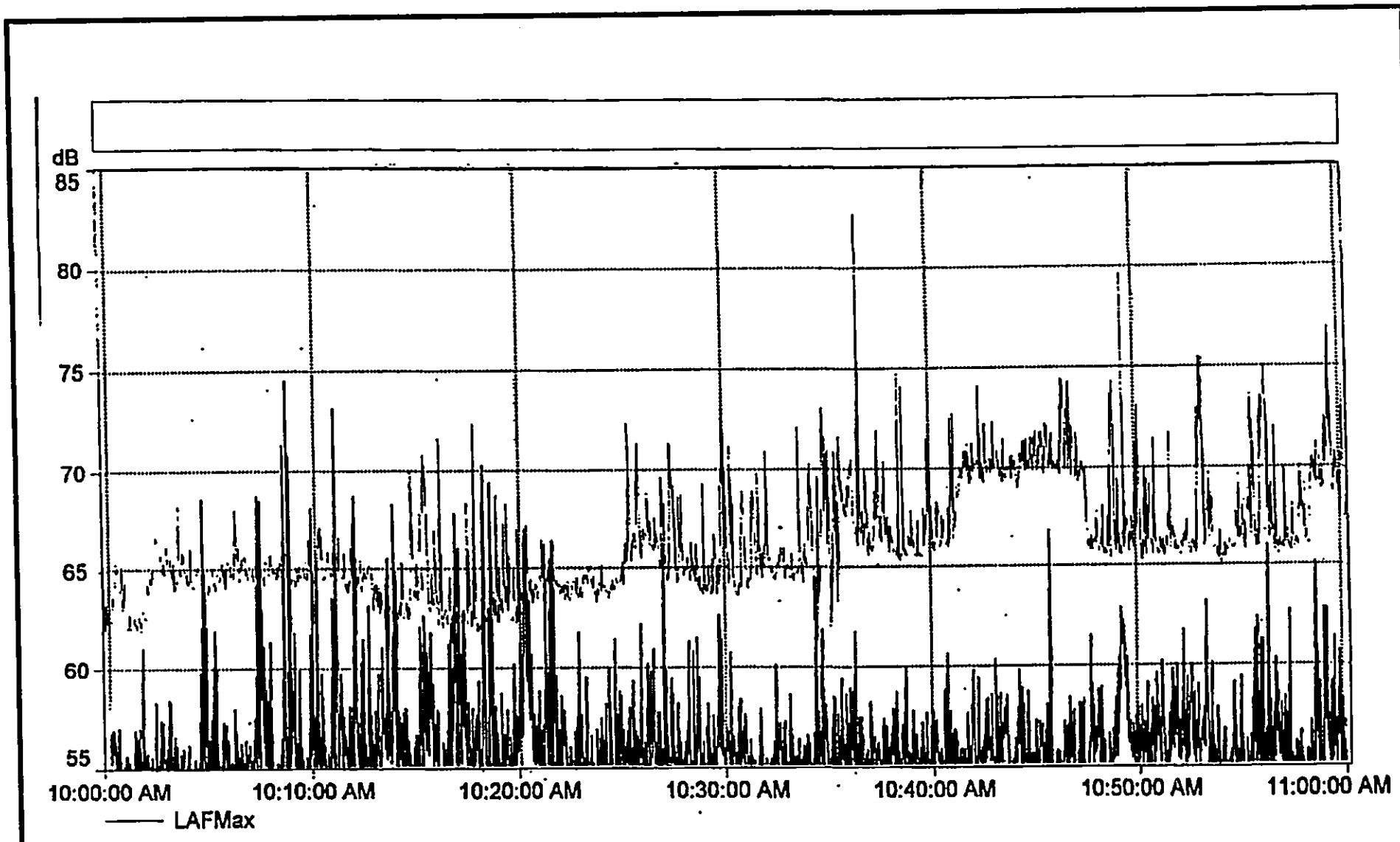
Figure 5-26
AVAILABLE WORK HOURS UNDER DOH PERMIT PROCEDURES FOR CONSTRUCTION NOISE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

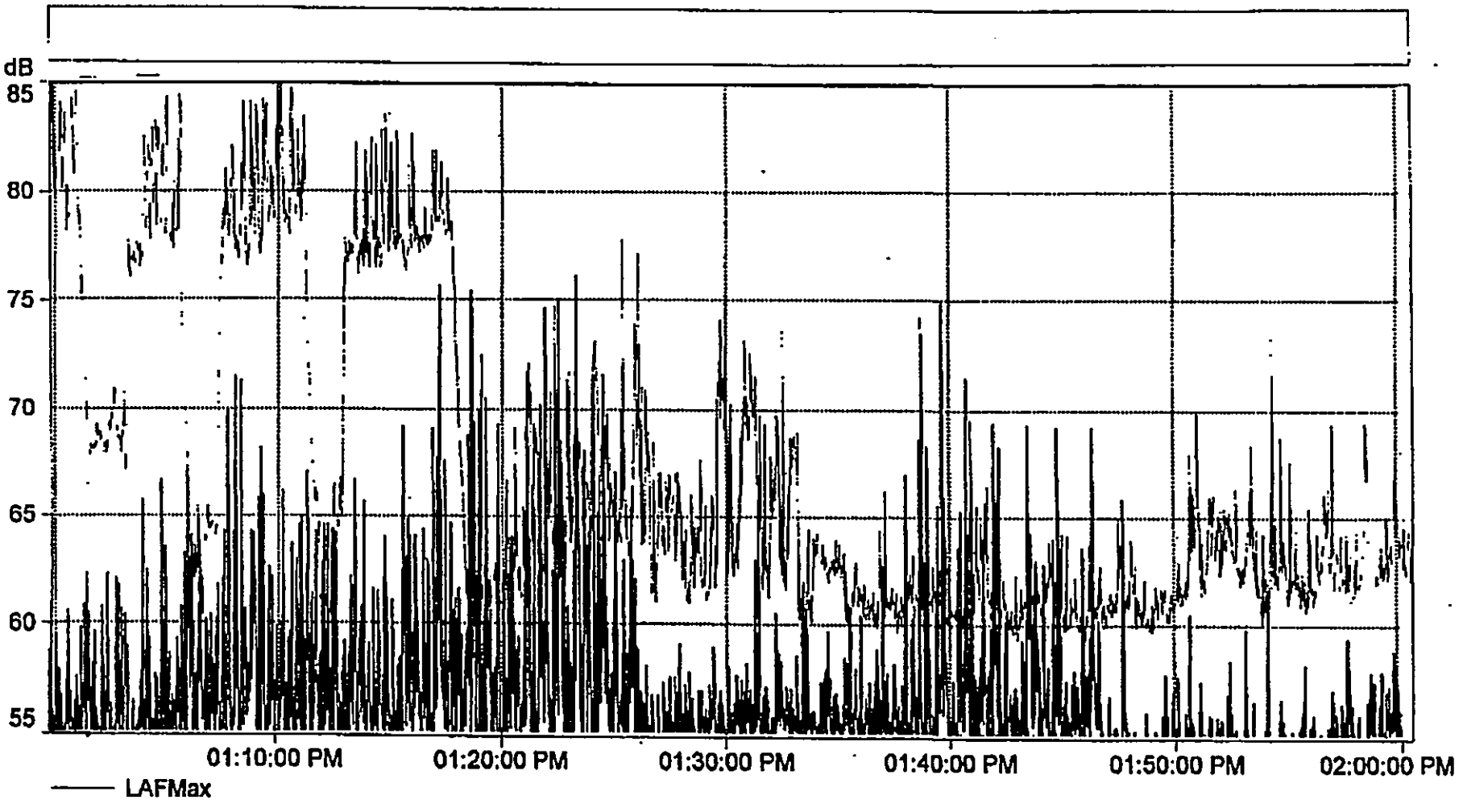
Figure 5-27
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B"
9:00 A.M. to 10:00 A.M.



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-28
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B"
10:00 A.M. to 11:00 A.M.

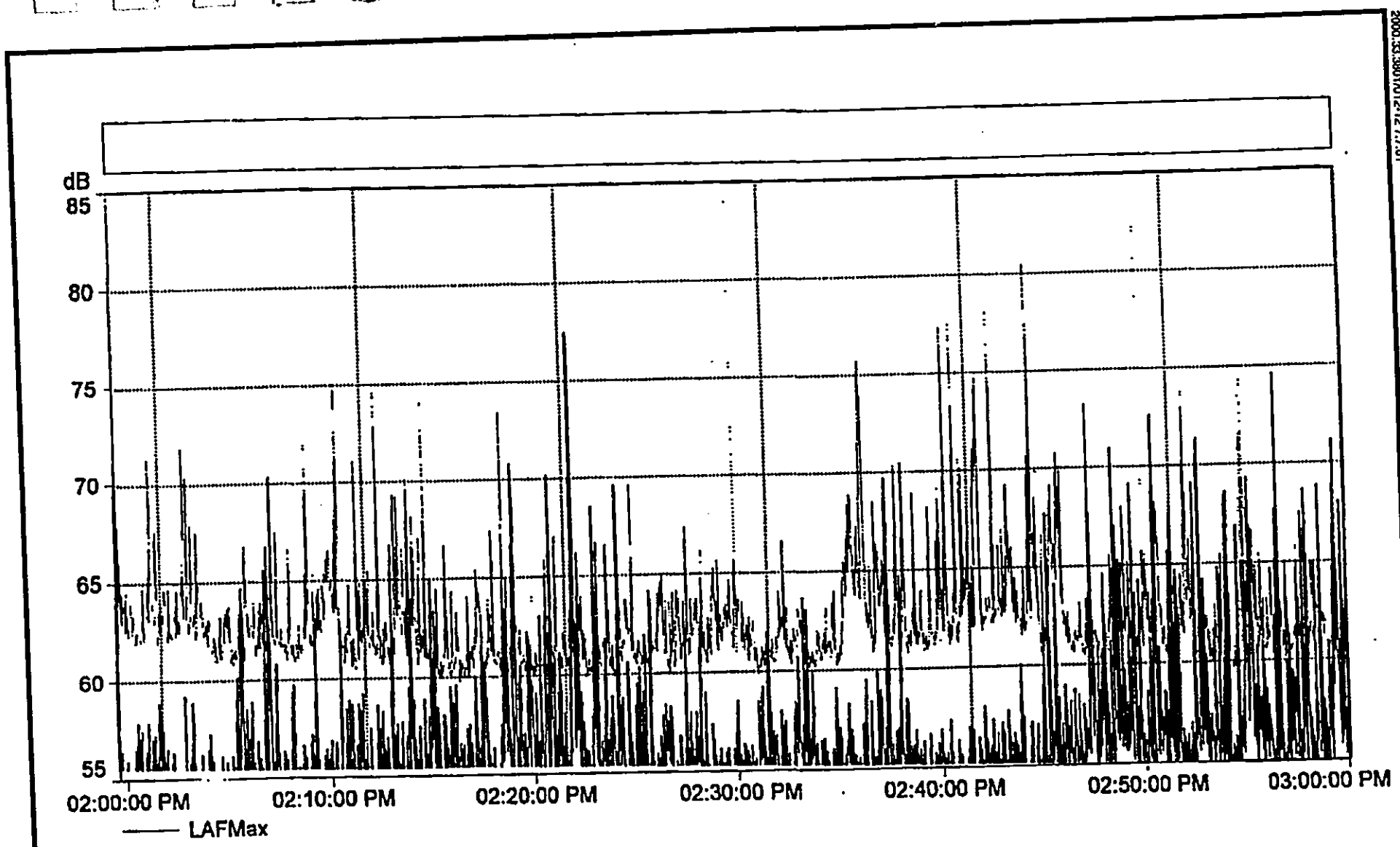
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-29
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B"
1:00 P.M. to 2:00 P.M.

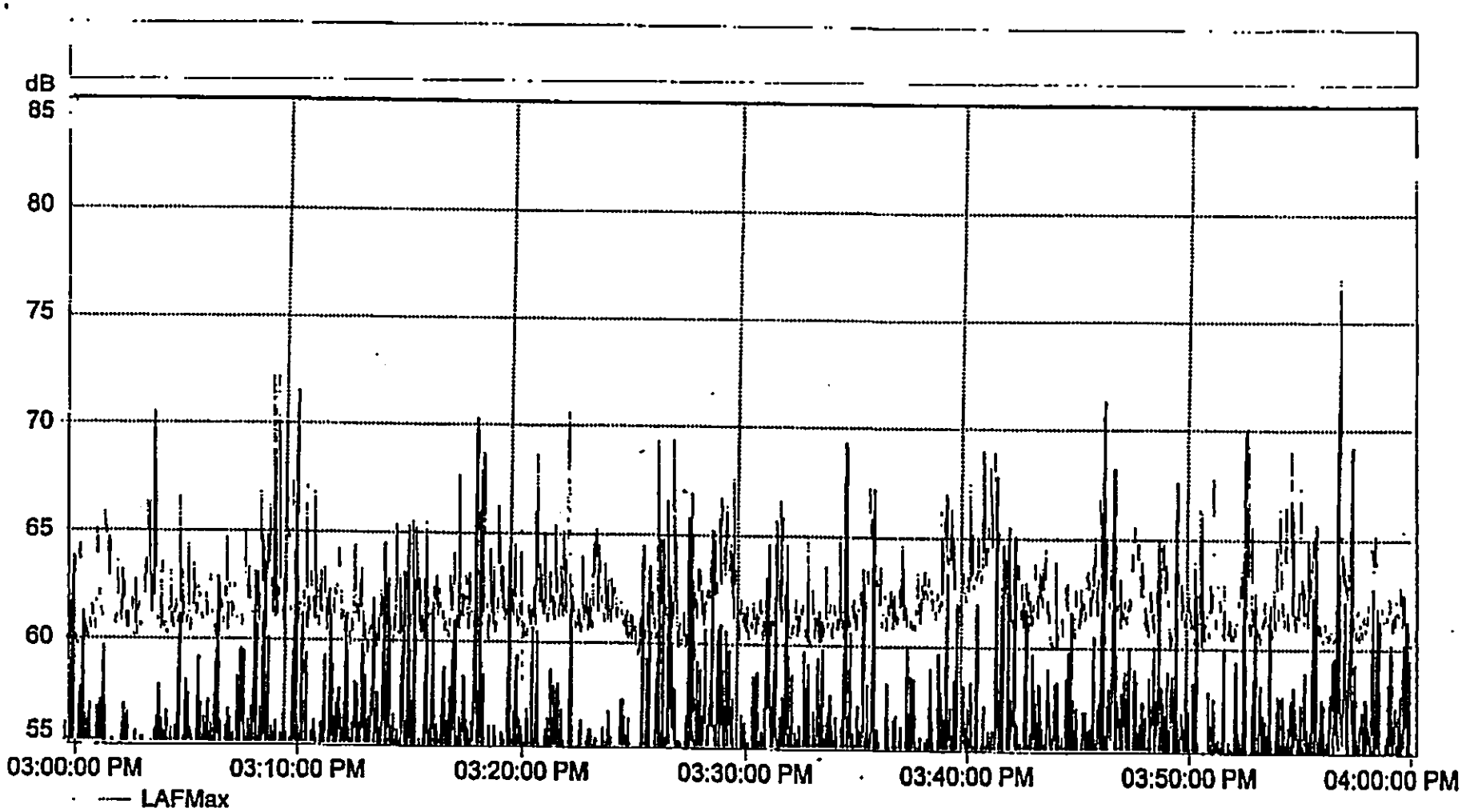
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-30
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B" 2:00 P.M. to 3:00 P.M.

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001



Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-31
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B" 3:00 P.M. to 4:00 P.M.

Hilton Hawaiian Village Waikikian Development Plan
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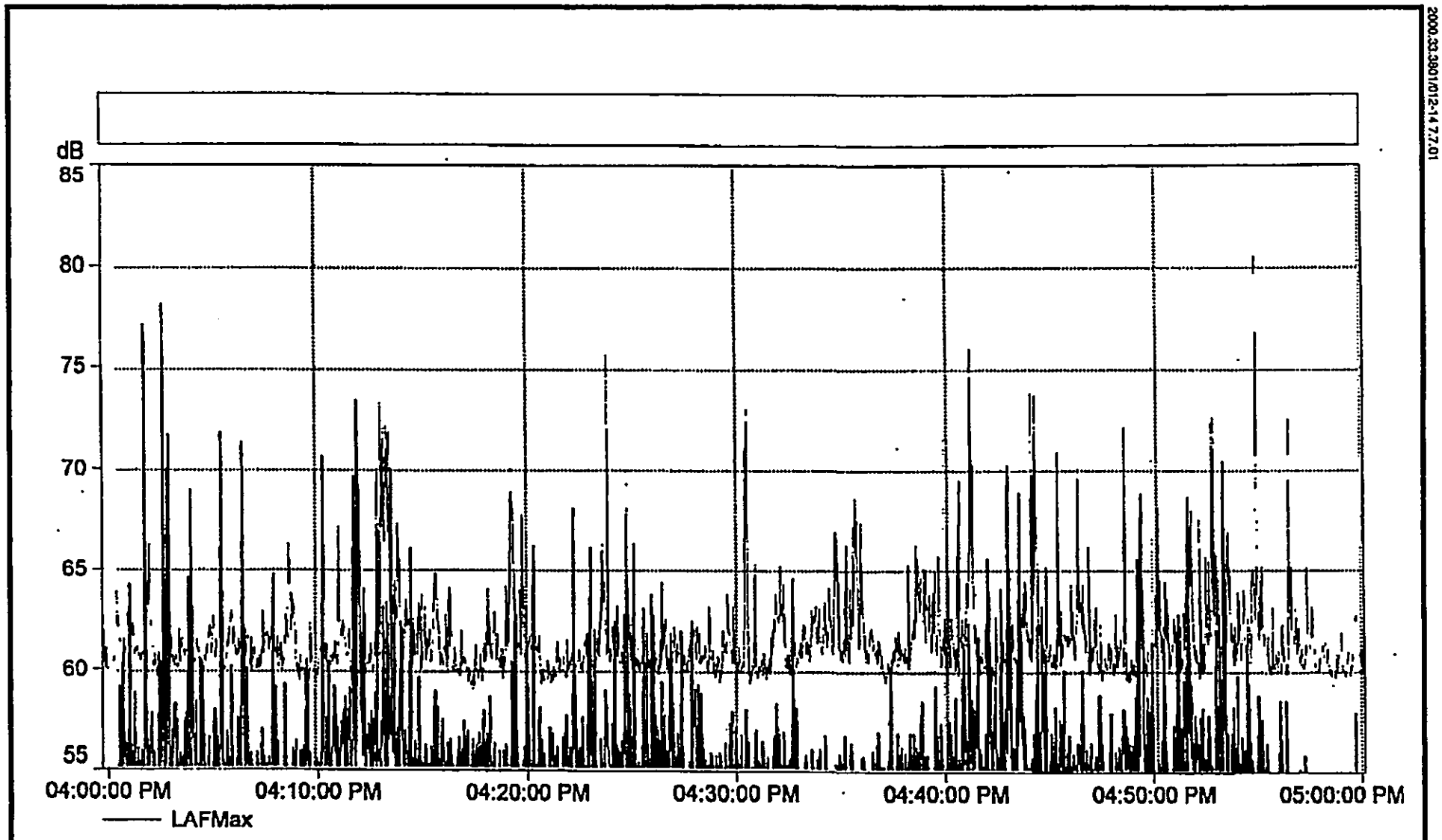


Source: Y. Ebisu & Associates. June 2001 *Acoustic Study for the Waikikian Development Plan at the Hilton Hawaiian Village Honolulu, Hawaii.*

Figure 5-32
DBA VS. TIME HISTORY OF EXISTING BACKGROUND NOISE AND PREDICTED WATERSLIDE NOISE AT ILIKAI LOCATION "B"
4:00 P.M. to 5:00 P.M.

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii • July 2001

5.8 VISUAL ATTRIBUTES

5.8.1 Introduction

The following analysis of visual impacts addresses two subject areas. The first is the project's impact upon views from a regulatory perspective. The second is its impact upon views from a non-regulatory, qualitative perspective.

Under the City's Development Plan for the Primary Urban Center, regulations pertinent to Waikīkī state that existing views of the mountains, ocean, and Diamond Head from streets, pedestrian corridors, and major public places shall be preserved (Section 24-2.2(b)(2)(E).

Under the City's Land Use Ordinance regulations applicable to the proposed project site, views to be protected include mauka views from public viewing areas in Waikīkī, especially from public streets, and a visual relationship with the ocean, as experienced from Kalakaua Avenue, Kalia Road and Ala Moana *Boulevard (Section 21-9.80-1(j)); and views of Diamond Head from the Punchbowl Lookouts (Section 21-*9.80-1(k)). The City also identifies specific view corridors to be protected, but none of them are pertinent to the project site. As stated in Section 2-9.80-3, these significant public views of Waikīkī landmarks, the ocean, and the mountains from public vantage points include the following:

- Intermittent ocean views from Kalia Road across Fort DeRussy Park and from the Ala Wai Bridge on Ala Moana Boulevard;
- Continuous ocean views along Kalakaua Avenue, from Kuhio Beach to Kapahulu Avenue;
- Ocean views from the Ala Wai Boat Harbor;
- Ocean views from Kuhio Beach Park;
- Views of Ala Wai Boat Harbor from Ala Moana Park (Magic Island Park);
- Mauka views from the portions of the following streets mauka of Kuhio Avenue: Nohonani Street, Nahua Street, Kanekapolei Street, Kaiolu Street, Lewers Street, Walina, Street, and Seaside Avenue; and
- Views of Diamond Head from Ala Wai Boulevard between McCully Street and Kapahulu Avenue.

The visual impacts of the ~~Preferred~~Mitigative Alternative, as well as the other alternatives discussed in Chapter Three, are evaluated from the principal public viewing areas and streets around the project site. These include Ala Moana Boulevard near the Ala Wai Bridge, as well as near the intersection of Ena Road/Kalia Road, Magic Island, Fort DeRussy, Ala Wai Boat Harbor, Punchbowl, and Roundtop.

From a non-regulatory, qualitative perspective, the visual impacts of the proposed project are analyzed from the perspective of the residential structures in the area bordered by Ala Moana Boulevard, Kalakaua Avenue, and the Ala Wai canal, as well as from the neighboring Ilikai. Within the mauka area, at least ten of the largest buildings presently have views of the HHV. Ocean views from these buildings are generally between the Kalia Tower and the Ilikai, between the Kalia Tower and the Rainbow Tower, and between the Kalia Tower and the Lagoon Tower. The degree of view that exists for individual unit owners depends on the location of their unit within their respective building.

5.8.2 Project Setting

The Waikikian property is situated between the HHV and the Ilikai at the eastern end of Waikīkī. Public streets and places abutting the property include Ala Moana Boulevard on the mauka side, Dewey Lane on the 'Ewa side, and Holomoana Street, the Ala Wai Boat Harbor and parking lot, and the Hilton Lagoon on the makai side. Photo Plate 1 presents an oblique view of Waikīkī looking toward Diamond Head.

As evidenced in Photo Plate 1, the Waikikian property is surrounded by several tall buildings, including Kalia Tower (25 stories), Lagoon Tower (24 stories), and the Ilikai (30 stories). Other tall buildings in the HHV include the Tapa Tower (35 stories), the Ali'i Tower (15 stories), the Rainbow Tower (30 stories), and the Diamond Head Tower (17 stories). The Hilton parking structure which abuts the Waikikian property on the Diamond Head side is 6 stories tall.

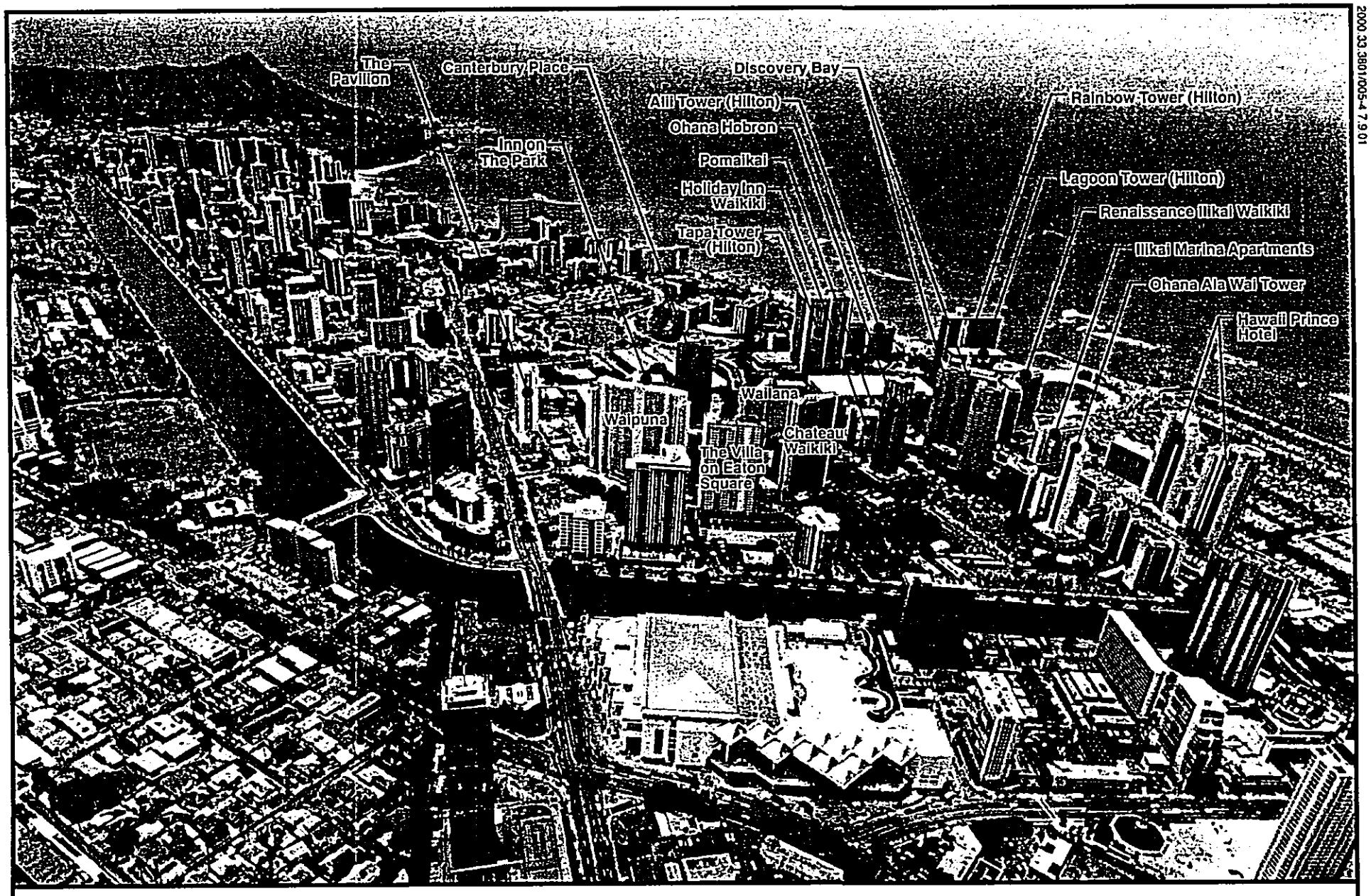
Several prominent buildings are also situated on the mauka side of Ala Moana Boulevard. These include the twin towers of Discovery Bay (42 stories), the Pomaikai (19 stories), the Wailana (23 stories), the Canterbury Place (40 stories), the Inn on the Park (21 stories), the Ohana Hobron (43 stories), the Chateau Waikiki (39 stories), the Villa on Eaton Square (37 stories), and the Waipuna (38 stories). In addition, the Ilikai Marina Apartments (18 stories) and the Ilikai Apartments (17 stories) are located on either side of Hobron Lane just 'Ewa of the Renaissance Ilikai Waikiki, and the Hawaii Prince Hotel (35 stories) is located on Ala Moana Boulevard on the 'Ewa side of the Ilikai Marina Apartments.

5.8.3 Visual Character of the Project Site

The visual environment of the Waikikian property as seen from Ala Moana Boulevard is presently dominated by the existing seven-story Waikikian Hotel building and several large banyan trees on the property (see Photo Plate 2 and 3). Views toward the ocean from Ala Moana Boulevard down Dewey Lane are extremely limited due to its narrow width (see Photo Plate 4). In addition, these views are restricted by the presence of the Ilikai's podium wall, the Ilikai pedestrian bridge, and the expanse of Holomoana Street and the Ala Wai Boat Harbor public parking lot makai of the lane. The result is that no shoreline or ocean views presently exist from Ala Moana Boulevard across the Waikikian property or down Dewey Lane (see Photo Plate 3).

Public areas makai of the Waikikian property with views of the property are Holomoana Street, the Hilton Lagoon, and the public parking lot on the makai side of the Hilton Lagoon. Due to the height of the existing trees on the Waikikian property, the existing Waikikian Hotel building, and the height of buildings on the mauka side of Ala Moana Boulevard, the Koolau Mountain range is not visible from Dewey Lane, Holomoana Street or Hilton Lagoon (see Photo Plate 5). However, from the public parking lot on the makai side of Hilton Lagoon as well as from the Ala Wai Boat Harbor, a very small portion of the top of the Koolau mountain range may be visible when not obscured by clouds (see Photo Plate 5).

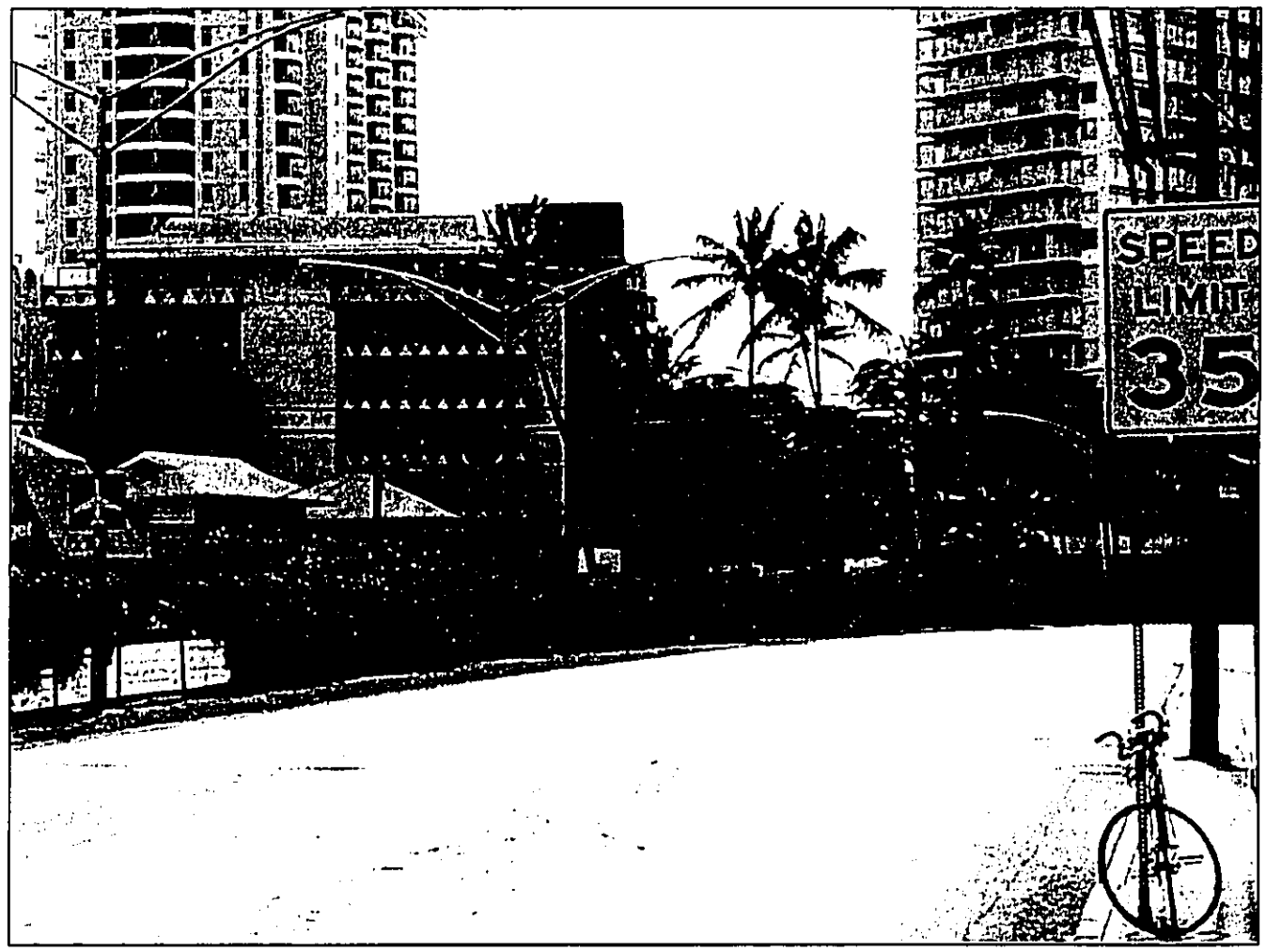
Diamond Head is not visible from the Waikikian property or from Dewey Lane. Neither is it visible from Ala Moana Boulevard in the vicinity of Dewey Lane due to the height of the Tapa Tower. Diamond Head is visible from the Ala Wai Boat Harbor public parking lot on the makai side of the Hilton Lagoon.



Note: Photo date 1995, prior to construction of Kalia Tower.

Photo Plate 1

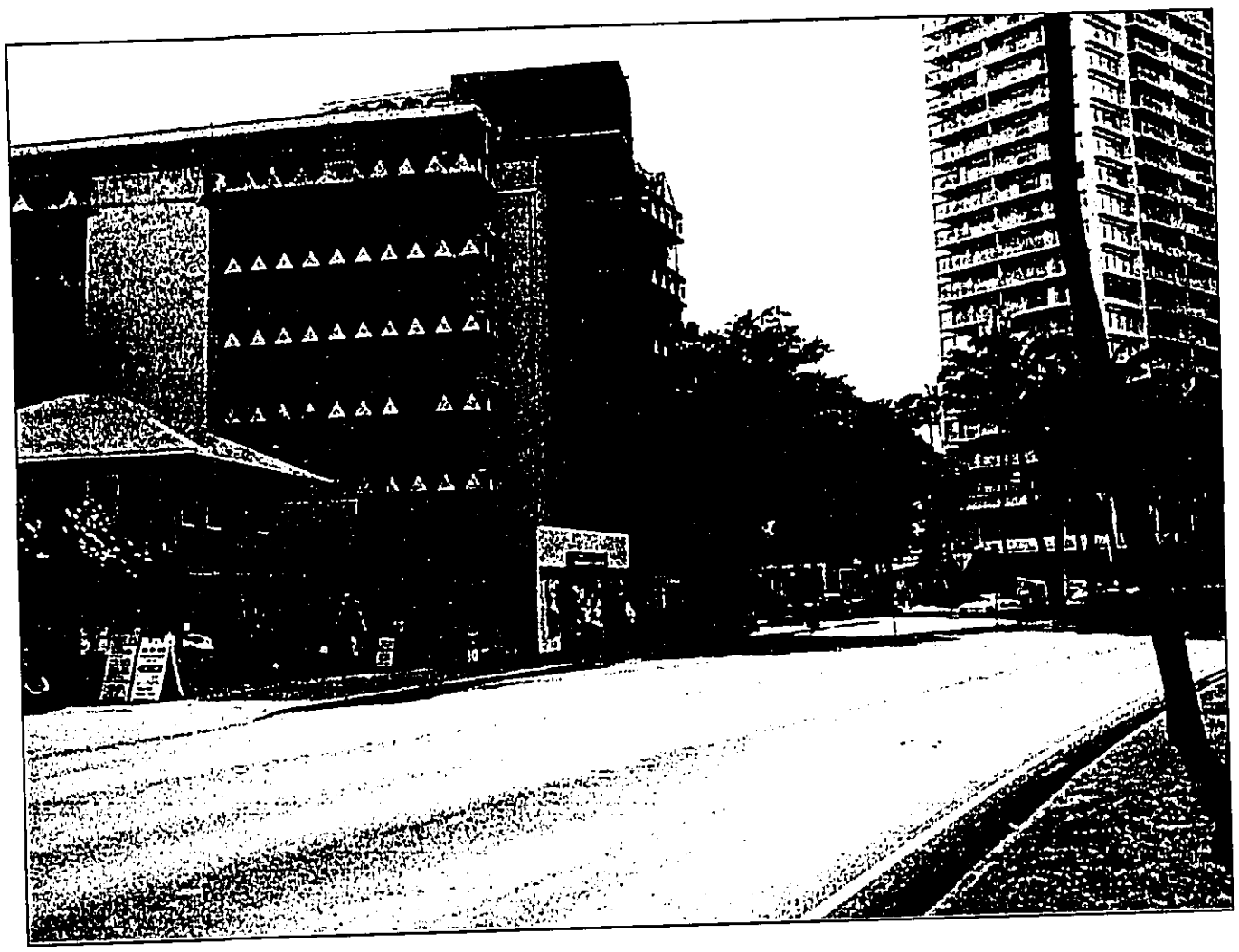
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



Source: Wimberly Allision Tong & Goo, June 2001

Photo Plate 2
VIEW FROM ALA MOANA BOULEVARD NEAR HOLIDAY INN

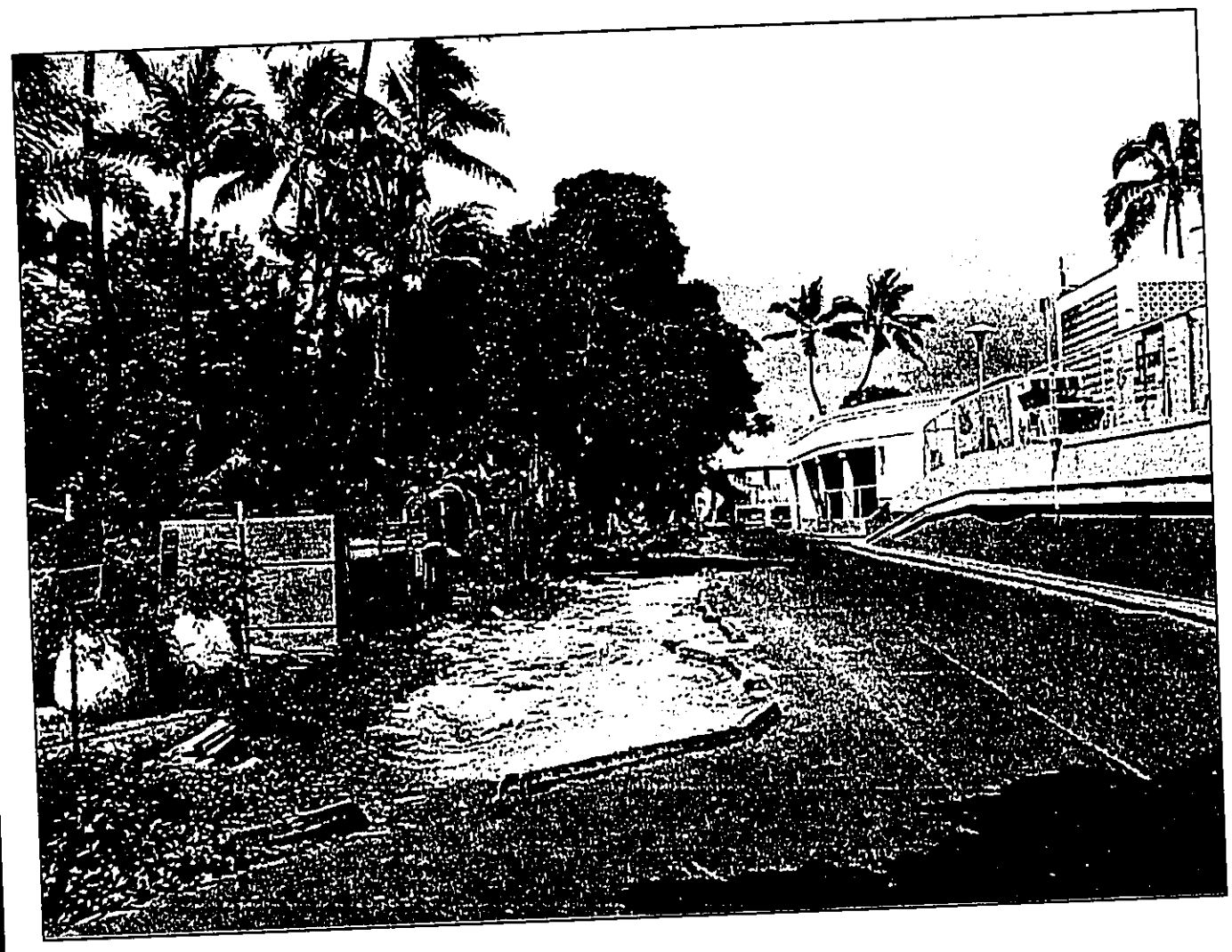
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001



Source: Wimberly Allison Tong & Goo, October 15, 2001

Revised Photo Plate 3
VIEW FROM CENTER MEDIAN ACROSS FROM KOBE STEAKHOUSE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001



Source: Wimberly Allision Tong & Goo, June 2001

Photo Plate 4
VIEW OF DEWEY LANE
IN THE MAKAI DIRECTION

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

2000.33.3801/009-8 7.7.01

Source: Wimberly Allision Tong & Goo, June 2001

Photo Plate 5
VIEW OF HILTON LAGOON IN THE MAUKA DIRECTION

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Views from the Punchbowl lookout to Diamond Head are not impacted by existing development on the Waikikian property. Photo Plate 6 presents a view of Diamond Head from the Punchbowl lookout. The Ala Moana Tower at Ala Moana Shopping Center is located near the middle of the photo's right edge. The large cluster of high rise buildings situated just to the left of the Ala Moana Tower is the eastern side of Waikīkī where the HHV is located. Clearly, the entire area has no impact upon views of Diamond Head from Punchbowl.

Lastly, the project site has no impact upon views of Diamond Head from Magic Island. Photo Plate 7 presents a view of Diamond Head from Magic Island. At the middle of the far left side, Hilton's Rainbow Tower is plainly visible. The Rainbow Tower is situated at the makai edge of the HHV. The project site is much further to the left, completely removed from any view of Diamond Head.

5.8.4 Visual Impact of the Proposed Project

An extensive photographic analysis was conducted to analyze the visual impacts of the proposed project. Photographs were taken from streets and public locations identified under the above-cited regulations. A computer was used to overlay an outline of the building form of each of the alternatives, including the ~~Preferred~~Mitigative Alternative, to determine their visual impact on surrounding public places.

As discussed in Chapter Three, the main tower included in Alternatives A-1 and A-2 was essentially the same. The difference between these two alternatives rests with the character of additional low-rise buildings proposed on the makai portion of the project area. Thus, for the purposes of the visual analysis, Alternatives A-1 and A-2 are presented as a single alternative, identified as A-1/A-2.

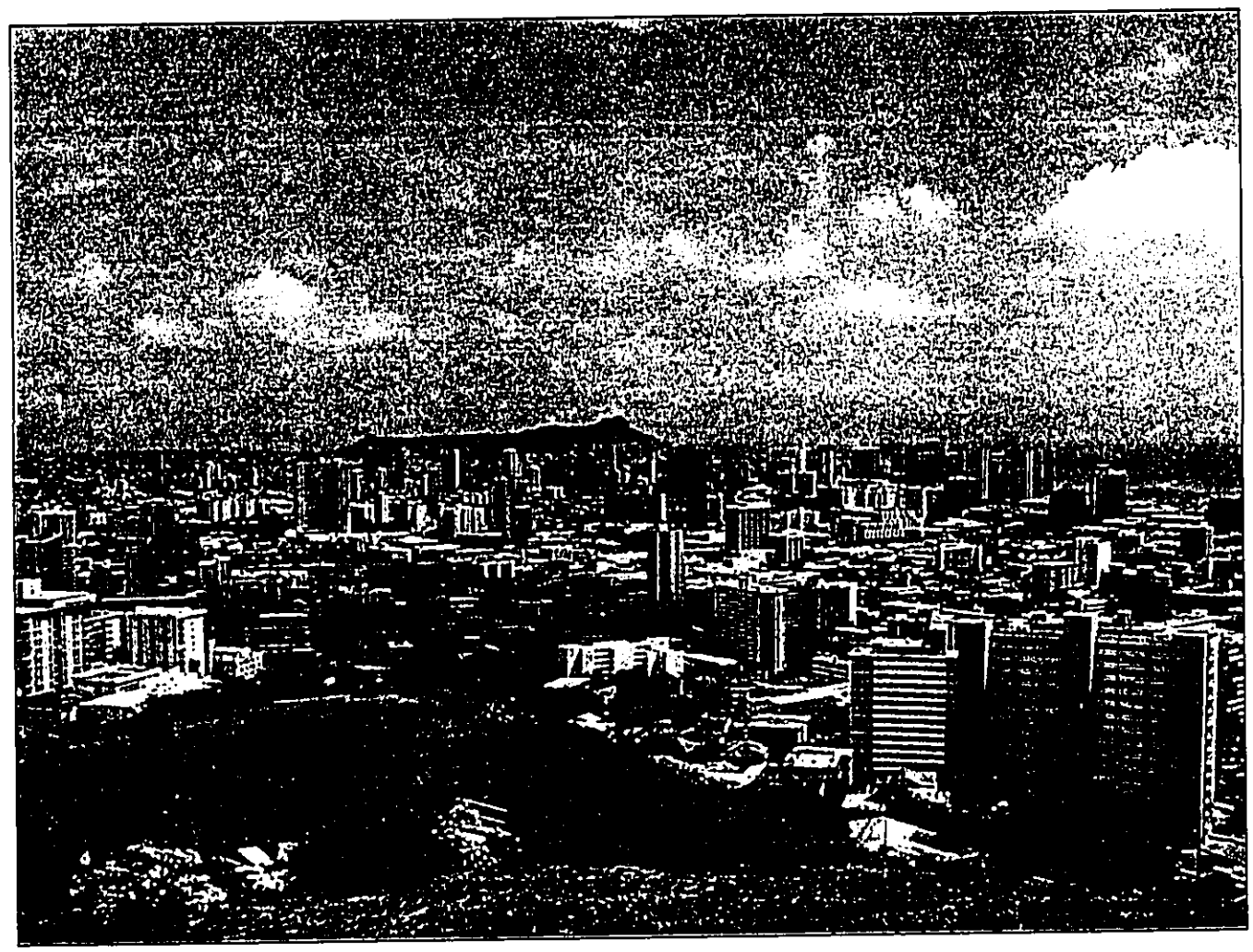
Following is a discussion of the findings.

5.8.5 Visual Impacts from a Regulatory Perspective

Each of the alternatives is analyzed from six separate views (see Figure 5-33):

1. View of the project site from the Diamond Head side of Magic Island;
2. View of the project site from the bridge over the Ala Wai Canal on Ala Moana Boulevard looking in the Diamond Head direction from the sidewalk on the makai side of the street;
3. View of the project site from the central lawn area of Fort DeRussy;
4. View from the intersection of Ala Moana Boulevard and Kalia Road looking in the makai direction along the Diamond Head sidewalk;
5. View from the 600 row of the Ala Wai Boat Harbor;
6. View from Roundtop Ualakaa State Wayside Park look out.

For the purposes of the analysis, the view from the Ala Wai Boat Harbor is assumed to be generally inclusive of the view the Hilton Lagoon (see Photo Plate 5) but provides a much better analysis of the full size of any proposed structure. In the same vein, the view from intersection of Kalia Road and Ala Moana Boulevard is assumed to be generally inclusive of the view presented in Photo Plate 2 because it also provides a much better analysis of the full size of any proposed structure.



Source: Wimberly Allision Tong & Goo, June 2001

Photo Plate 6
VIEW OF DIAMOND HEAD FROM PUNCHBOWL
Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

Source: Wimberly Allision Tong & Goo, June 2001

Photo Plate 7
VIEW FROM MAGIC ISLAND

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
July 2001

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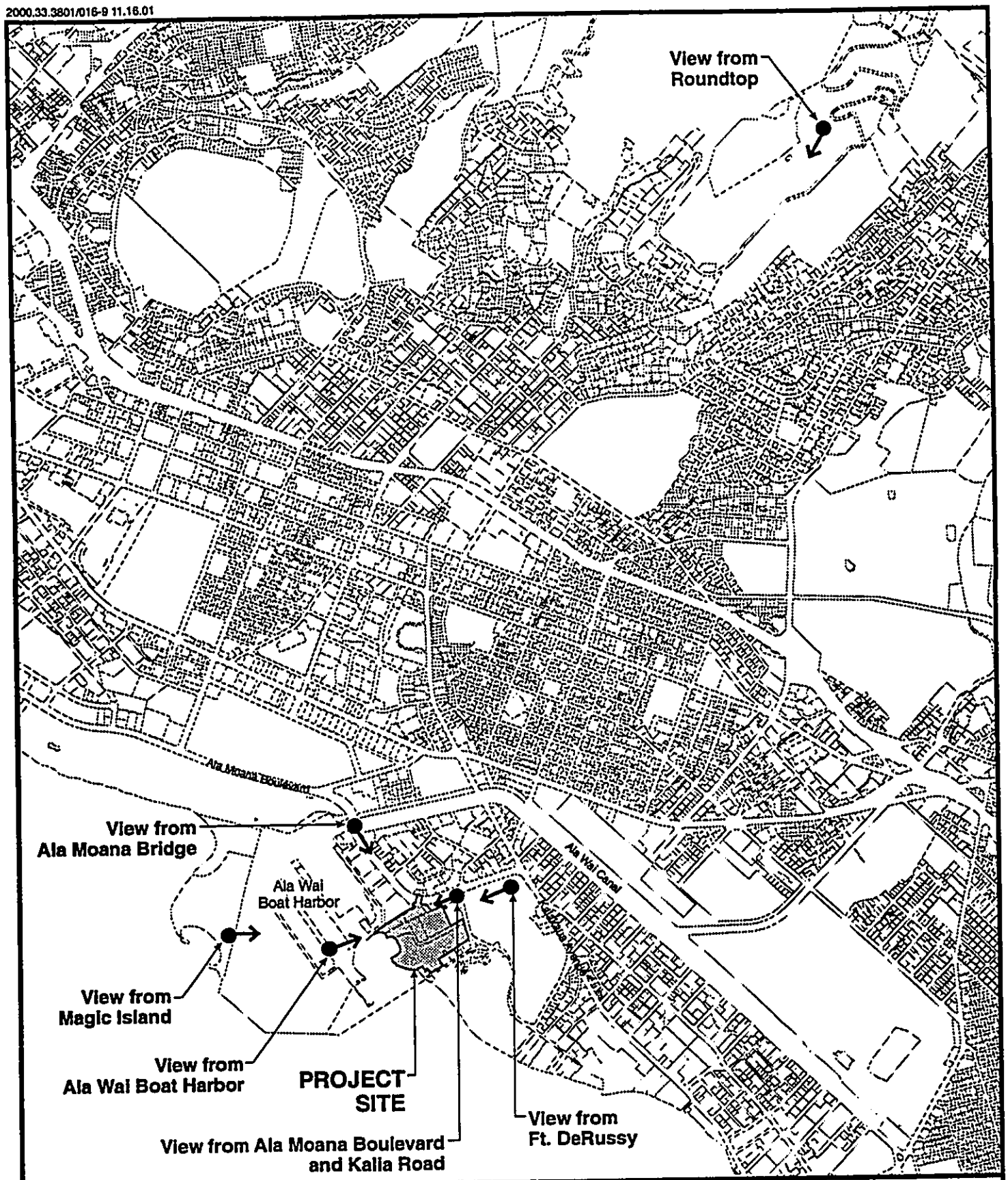


Revised Figure 5-33
PHOTO LOCATIONS FOR VIEW ANALYSIS

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

5.8.5.1 Discussion of Impacts of Alternatives A-1 & A-2

As viewed from the Magic Island (Photo Plate 8), this alternative would rise to the same approximate height as Kalia Tower and would obscure the 'Ewa third of the Kalia Tower. It would essentially eliminate the narrow space between Kalia Tower and the Ilikai that is presently visible, but would not appear to result in a significant loss of an important view corridor. It would also obscure the view of the existing Hilton parking structure.

From the Ala Moana Bridge (Photo Plate 9), this alternative would obscure all of Tapa Tower except the roof. It would not result in any loss of a sky view or obscure any significant space between existing buildings.

From Fort DeRussy (Photo Plate 10), this alternative would appear as a relatively narrow tower situated equidistant between the Ilikai and the Kalia Tower and rising to the general height of the Ilikai. It would reduce the size of the view corridor between the two existing buildings by about one third.

From the intersection of Ala Moana Boulevard and Kalia Road (Photo Plate 11), this alternative would overlap a portion of the Lagoon Tower and rise to the same approximate height of the Ilikai. It would result in the loss of some sky view but have no impact upon ocean or shoreline views. With the demolition of the Waikikian, the lower portion of the view corridor between the Ilikai and alternative A-1/A-2 would be significantly improved.

From the Ala Wai Boat Harbor (Photo Plate 12), this alternative would obscure the 'Ewa edge of Kalia Tower and eliminate about 40 percent of the sky seen through the view corridor.

From Roundtop (Photo Plate 13), this alternative would rise to the approximate height of the Waipuna and eliminate the narrow view corridor between the Waipuna and the Lagoon Tower. The upper third of the building would obscure a small portion of the ocean on the Diamond Head side of the Lagoon Tower as viewed from Roundtop.

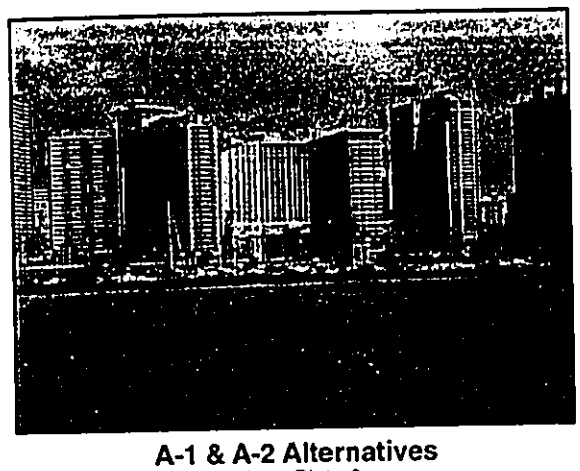
5.8.5.2 Discussion of Impacts of Alternative B-1

As viewed from the Magic Island (Photo Plate 14), the front edge of the roof of this alternative would rise to the same approximate height as the Ilikai and the mauka roof edge of the Tapa Tower. It would obscure most of the Kalia Tower. While it would not impact the narrow space between the Ilikai and the Kalia Tower, it would eliminate a small area of sky above Kalia.

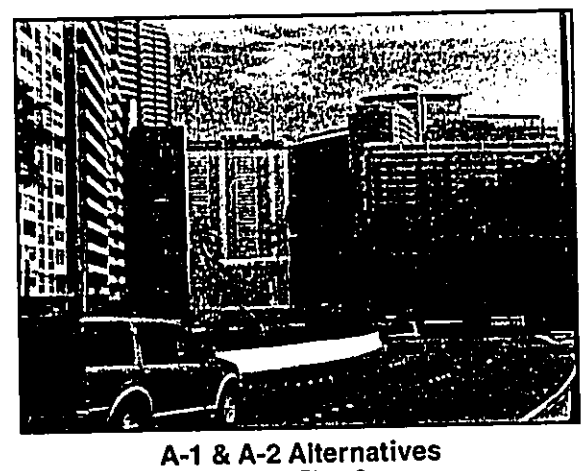
From the Ala Moana Bridge (Photo Plate 15), this alternative would obscure about 80 percent of Tapa Tower and would extend just above the mechanicals on the Tapa Tower roof, resulting in the loss of a very small area of sky. It would obscure the view of the existing Hilton parking structure.

From Fort DeRussy (Photo Plate 16), this alternative would extend from the right edge of the Kalia Tower into the view corridor between Kalia and the Ilikai. It would rise to about three quarters of Kalia's height and would reduce the size of the view corridor between the two existing buildings by about two thirds.

2000.33.3801/009-1 7 7 01

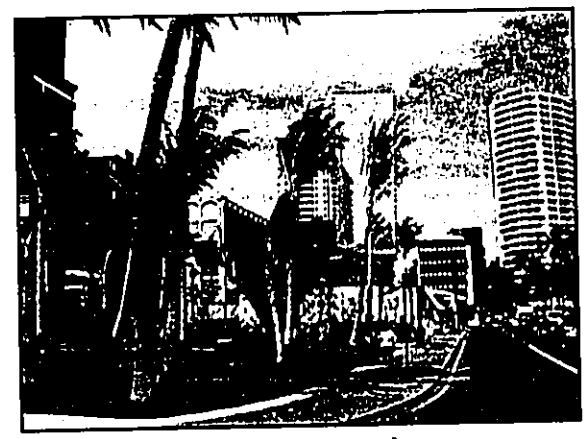


A-1 & A-2 Alternatives
Photo Plate 8
View from Magic Island

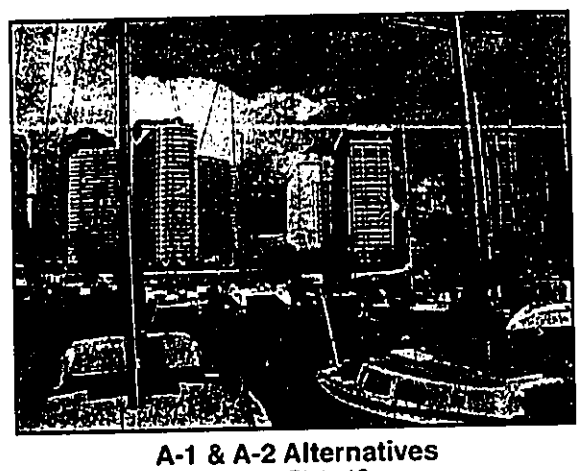


A-1 & A-2 Alternatives
Photo Plate 9
View from Ala Moana Bridge

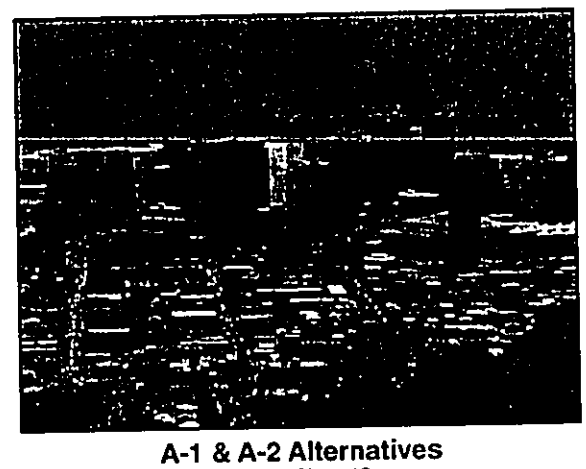
A-1 & A-2 Alternatives
Photo Plate 10
View from Fort DeRussy



A-1 & A-2 Alternatives
Photo Plate 11
View from Ala Moana Boulevard & Kalia Road



A-1 & A-2 Alternatives
Photo Plate 12
View from Ala Wai Boat Harbor



A-1 & A-2 Alternatives
Photo Plate 13
View from Roundtop

Source: Wimberly Allision Tong & Goo, June 2001

Photo Plates 8-13
VIEWS OF A-1 & A-2 ALTERNATIVES

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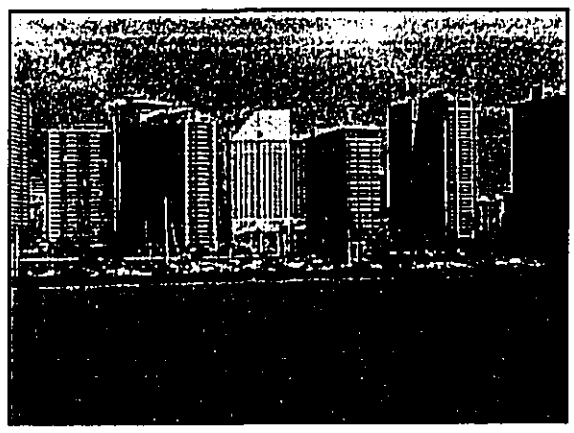
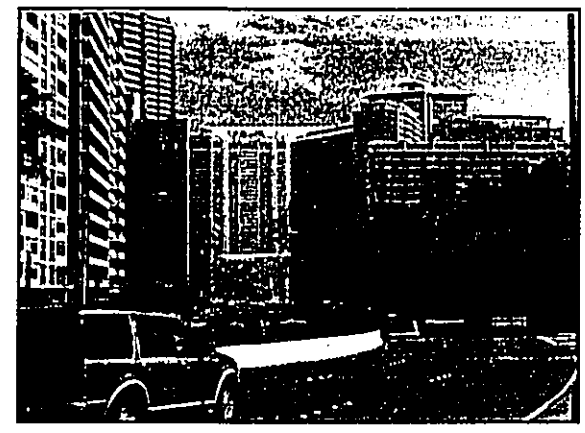
Prepared by Belt Collins Hawaii
July 2001

2000.33.3801/009-2 7.7.01



B-1 Alternative
Photo Plate 14
View from Magic Island



B-1 Alternative
Photo Plate 15
View from Ala Moana Bridge

B-1 Alternative
Photo Plate 16
View from Fort DeRussy

B-1 Alternative
Photo Plate 17
View from Ala Moana Boulevard & Kalia Road

B-1 Alternative
Photo Plate 18
View from Ala Wai Boat Harbor

B-1 Alternative
Photo Plate 19
View from Roundtop

Source: Wimberly Allision Tong & Goo, June 2001

Photo Plates 14-19
VIEWS OF B-1 ALTERNATIVE

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From the intersection of Ala Moana Boulevard and Kalia Road (Photo Plate 17), this alternative would overlap a portion of the Lagoon Tower and rise about 25 percent higher than the Ilikai. It would impact sky views and reduce the width of the view corridor between the Lagoon Tower and the Ilikai by about 45 percent. Demolition of the existing Waikikian Hotel would open up the lower portion of this view corridor.

From the Ala Wai Boat Harbor (Photo Plate 18), this alternative would obscure the 'Ewa edge of Kalia Tower and rise to the approximate height of the mauka edge of the Lagoon Tower roof. It would eliminate about 35 percent of the sky seen through the view corridor and a small portion of the sky over Kalia Tower.

From Roundtop (Photo Plate 19), this alternative would obscure most of the Lagoon Tower and a small portion of the ocean on the Diamond Head side of the Lagoon Tower.

5.8.5.3 Discussion of Impacts of Alternative B-2

As viewed from the Magic Island (Photo Plate 20), the building would rise to the same approximate height of the Discovery Bay Tower that is just visible at the left edge of the photo. It would obscure about 60 percent of the Kalia Tower and all the narrow space between the Ilikai and the Kalia Tower. It would rise into the sky the equivalent of about 30 percent of the height of Kalia Tower.

From the Ala Moana Bridge (Photo Plate 21), this alternative would obscure about 60 percent of the visible portion of Tapa Tower and would extend to about the same height as the Ilikai, resulting in the loss of about 70 percent of the sky between the two antennas atop the Tapa Tower. It would obscure most of the view of the existing Hilton parking structure.

From Fort DeRussy (Photo Plate 22), this alternative would extend from the right edge of the Kalia Tower across almost all of the view corridor between Kalia and the Ilikai. It would rise to about 90 percent of Kalia's height, giving the appearance of increasing Kalia's width about 45 percent.

From the intersection of Ala Moana Boulevard and Kalia Road (Photo Plate 23), this alternative would overlap a portion of the Lagoon Tower and rise about a third again as high as the Ilikai. It would impact sky views and reduce the width of the view corridor between the Lagoon Tower and the Ilikai by about 90 percent. Because its width extends across about 95 percent of the width of the Waikikian Hotel, demolition of the existing Waikikian Hotel would add only a small area to the lower portion of the view corridor.

From the Ala Wai Boat Harbor (Photo Plate 24), this alternative would obscure the 'Ewa edge of Kalia Tower and rise to the approximate height of the makai edge of the Lagoon Tower roof. It would eliminate the entire sky view corridor between the Ilikai and the Kalia Tower and rise almost half again as high as the visible portion of the Kalia Tower.

From Roundtop (Photo Plate 25), this alternative would obscure most of the view corridor between the Waipuna and the Lagoon Tower and rise to the height of the top of the Lagoon Tower mechanicals on the roof. It would also eliminate about 35 percent of the view corridor above the Waipuna between the Lagoon Tower and the Tapa Tower as seen from Roundtop.

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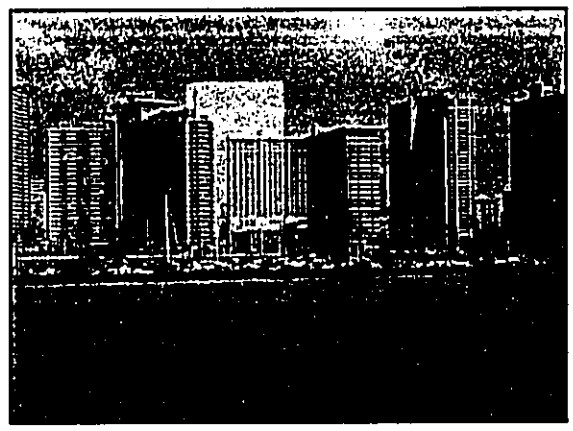
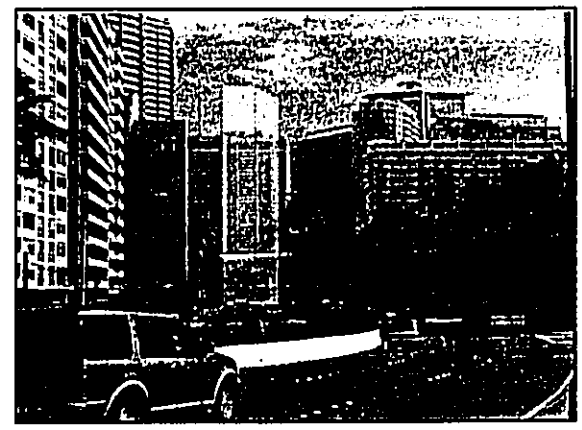


B-2 Alternative
Photo Plate 20
View from Magic Island

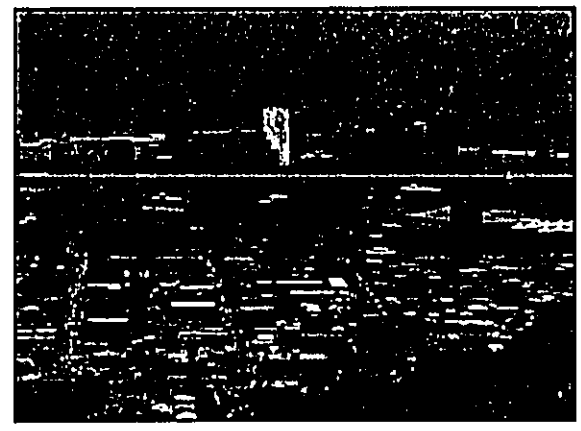


B-2 Alternative
Photo Plate 21
View from Ala Moana Bridge

B-2 Alternative
Photo Plate 22
View from Fort DeRussy

B-2 Alternative
Photo Plate 23
View from Ala Moana Boulevard & Kalia Road

B-2 Alternative
Photo Plate 24
View from Ala Wai Boat Harbor



B-2 Alternative
Photo Plate 25
View from Roundtop

Source: Wimberly Allision Tong & Goo, June 2001

Photo Plates 20-25
VIEWS OF B-2 ALTERNATIVE

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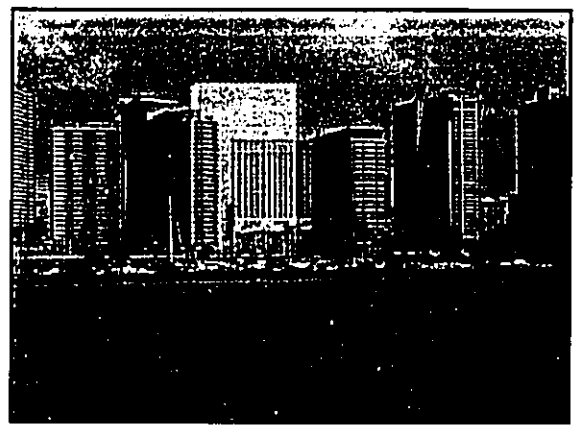
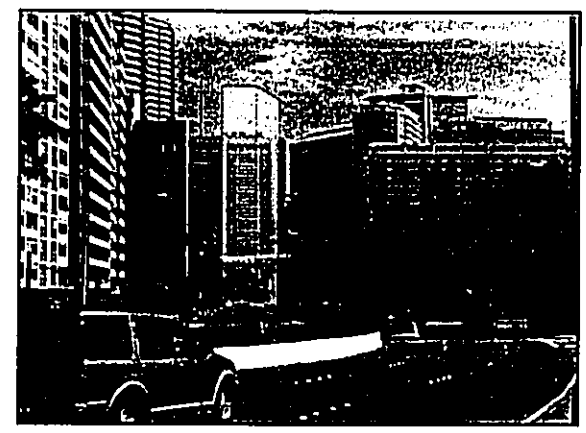
2000.33.3801/019-4 11.1.01

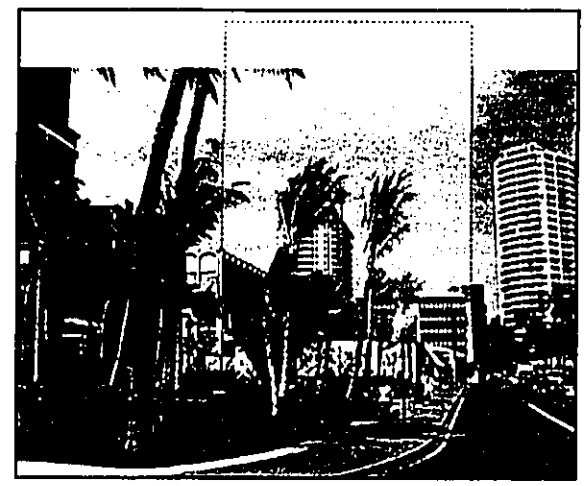


Draft EIS Preferred Alternative
Photo Plate 26
View from Magic Island



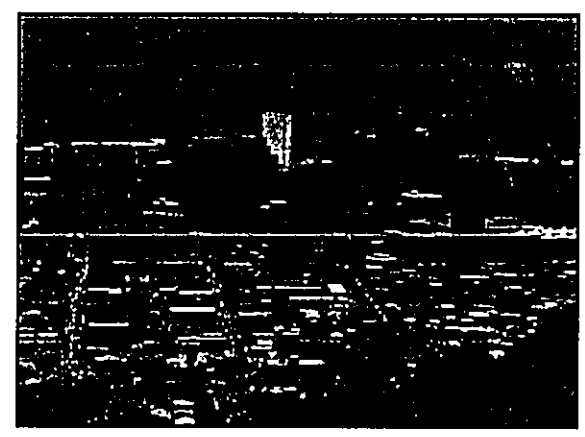
Draft EIS Preferred Alternative
Photo Plate 27
View from Ala Moana Bridge

Draft EIS Preferred Alternative
Photo Plate 28
View from Fort DeRussy



Draft EIS Preferred Alternative
Photo Plate 29
View from Ala Moana Boulevard & Kalia Road

Draft EIS Preferred Alternative
Photo Plate 30
View from Ala Wai Boat Harbor



Draft EIS Preferred Alternative
Photo Plate 31
View from Roundtop

Source: Wimberly Allison Tong & Goo, October 15, 2001

Revised Photo Plates 26-31
VIEWS OF DRAFT EIS's PREFERRED ALTERNATIVE

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Prepared by Belt Collins Hawaii
October 2001

5.8.5.4 Discussion of Impacts of the ~~Preferred~~Draft EIS Preferred Alternative

As viewed from the Magic Island (Photo Plate 26), the building would rise to the same approximate height of the Discovery Bay Tower that is just visible at the left edge of the photo. It would obscure about 80 percent of the Kalia Tower and all the narrow space between the Ilikai and the Kalia Tower. It would rise into the sky the equivalent of about 30 percent of the height of Kalia Tower.

From the Ala Moana Bridge (Photo Plate 27), this alternative would obscure about 60 percent of the visible portion of Tapa Tower and would extend to about the same height as the Ilikai, resulting in the loss of about 70 percent of the sky between the two antennas atop the Tapa Tower. It would obscure most of the view of the existing Hilton parking structure.

From Fort DeRussy (Photo Plate 28), this alternative would extend from the right edge of the Kalia Tower across almost all of the view corridor between Kalia and the Ilikai. It would rise to about 90 percent of Kalia's height, giving the appearance of increasing Kalia's width about 45 percent.

From the intersection of Ala Moana Boulevard and Kalia Road (Photo Plate 29), this alternative would obscure the entire Lagoon Tower and appear to extend to the front edge of the Hilton parking structure. It would rise about a third again as high as the Ilikai. It would impact sky views and reduce the width of the view corridor between the Kalia Tower and the Ilikai by about 58 percent. Because its width extends across about 95 percent of the width of the Waikikian Hotel, demolition of the existing Waikikian Hotel would add only a small area to the lower portion of the view corridor.

From the Ala Wai Boat Harbor (Photo Plate 30), this alternative would obscure the 'Ewa edge of Kalia Tower and rise to the approximate height of the makai edge of the Lagoon Tower roof. It would eliminate the entire sky view corridor between the Ilikai and the Kalia Tower and rise almost half again as high as the visible portion of the Kalia Tower.

From Roundtop (Photo Plate 31), this alternative would obscure most of the view corridor between the Waipuna and the Lagoon Tower and rise to the height of the top of the Lagoon Tower mechanicals on the roof. It would also eliminate about 40 percent of the view corridor above the Waipuna between the Lagoon Tower and the Tapa Tower as seen from Roundtop.

5.8.5.5 Discusion of Impacts of the Mitigative Alternative

As viewed from the Magic Island (Photo Plate 32), the front edge of the roof of this alternative would rise to the same approximate height as the Tapa Tower. It would obscure about one third of Kalia Tower and eliminate a small area of sky above Kalia.

From the Ala Moana Bridge (Photo Plate 33), the Mitigative Alternative would obscure all of Tapa Tower and the view of the existing Hilton parking structure. It would rise to the same approximate height as the Ilikai Rennaisance Hotel.

From Fort DeRussy (Photo Plate 34), this alternative would stand in the view corridor between Kalia and the Ilikai. It would rise to about seven eighths of Kalia's height and would reduce the size of the view corridor between the two existing buildings by about three quarters (leaving approximately an eighth on either side).

From the intersection of Ala Moana Boulevard and Kalia Road (Photo Plate 35), this alternative would obscure the Lagoon Tower and rise about thirty-three percent higher than the Ilikai. It would impact sky views and reduce the width of the view corridor between the Lagoon Tower and the Ilikai by about 40 percent. Demolition of the existing Waikikian Hotel would open up the lower portion of this view corridor.

From the Ala Wai Boat Harbor (Photo Plate 36), this alternative would stand between the Kalia Tower and Ilikai and would eliminate about forty-five percent of the view corridor between them. It would rise to the same approximate height of the Lagoon Tower roof.

From Roundtop (Photo Plate 37), this alternative would abut the Daimond Head edge of Lagoon Tower and obscure the view of the ocean on the Diamond Head side of the Lagoon Tower.

~~5.8.5.5~~5.8.5.6 Summary of Visual Impacts from a Regulatory Perspective

As evidenced in the preceding subsections, each of the ~~four~~ five alternatives (A-1/A-2, B-1, B-2, and the Preferred Alternative) impact sky views from public streets or places. However, in the immediate vicinity of the HHV, none of the alternatives impact significant regulated views or view corridors. All ~~four~~ five of the alternatives impact varying degrees of the ocean view from Roundtop. However, given the vista of the entire south shore of O'ahu out to the horizon, the varying degree of ocean view loss as viewed from Roundtop is not considered to represent a significant impact. Therefore, from a regulatory perspective, none of the alternatives result in a significant visual impact, on public views.

5.8.6 Visual Impacts from a Non-Regulatory Perspective

The visual impact of the various alternatives upon surrounding residential and hotel properties are clearly significant from the perspective of the apartment owners or tenants who are impacted. Given that at least ten high-rise buildings are impacted within the area bounded by Kalakaua Avenue, Ala Moana Boulevard, and the Ala Wai Canal, as well as the Ilikai, it was not considered feasible to attempt to analyze the views from each unit affected by each of the alternatives. Such an undertaking would require several thousand photographs, but the end conclusion would be the same: each of the four alternative would likely affect someone's view of the sky or the ocean.

Therefore, the visual analysis from a non-regulatory perspective is limited to identifying the view corridors impacted by each of the four alternatives with respect to the height and location of each impacted building. This was accomplished by overlaying the building footprint of each alternative upon a CADD (computer-aided design and drafting) file obtained from the City's DPP and plotting the view corridor from each of the major buildings potentially impacted.

It should be noted that the City's files include both the platform or podium as well as the tower built atop the platform. Not all of the units within the buildings included in the analysis are impacted by proposed alternatives, because many of the buildings have units which presently do not have views of the HHV property. The analysis indicates the side of each building tower impacted with a heavy line.

Figure 5-34 identifies the relationship of Alternative A-1/A-2 to existing view corridors. Figure 5-35 identifies the relationship of Alternative B-1 to existing view corridors. Figure 5-36 does the same for Alternative B-2 and Figure 5-37 addresses the DEIS Preferred Alternative. Figure 5-38 shows the impact of the Mitigative Alternative.

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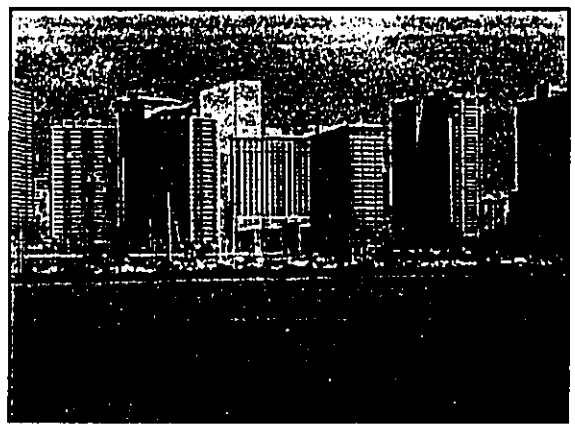
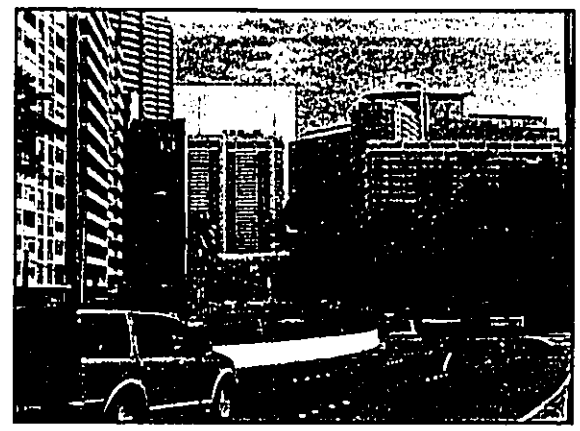
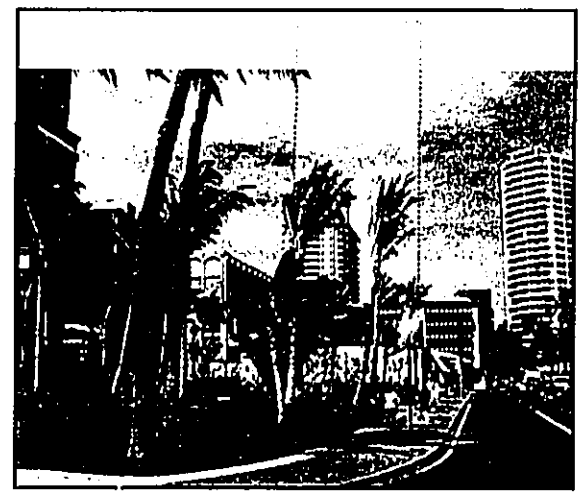


Mitigative Alternative
Photo Plate 32
View from Magic Island



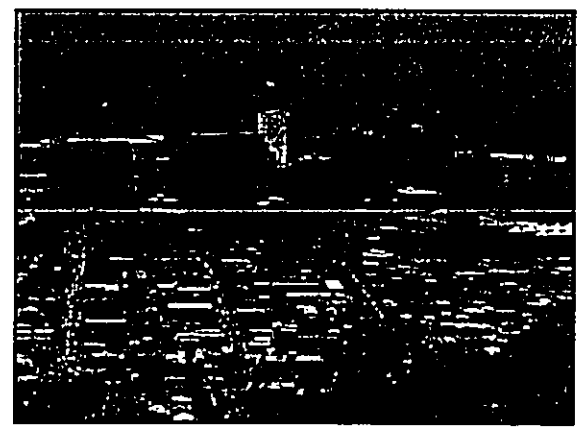
Mitigative Alternative
Photo Plate 33
View from Ala Moana Bridge

Mitigative Alternative
Photo Plate 34
View from Fort DeRussy



Mitigative Alternative
Photo Plate 35
View from Ala Moana Boulevard & Kalia Road

Mitigative Alternative
Photo Plate 36
View from Ala Wai Boat Harbor



Mitigative Alternative
Photo Plate 37
View from Roundtop

Source: Wimberly Allison Tong & Goo, October 15, 2001

Additional Photo Plates 32-37
VIEWS OF MITIGATIVE ALTERNATIVE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
October 2001

Three ocean view corridors have been identified. Ocean View Corridor #1 is essentially a view corridor over the existing Hilton parking structure and the mauka half of the project site. The 'Ewa edge of Ocean View Corridor #1 is defined by the Diamond Head edge of the Ilikai and the mauka edge of the Rainbow Tower. The Diamond Head edge of Corridor #1 is defined by the 'Ewa edges of the Kalia Tower and the Ali'i Tower.

Ocean View Corridor #2 is a relatively narrow corridor over a portion of the Hilton parking structure and the mauka portion of the project site. It is defined by the Lagoon Tower on the 'Ewa side and the 'Ewa edges of the Kalia Tower and Rainbow Tower.

Ocean View Corridor #3 is the corridor between the Ilikai and the Lagoon Tower and overlooks the mauka-makai alignment of the project site.

Table 5-15 identifies the relationship between major residential buildings mauka of Ala Moana Boulevard and the three identified ocean view corridors. Based on the analysis, three of the thirteen buildings are located within all three view corridors: the Waikiki Parkside Hotel, the Wailana, and the Waipuna, although only the extreme west end of the latter is within Ocean View Corridor #1. Four buildings, the Pomaikai, the Holiday Inn, the Villa at Eaton Square, and Canterbury Place are situated within two of the three corridors. Five buildings are situated within a single corridor. These are the Inn on the Park, the Pavillion, the Chateau Waikiki, Discovery Bay, and the Ohana Hobron. Only one building, the Ilikai, is situated outside of all three ocean view corridors. As demonstrated by the view analysis, each of the four alternatives has a varying degree of impact on each of the identified view corridors. The greatest impact on private ocean views generally occurs in Ocean View Corridor #3, with the Pomaikai being the most impacted due to its close proximity to the project site.

Additional ocean views exist for those residential buildings that are tall enough to look over some of the lower HHV buildings. The relationship between building heights and views is discussed further below.

Table 5-15: Relationship of Major Residential Buildings to Existing Ocean View Corridors

Building	Ocean View Corridor #1	Ocean View Corridor #2	Ocean View Corridor #3
Waikiki Parkside Hotel (15)	Inside	Inside	Inside
Holiday Inn (16)	Inside	Outside	Inside
Pomaikai (19)	Inside	Outside	Inside
Inn on the Park (21)	Outside	Outside	Inside
Wailana(23)	Portion Inside	Inside	Inside
Renaissance Ilikai (30)	Outside	Outside	Outside
Pavillion (30)	Outside	Outside	Inside
Villa at Eaton (37)	Inside	Outside	Portion Inside
Waipuna (38)	Portion Inside	Inside	Inside
Chateau Waikiki (39)	Inside	Outside	Outside
Canterbury Place (40)	Outside	Portion Inside	Portion Inside
Discovery Bay (42)	Portion of DH Tower Inside	Outside	Outside
Ohana Hobron (43)	Inside	Outside	Outside

From the perspective of building height, the heights of the ~~four~~ five alternatives are:

Alternative A-1/A-2 _____ 18 floors + 40 foot podium = 22 floors

Alternative B-1 _____ 25 floors + 80 foot podium = 31 floors

Alternative B-2 _____ 35 floors + 2-story lobby = 37 floors

~~Preferred~~DEIS Preferred Alternative 35 floors + 2-story lobby = 37 floors

Mitigative Alternative 33 floors + 4-story lobby = 37 floors

The following table summarizes the relationship between the alternative development proposals and the surrounding buildings. The buildings and the alternatives are presented by their name with the number of stories in parentheses. As demonstrated in the table, five of the identified buildings have fewer stories than the ~~Preferred~~Preferred Alternative or the Mitigative Alternative, one has the same number of stories, and four have more stories than the ~~Preferred~~Preferred Alternative.

Finally, the relationship of width of the alternative relative to the location of the potentially impacted unit must also be taken in account. For example, as evidenced in the regulatory analysis, Alternatives A1/A2 and B1 and the Mitigative Alternative present a narrower profile than the other two alternatives when viewed from a vantage point looking between the Ilikai and the Kalia Tower. The extent of the alternative's visual impact, in terms of width, will be relative to the distance between the impacted unit and the alternative. In other words, the farther away the impacted unit is, the lesser the impact of the alternative.

Table 5-16: Building Height Relationships

Building	Alternative A1/A2 (22)	Alternative B1 (31)	Alternative B2(37)	Preferred Alternative & Mitigative Alternative (37)
Waikiki Parkside Hotel (15)	Below A1/A2	Below B1	Below B2	Below PA/MA
Holiday Inn (16)	Below A1/A2	Below B1	Below B2	Below PA/MA
Pomaikai (19)	Below A1/A2	Below B1	Below B2	Below PA/MA
Inn on the Park (21)	Below A1/A2	Below B1	Below B2	Below PA/MA
Wailana (23)	Above A1/A2	Below B1	Below B2	Below PA/MA
Renaissance Ilikai (30)	Above A1/A2	Below B1	Below B2	Below PA/MA
Prince Hotel (35)	Above A1/A2	Above B1	Below B2	Below PA/MA
Villa at Eaton (37)	Above A1/A2	Above B1	Same as B2	Same as PA/MA
Waipuna (38)	Above A1/A2	Above B1	Above B2	Above PA/MA
Chateau Waikiki (39)	Above A1/A2	Above B1	Above B2	Above PA/MA
Canterbury Place (40)	Above A1/A2	Above B1	Above B2	Above PA/MA
Discovery Bay (42)	Above A1/A2	Above B1	Above B2	Above PA/MA
Ohana Hobron (43)	Above A1/A2	Above B1	Above B2	Above PA/MA

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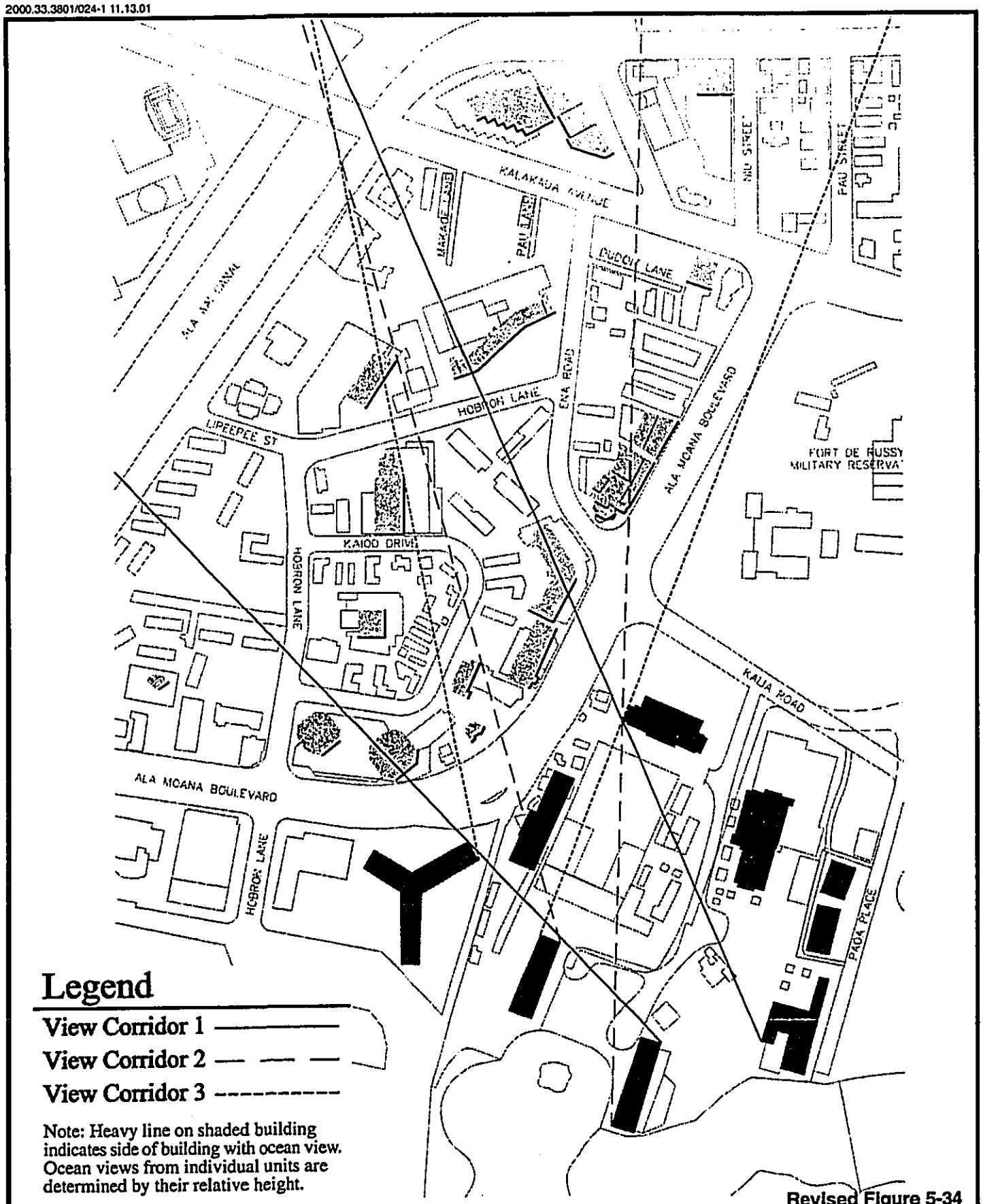

Revised Figure 5-34
VIEW CORRIDOR ANALYSIS: ALTERNATIVE A-1/A-2

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Prepared by Belt Collins Hawaii
November 2001

5.8.7 Mitigation Measures

The open space provided through building orientation, landscaping, and the widening of Dewey Lane, as described in the ~~Preferred Alternative~~Chapter Two, will generally improve public views in the immediate vicinity of the project area. The addition of a pedestrian plaza between the proposed building and Ala Moana Boulevard, combined with a landscape theme that extends the Kalia Tower landscape to the project site, will greatly improve public views from Ala Moana Boulevard. In addition, the provision of landscaping along the Ilikai podium wall will help to soften the visual transition from the HHV property to the Ilikai property. Negative impacts in the form of reduced or lost private ocean views will occur for some of those residential units on the mauka side of Ala Moana Boulevard which presently have views through the existing view corridors across the HHV property. ~~These negative impacts cannot be mitigated through building orientation.~~ Regardless of which way the building is oriented, someone's view will be impacted.

Finally, it must be remembered that each high-rise building in the residential sector of Waikīkī impacted the views of its neighbors when it was built. This is a consequence of redevelopment in one of the world's most desirable visitor destinations. Demand for more residential and visitor units, coupled with a real property taxation policy that taxes property at a rate defined by its highest and best use, and a zoning code which allows building heights up to 350 feet, limits the development alternatives that are economically feasible. In recognition of this, the policies of the Waikīkī Special Design District attempt to compensate for higher buildings by encouraging more open space around them and architectural and landscape design that maintains a human scale.

Shadow Impacts

An analysis of the impacts the ~~Preferred~~ Mitigative Alternative's building shadow would have on surrounding properties was conducted by the project architect and is attached to this EIS as Appendix G. The analysis presents a series of five CADD drawings which depict the shadow of the proposed tower on the date of the summer equinox (June 21st), and five drawings for the winter equinox on (December 21st). Each set of drawings calculates the tower shadow at five separate times: 8am, 10am, noon, 2pm (1400 hours), and 4pm (1600 hours).

Winter

In the early morning hours of December 21st, the building's shadow will cross the face of the Renaissance Ilikai. By 8am, the Diamond Head facing side of the Ilikai will be out of the shadow. Between 10am and 2pm, the building's shadow will pass over the properties on the mauka side of Ala Moana Boulevard. It is estimated that sometime between 11am and 2pm, the shadow will impact the six-story Park Plaza building the 19-story Pomaikai building. By 4pm, the shadow will have extended ~~past~~to the intersection of Ala Moana Boulevard and Ena Road. In summary, during the winter equinox the shadow moves from west-north-west to east-north east (or about 315 degrees to 45 degrees).

Summer

On June 21st at 8:00 a.m., the building shadow will engulf most of the ~~project site~~ Waikikian property except for the swimming pool but will have very little impact upon the Ilikai. As the day progresses, the shadow recedes mauka from the project site until noon when very little shadow is evident. By 2pm, the shadow extends across the Coral Ballrooms and by 4pm has reached the Kalia Tower. In summary, the shadow moves from just off due west to nearly due east (or about 260 degrees to about 110 degrees).

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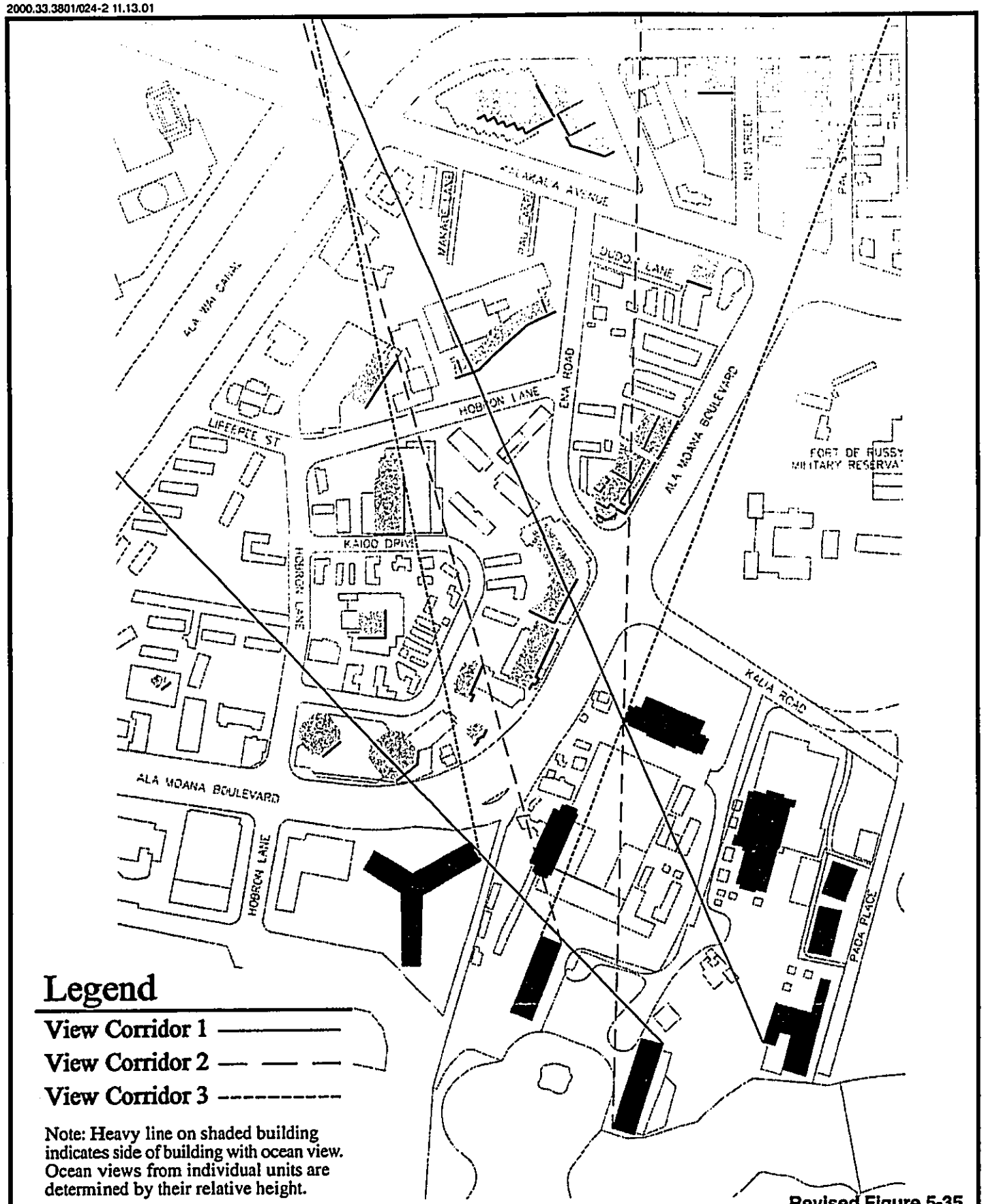

Revised Figure 5-35
VIEW CORRIDOR ANALYSIS: ALTERNATIVE B-1

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November 2001

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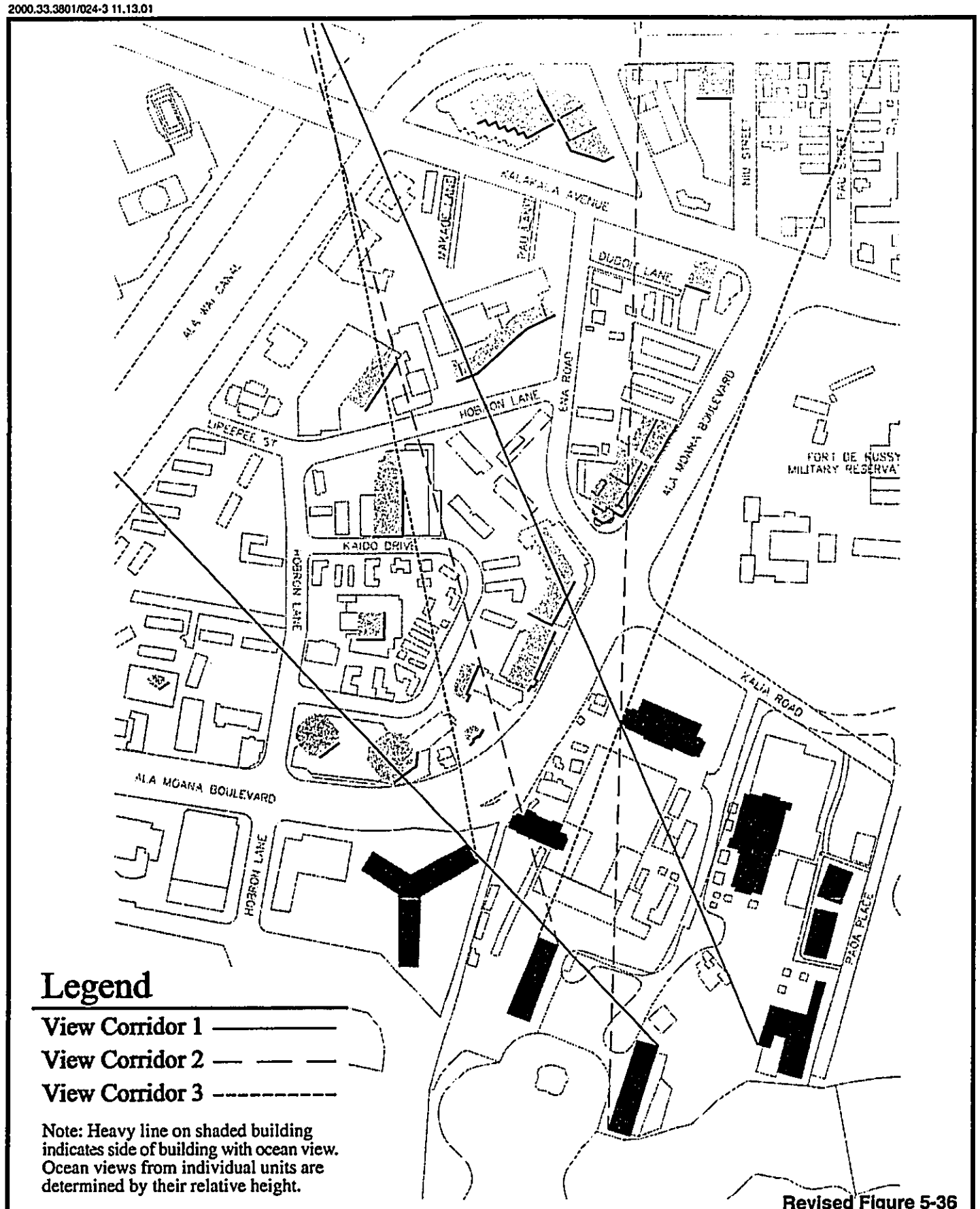
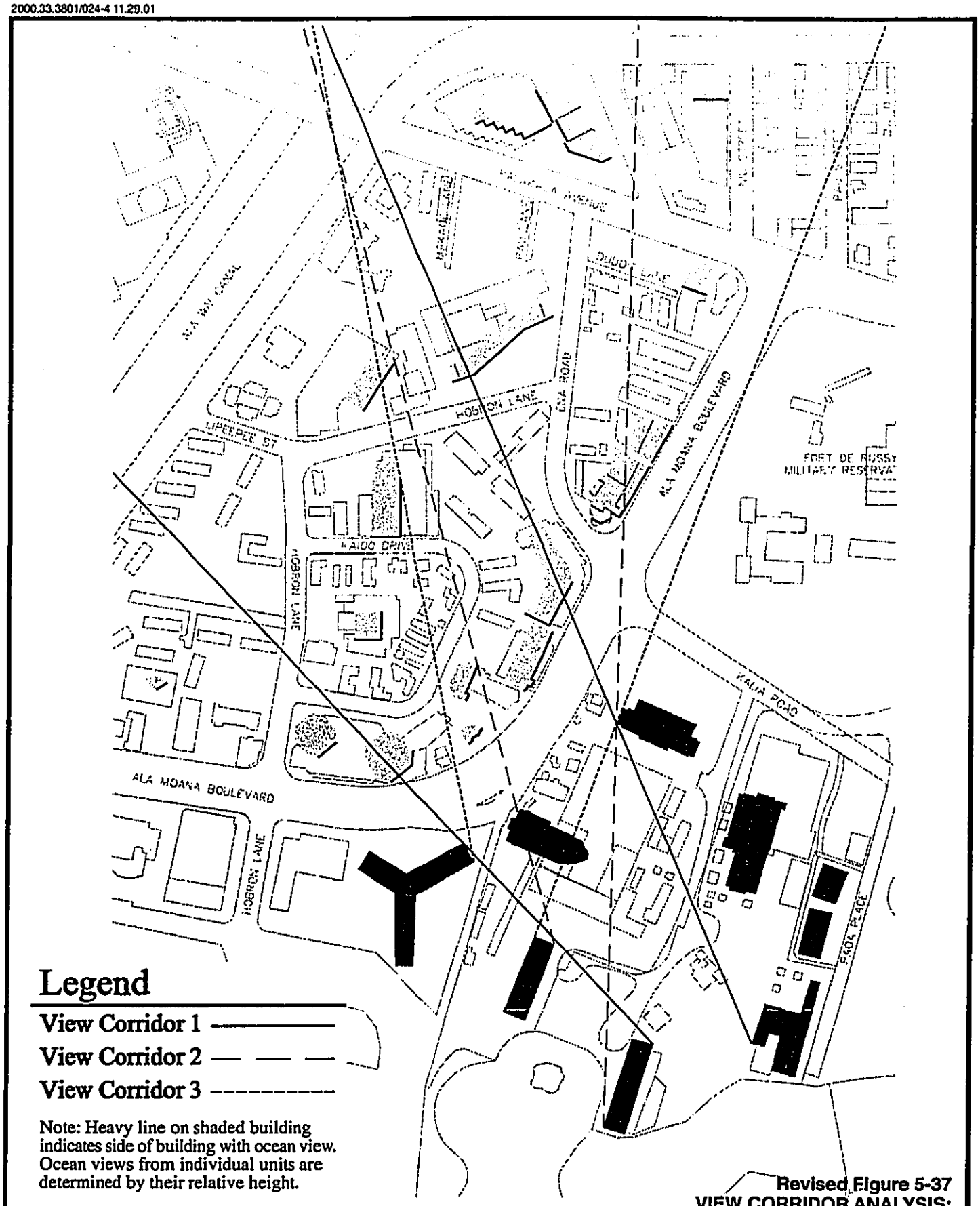


Revised Figure 5-36
VIEW CORRIDOR ANALYSIS: ALTERNATIVE B-2

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

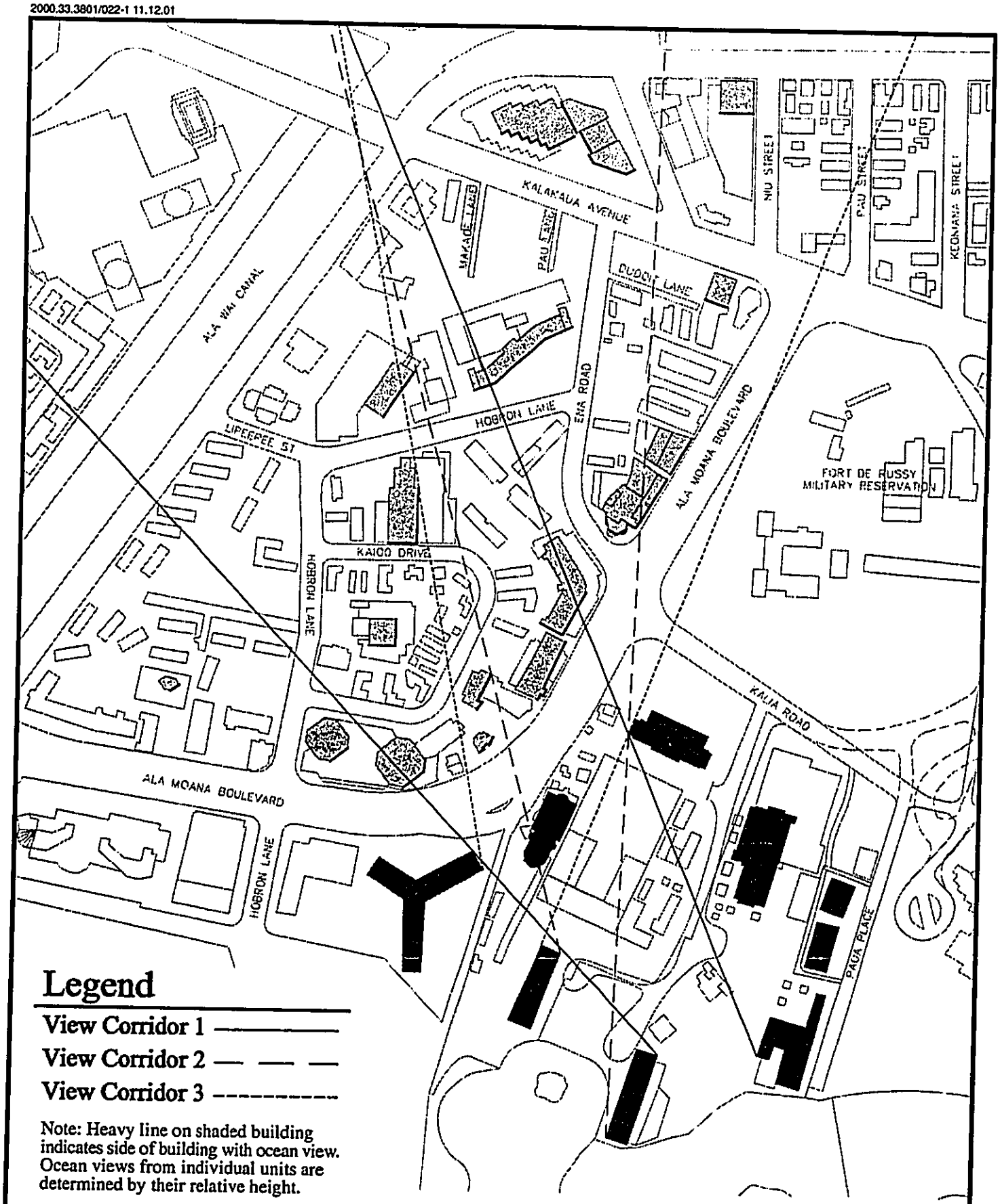
2000.33.3801/024-4 11.29.01



Revised Figure 5-37
VIEW CORRIDOR ANALYSIS: DRAFT EIS PREFERRED ALTERNATIVE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

2000.33.3801/022-1 11.12.01



Legend

View Corridor 1 ————————

View Corridor 2 — — —

View Corridor 3 ----------

Note: Heavy line on shaded building indicates side of building with ocean view. Ocean views from individual units are determined by their relative height.

NORTH

0 175 350 700

SCALE IN FEET

Additional Figure 5-38
VIEW CORRIDOR ANALYSIS: MITIGATIVE ALTERNATIVE

Hilton Hawaiian Village Waikikian Development Plan
Prepared by Belt Collins Hawaii
November 2001

5.9 NEARSHORE AND LAGOON ENVIRONMENT

For the purposes of this EIS, the following distinction is made between the nearshore environment and the lagoon environment. The nearshore environment consists of Waikīkī Beach and its nearshore waters. At its nearest point, the shoreline of Waikīkī Beach is located approximately 300 feet from the project site and approximately 280 feet from the makai edge of the existing Lagoon Tower swimming pool deck. The lagoon environment consists of the area between the makai edge of the project site and Waikīkī Beach which is occupied by the Hilton Lagoon.

5.9.1 Hilton Lagoon

The following information was presented in the 1995 *Final Environmental Assessment for the Hilton Lagoon Project, Hilton Hawaiian Village,* prepared by Aecos, Inc.

5.9.1.1 Historical Background

The existing Hilton Lagoon, also known as the Duke Kahanamoku Lagoon, is man-made. It was constructed in 1956 by Henry J. Kaiser to a design created by the (then) Territorial Harbors Commission. Lagoon construction was part of a littoral rights exchange between the abutting property owners (Kaiser and the Paoa Estate) and the Territory of Hawai'i, and was originally only a part of a planned significant enlargement of "Crescent Beach." After construction of the lagoon, however, the planned additional beach improvements were never made. Following construction, ownership of the lagoon passed to the Territory of Hawai'i under deed covenants specifying, for the Paoa property, that the Territory would preserve the lagoon as a "safe and sanitary" body of water; and for the HHV property, that HHV maintain the lagoon for as long as economically practical to do so. Should the hotel wish to discontinue maintenance of the lagoon, the State would have to fill the lagoon in to make a flat land area, provide an easement to HHV, and create a "no buildings" zone.

In accordance with the original design by the Territorial Harbors Commission, water exchange in the lagoon is presently achieved by means of a pump station, which pulls water from the lagoon and discharges it into the outer channel of the Ala Wai Boat Harbor. Two pipes run under Duke Kahanamoku Beach (Kahanamoku Beach), connecting the lagoon with the nearshore area off the beach, and sea water flows into the lagoon through these pipes as water is pumped out the other side into the Ala Wai Boat Harbor. The pumping rate is on the order of 4,000 gallons per minute (gpm).

5.9.1.2 Existing Conditions

According to the 1995 Final Environmental Assessment, the Hilton Lagoon currently contains approximately 10,000,000 gallons of seawater. The condition of the water contained within the lagoon is considered poor due to the following parameters: excessive siltation of the lagoon bottom and high turbidity, poor circulation within the lagoon causing areas of stagnation resulting in algal blooms, and E. Coli and enterococcus bacteria levels exceeding state guidelines.

The replenishment rate of sea water in the lagoon is very low by modern standards. The low replenishment rate, coupled with the influx of ground water and runoff from the surrounding area, results in less than ideal water quality in the lagoon. These sluggish conditions have also promoted the habitation of the

lagoon by large numbers of bottom-dwelling, stinging jellyfish. Because of these factors, few people actually swim in the lagoon.

Water Circulation and Siltation

The current mechanism for circulation of seawater within the lagoon is accomplished as follows; two 30" reinforced concrete pipe (RCP) intake pipes with invert elevations of -7.5 feet below mean low water level connect the lagoon with the ocean at the Kahanamoku Beach. Two 22" RCP pipes with inverts also at -7.5 feet draw water from the lagoon bottom to a pump station which lifts the water out of the lagoon and discharges it to the Ala Wai boat harbor thru a 36" RCP pipe. The pump station is rated at 5,000 gpm. Using sampling data compiled by AECOS, the average TSS (total suspended solids) level is 20 mg/lit at the location of the intake pipes on Kahanamoku Beach.

Since both the intake and discharge are at -7.5 feet, any settlement which occurs would preclude the particulate matter from reaching the discharge. In fact it would settle in the deeper portions of the lagoon where the initial depth was -11.0 feet to -12.0 feet. The most recent bathymetry of the lagoon performed by Dean Alcon & Associates shows that the siltation of the lagoon has indeed built up from the initial depth to the invert of the intake/discharge pipes at -7.5, resulting in a silt layer 4 to 5 feet deep. As you proceed from the intake to the furthest edges of the lagoon, the silt layer becomes less, indicating that the majority of particulate settlement is indeed occurring closest to the intake. It also shows that flow distribution is inadequate, as siltation of the farthest corners is much less than that occurring close to the intake pipe discharge.

Physical examination of the condition of piping within the lagoon has revealed some additional problems with the piping system as it stands. One of the 30" RCP intake pipes is completely covered with sediment and is not supplying any water to the lagoon. The other 30" RCP intake pipe located closest to the breakwater is blocked with sediment over approximately 80 percent of its cross-sectional area. Flow velocity thru this area was estimated at approximately 5 feet/second. As a result, the actual flow of raw seawater from off Kahanamoku Beach can be calculated as 0.5 ft/sec x .8 x 1.25 ft x 1.25 ft x 3.14 = 1.9 cubic ft/sec or 883 gpm.

This is well short of the actual 5,000 gpm which should be flowing into the lagoon from the open ocean. An amprobe was placed on the discharge pump removing the water from the lagoon. As a result of this amperage reading and comparing this to the pump curve, the actual discharge flow from the pump is calculated to be 4,500 gpm. Therefore, the balance of the water is percolating through the sides and bottom of the lagoon. This is evidenced by the fact that the lagoon water has an inverse thermocline (water temperatures are lower on the surface and increase towards the bottom), and its water level is approximately 2 feet below ocean level. Sampling of the salinity of the water column within the lagoon shows that the total dissolved solids level increases with depth. From this, it is safe to conclude that the remainder of the influent flow is actually partially fresh water being drawn from the Hilton property side. This water is high in nutrients and contributes to the deterioration of lagoon water quality as it promotes the growth of benthic algae.

Water Quality

The quality of the Hilton Lagoon water has long been described as poor. In order to quantify this perception and relate the water quality to adjacent recreational waters such as Waikīkī Beach and the Ala Wai Boat Harbor, AECOS, Inc. was contracted to monitor the water quality in the lagoon as well as in the nearshore water off Kahanamoku Beach, at potential sea water source locations in the catamaran channel, and at the existing lagoon water discharge point in the middle channel of the Ala Wai Boat Harbor. Sampling at a second, proposed discharge point at the innermost channel of the boat harbor was added later in the study. Samples were analyzed for the following parameters:

- Temperature and salinity
- pH
- Dissolved oxygen
- Turbidity and suspended solids
- Nutrients (nitrate + nitrite, ammonia, total nitrogen, and total phosphorus)
- Fecal coliform and enterococcus bacteria
- Chlorophyll

On average, the water in the Hilton Lagoon was more turbid (cloudier) compared with that off Waikīkī in the catamaran channel, with the lagoon exhibiting a mean turbidity of 2.'1,2 ntu, whereas values of 0.4,7 to 0.83 ntu were measured in the channel. (State of Hawai'i mean turbidity standard for open coastal waters is 0.50 ntu; that is, the mean or average turbidity should not exceed 0.50 ntu). Water quality within the lagoon was expectedly similar in most respects with the water directly off Kahanamoku Beach where a turbidity mean of *3.56* ntu was calculated.

Chlorophyll was elevated in the lagoon, whereas dissolved inorganic nitrogen was not much different from that measured in the catamaran channel, suggesting that the long residence time of the water in the lagoon promoted phytoplankton growth (chlorophyll is a measure of the amount of phytoplankton present). The average chlorophyll level within the lagoon was measured at 2 4 ug/lit, while offshore the level was measured to be 0.35 ug/lit. In other words, the lagoon had almost 10 times the algal level of raw ocean water. Increased residence time and the introduction of organic contaminants, nitrogen, and phosphates, are deemed to be the underlying cause of the increased chlorophyll levels. This is supported by actual observed operating conditions described above.

Microbiological (bacteria) measurements by AECOS indicate that the lagoon violates the recreational standard of more than 8 enterococci per 100 mls (on average) about 23 percent of the time. This rate is comparable to that measured in the water off nearby Kahanamoku Beach. However, Harrigan (1991) reported that the recreational standard for enterococci was exceeded in the lagoon *45.6* percent of the time during the wet season, and Kahanamoku Beach exceeded the standard *58.3* percent of the time. When it is realized that the number of users in the lagoon is quite small—only a fraction of the number of people found in the water off Kahanamoku Beach—the value is seen as providing a false sense of "acceptable" water quality. If the two *AECOS* sample stations in the lagoon are viewed separately, the less used west shore exceeded the standard only 14 percent of the time, whereas the east shore had a rate of 32 percent. These results suggest that were the density of users of the lagoon equal to that which occurs off Kahanamoku Beach with the present water circulation system, the lagoon water might seldom meet the State recreational standard for bacteria in marine waters.

5.9.1.3 Potential Impacts

The proposed project is not anticipated to have any negative impacts upon the lagoon. No physical improvements are proposed in the lagoon. Demolition of the existing Lagoon Tower swimming pool can be accomplished without requiring any equipment or construction workers to enter the lagoon water. No construction debris will be allowed to enter the lagoon water. The existing wall which forms the edge of the pool platform will be retained, and all demolition and restoration activities will be conducted entirely from the land side. At low tide (during a full moon), the top of the wall is approximately 68 inches (5'8") above the surface of the lagoon. At high tide, the top of the wall is approximately 59 inches (4'11") above the surface of the lagoon.

Since the lagoon is situated in the State Conversation District, jurisdiction for permits rests with the State DLNR. A permit will also be required from the U.S. Army Corps of Engineers. The DLNR has determined that the proposed dredging constitutes regular maintenance of the lagoon and therefore, has exempted the activity from a requirement for a Conservation District Use Permit and from Chapter 343, Hawai'i Revised Statutes. The maintenance work is currently scheduled to begin in the first quarter of 2002.

Hilton is evaluating alternatives to improve water quality in the lagoon. Hilton recognizes that an environmental assessment under Chapter 343, Hawai'i Revised Statutes, will be required for any work other than maintenance.

5.9.1.4 Mitigation Measures

To ensure that lagoon waters are not impacted by construction activities associated with the demolition of the Lagoon Tower swimming pool and subsequent restoration of the pool platform to more natural landscaping, a temporary barrier will be bracketed to the vertical wall of the pool deck. The barrier will consist of a wooden frame, plywood siding, and a removable fabric screen. The position of the barrier on the wall will be determined by using tide charts to calculate the highest tide anticipated during the construction period and then bracketing the barrier to the wall at a point above that height.

As discussed in a previous chapter, the proposed drainage system will be designed to prevent any storm water runoff from entering the lagoon.

5.9.2 Waikīkī Beach and Nearshore Waters

The following information was presented in the 1995 *Final Environmental Assessment for the Hilton Lagoon Project, Hilton Hawaiian Village,* prepared by Aecos, Inc.

5.9.2.1 Existing Conditions

Waikīkī Beach stretches for approximately two miles from the sand shore at the Outrigger Canoe Club on the east to Kahanamoku Beach off the HHV on the west. Kahanamoku Beach was created in the 1950's by dredging parts of the nearshore reef flat and constructing groins at either end to stabilize the sand shore. At this time, the six-acre Hilton Lagoon was dredged out behind the beach (ACOE, 1971; Clark, 1977).

Presently, two pipes extend beneath Kahanamoku Beach (northwest end of Waikīkī Beach) connecting the lagoon with the ocean. Water flow into the lagoon occurs with tidal changes and as water is pumped out

of the lagoon on the Ala Wai side. Water thus drawn into the lagoon comes from a depression on the reef flat directly off the beach. This depression is somewhat isolated from offshore waters by a remnant of limestone which projects upward to just below the water surface.

Water Currents

The only extensive study of currents on the reef flat off Waikīkī Beach is found in a report by Chave, Tait, Stimson, and Chave (1973). This study looked at current patterns in two areas: inside and outside of the surf zone (generally occurring at or near the reef margin). The former would have particular relevance here if it is determined that the intake pipe will extend only into the catamaran channel and not as far seaward as the reef margin. The results of observations under conditions of high waves and conditions of low waves are summarized below.

Under low wave height conditions (less than 5 feet) currents near the shore off Fort DeRussy were found to be weak and variable in direction. Currents on the reef flat west of the catamaran channel were weak and northward (moving inward). Under high surf conditions (greater than 10 feet), weak currents (less than 0.5 ft/sec) were observed moving eastward across the catamaran channel towards a rip current which formed off the Royal Hawaiian Hotel. Stronger currents (between 0.5 and 4 ft/sec) flowed to the west on the reef flat close to the Ala Wai entrance channel. Apparently during these studies either scant attention was paid to the catamaran channel or the channel has little influence on nearshore currents. Consideration of sediment deposition patterns were used to assess long-term net current motion. Inshore movement across the reef flat with longshore drift to the east is indicated for the area off Fort DeRussy. However, this pattern may not apply to the catamaran channel. It seems more plausible that the net movement of sand on the bottom of the channel is seaward.

5.9.2.2 Nearshore Water Quality

Water clarity in the nearshore area off Kahanamoku Beach was measured and seen to exceed the State coastal water standard, with mean values of 3.58 ntu, and total suspended solids measuring 20.6 mg/l per liter. Only 100 meters away, in the turning basin of the catamaran channel, the turbidity improved dramatically to a mean of 0.95 ntu and 5.8 mg/l of suspended solids. Clarity did not improve significantly in the samples taken further in the catamaran channel. There were no significant differences between measurements taken in the wet season as opposed to the dry season, although the wet season showed slightly improved clarity values, possibly as a result of fewer wet season samples being collected.

Microbiological measurements also revealed the poor quality of the nearshore Kahanamoku Beach water, with the marine recreational standard (enteroccocus) being exceeded 27 percent of the time (AECOS data) and 15.5 to 58.3 percent of the time (DOH data). The *AECOS* study showed fecal coliform counts in the Kahanamoku Beach area to exceed the (old) State standards 4 percent of the time.

5.9.2.3 Potential Impacts

No direct physical impacts are anticipated upon the nearshore environment because the proposed project includes no improvements to the nearshore area. The proposed project will add approximately ~~1,300~~ 1,100 additional guests to the HHV. ~~Assuming an average occupancy of 75 percent for the 132-unit Waikikian Hotel which previously occupied the Waikikian property, the proposed project would yield a net increase of approximately 1,200 guests.~~

The proposed project will increase the unit count of HHV by about 11 percent and the resort's guest population by about 17 percent. To determine the likely impact of the proposed project upon beach use, the Visitor Satisfaction Survey conducted for the State Department of Business, Economic Development and Tourism was reviewed to determine whether vacation unit (timeshare) owners use the beach in the same manner as hotel guests (see Appendix H). The survey, which was based on data from the US mainland visitors during the first six months of 2001, states that:

1. O'ahu vacationers are less likely to go to the beach and swim in the ocean than are visitors to neighbor islands; and

2. O'ahu timeshare visitors are even less likely to be beachgoers than O'ahu hotel guests, but statewide, time-share visitors are a bit more likely than hotel guests to be beachgoers.

Based on these and other indicators in the survey, we conclude that HHV guest use of nearby beaches will over time increase by about 10 percent to 15 percent as a result of occupancy of the Waikikian project. However, HHV guests are only part of the user group on the nearby beaches, so the increase in total users' count would be a smaller percentage.

The increase of 350 units at HHV would be equal to approximately 7 percent of the total units existing in the immediate area (Ilikai = 1,012 units; HHV = 3,000 units; and Hale Koa Hotel = 812 units; for a total of 4,827 units divided into 350). But because the proposed development is actually replacing the former 132-unit Waikikian Hotel, the net increase in units is only 218, which is equal to just over 4 percent of the total units in the area. If all the occupants of all these units were to use the beach at the same time, the proposed project's share of the impact would reasonably correspond to its share of the total units, i.e. about 4 percent.

This percentage does not account for users of the beach who reside on the mauka side of Ala Moana Boulevard or state residents who reside outside of Waikīkī. In sum, the impact of the additional guests from the proposed project may be on the order of less than four percent of total users, and subsequently does not appear to represent a significant increase.

The actual character of impact by beach users will vary with the type of potential use: swimming, wading, jogging, sunbathing, etc. Negative user impacts on the beach and nearshore waters might typically include discarded litter on the beach, and to a lesser extent, in the ocean; the potential introduction of bodily fluids in the nearshore waters; and the introduction of chemicals associated with sunblocks in the nearshore waters.

The beach area fronting the HHV, including the Hilton Lagoon, is not generally considered to be a prime fishing or gathering area. Hotel guests do not typically engage in nearshore fishing or resource gathering. Therefore, no impacts associated with these activities are anticipated to result from the proposed project.

~~The specific impact of these additional guests upon Waikīkī Beach cannot be determined. It is not possible to estimate how many guests will use Waikīkī Beach on a given day, what portion of the beach they might choose to visit, and how they may choose to use it. For example, some people may walk along the beach, some may sunbathe for extended periods of time, and others may swim in the nearshore waters. However, in general terms, it is anticipated that the project would result in an increase of people on Waikīkī Beach.~~

5.9.2.4 Cumulative Impacts

On November 8, 2001, the Waikīkī Beach Walk Draft Environmental Impact Statement was published. It analyzes the anticipated impacts of the proposed Outrigger project. Section 5.2.4 of that report states that there are no plans to alter the shoreline or nearshore waters of Waikīkī Beach and that shoreline-related impacts will generally be limited to land activities tha may result in the delivery of materials to the ocean through infiltration to groundwater or surface runoff. A water quality assessment conducted for the Beach Walk EIS found that water quality throughout the area off Waikīkī "...is surprisingly good." The section goes on to state, "Because the redevelopment will not result in any substantial quantitative or qualitative changes to surface runoff or groundwater percolation, it can be concluded that the project will not cause any changes over the present situation of excellent water quality." The analysis concludes that because no adverse impacts to the marine environment are anticipated, no mitigation measures are necessary.

Given these findings, no adverse cumulative impacts resulting from the proposed Waikikian Development Plan and the proposed Outrigger project on the ocean water quality and marine resources of Waikīkī are anticipated.

~~5.9.2.4~~5.9.2.5 Mitigation Measures

The inclusion of the proposed swimming pool is anticipated to offset impacts that the project's guests may have upon Waikīkī Beach, although it is not possible to quantify the effect. However, it is expected that the pool will serve as an attractive alternative to the beach due to its closer proximity to the guest rooms and the range of services provided.

To mitigate the potential impacts of litter on the beach and nearshore areas, the applicant presently uses its own mechanized equipment to rake the sand and collect litter seven mornings a week.

The applicant is unaware of any studies which might quantify the introduction of bodily fluids (primarily urine) in nearshore areas, although from a qualitative point of view, the activity is usually associated with young children, and cannot be readily mitigated.

Given heightened awareness about the health risks associated with over-exposure to the sun, the use of sunblocks is expected to continue, if not increase. Thus, the presence of chemicals associated with sunblocks may likely increase in nearshore waters. However, many sunblock products on the market today are advertised as "waterproof." The degree to which waterproof products may impact nearshore waters is not known, but from a qualitative point of view, the use of waterproof sunblocks may help to mitigate the overall impact.

5.9.3 Ala Wai Boat Harbor

The following information was presented in the 1995 *Final Environmental Assessment for the Hilton Lagoon Project, Hilton Hawaiian Village,* prepared by Aecos, Inc.

5.9.3.1 Existing Conditions

Water Quality

Included in the program of water quality testing conducted between May 1992 and December 1992 was one station "Al" in the Ala Wai Basin. A second station "A-2" located at the head of the innermost basin was added in October for microbiological measurements.

For most of the parameters, the means from the Ala Wai station "Al" were not significantly different from the lagoon means, except that all nutrients and chlorophyll had higher mean values in the harbor, indicating a greater level of eutrophication in the harbor as compared with the lagoon. Dissolved inorganic nitrogen was significantly higher in the Ala Wai than in the lagoon, attributed to land runoff entering via the Ala Wai Canal and to ammonia generated by anoxic sediments on the bottom of the harbor.

Microbiological measurements proved especially revealing. The State standard for enterococcus was exceeded in the middle channel (Station "Al") of the boat harbor 36 percent of the time, while at the innermost channel (Station "A-2"), it was exceeded 83 percent of the time. Fecal coliform counts exceeded the (old) State standard 18 percent of the time at the middle channel and 67 percent of the time at the inner channel.

Marine Biota

The biological assemblages in the Ala Wai Boat Harbor are partly known by studies that have been conducted in the Ala Wai Canal (Harris, 1975; Miller, 1975). In general, the results can be applied with reservation to the harbor area which is characterized by deeper water, more marine (i.e., less brackish) conditions, and high boat traffic and related human use. Although a number of species of crabs and fishes of interest to subsistence and recreational fishermen are found in the Ala Wai, pollutants have largely destroyed the value of this area to fishermen.

A survey conducted with snorkeling gear was undertaken on August 4., 1989 (AECOS, 1990) in the waters off Waikīkī Beach in the vicinity of the Hilton Lagoon and the catamaran channel. The purpose was to assess water quality in the vicinity of the existing intake pipes for the Hilton Lagoon water circulation, and to determine whether sensitive biological assemblages inhabited the area where extension of the intake pipes seaward might create adverse construction impacts. A second survey was conducted on December 9, 1994, specifically to assess the marine biota in the area that would be directly impacted by one of the alternatives for the sea water intake line.

The sand on that portion of Waikīkī Beach known as Kahanamoku Beach terminates just below the water line, and the bottom then becomes limestone rubble mixed with sand out to a basin which is 3 to 4 meters deep and located between the shore and a shallow, off-shore remnant of consolidated limestone. The deeper bottom of the basin is silt, and water clarity within the basin was extremely poor on the day of the survey. The limestone remnant is some 20 meters across and extends between the end of a groin at the west end of the beach to the catamaran pier. Presumably, this feature, which can be seen clearly in aerial photographs (e.g., frontispiece herein), was left intact to reduce erosion of sand from Kahanamoku Beach. Although a few scattered coral heads were observed on the limestone remnant, these were small and total coverage would be well under 1 percent of the available hard bottom.

The catamaran channel and the reef flat west of the channel were followed seaward to just inside the surf zone. The channel was observed to have a sand bottom with low outcrops of reef rock along the margins. No significant coral growth was seen in this area. The return swim was made across the reef flat east of the

channel. This area also lacks significant or sensitive marine biota. Water clarity was noted to improve substantially in the seaward direction, with the steepest gradient present across the reef rock remnant.

The reef flat areas seaward of the groin at the west end of Kahanamoku Beach and seaward of Fort DeRussy Beach were included in a series of biological transects conducted by Chave, Tait, Stimson, and Chave (1973) off Waikīkī Beach. These transects extended from the shore to a depth of around 50 feet (i.e., seaward of the reef margin). Coral cover was found to be nil or insignificant at all reef flat stations. Along the reef front, coral diversity and abundance was generally greater off the northwest end of Waikīkī than off the southeast end. Although percent cover exceeded 30 percent at some northwest stations, average coral cover seaward of the reef margin was found to be only about 8 percent. Algal abundance and the number of species was generally greatest on hard bottom substrata inside the reef margin. The most abundant invertebrates noted on the reef flat at the northwest end of the Waikīkī were ophiuroids, sea urchins *(Trzpneustes gratilla* and *Echinometra mathaez),* ghost shrimp *(Callianassa* sp.), and sea cucumber *(Holothuria atra).* The abundance and diversity of fishes closely followed coral abundance. Thus, although the northwest end harbored the most species and the greatest diversity, this generalization applied only to the stations seaward of the reef margin.

5.9.3.2 Potential Impacts

No impacts upon the water quality of the Ala Wai Boat Harbor are anticipated as a result of the proposed project.

5.9.3.3 Mitigation Measures

No mitigation measures are warranted.

5.10 AIR QUALITY

5.10.1 Introduction

In response to comments on the Draft EIS, air quality impacts at the intersection of Kalia and Ala Moana and Hobron and Ala Moana were analyzed using a computer model. This entire section has been revised to reflect the outcome of the modeling and to augment the discussion of impacts. The data supporting the model is presented in Appendix F.

~~Air quality is a key environmental factor which is used to assess the environmental impact of projects. Air is associated with health and enjoyment of life issues. Air quality is defined by ambient air concentrations of specific pollutants that have been determined by the U.S. Environmental Protection Agency (USEPA) to be of concern with respect to the health and welfare of the general public. Air pollutants are recognized to have a variety of health effects on humans, including respiratory diseases such as asthma, bronchitis, and cardiovascular diseases.~~

~~An air quality impact study was conducted for the proposed project by Earth Tech, Inc. The study evaluates potential impacts of the proposed project on ambient air quality and the potential for exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. Air pollutants of concern include ozone, carbon monoxide, particulate matter, and oxides of nitrogen. The report analyzed the types and quantity of emissions that would be generated by the construction and operation of the proposed project.~~

5.10.2Regulatory Requirements

5.10.2.1Federal Requirements

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 U.S.C. 7506(c)] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity.

In 1971, in order to achieve the purposes of Section 109 of the Act, the USEPA developed primary and secondary national ambient air quality standards. Six pollutants of primary concern were designated: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and suspended particulates (PM-10). The primary National Ambient Air Quality Standards (NAAQS) must "protect the public health with an adequate margin of safety," and the secondary standards must "protect the public welfare from known or anticipated adverse effects (aesthetics, crops, architecture, etc.)" (Federal CAA 1990: Section 109). Primary standards were established, with a margin of safety, considering long-term exposures for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

The USEPA has responsibility for enforcing, on a national basis, the requirements of many of the country's environmental and hazardous waste laws. Hawai'i is within the jurisdiction of USEPA Region IX, which has its offices in San Francisco. While USEPA has delegated the implementation of some federal air pollution programs to the State, it retains general oversight and enforcement authority.

The USEPA allows the states the option to develop different (stricter) standards. Hawai'i has adopted the federal standards with several more strict standards. Table 5-18 lists the federal and state standards.

On July 17, 1997, the USEPA announced new standards for ozone and particulate matter. The USEPA will phase out and replace the current 1-hour primary ozone standard with a new 8-hour standard for ozone. For particulates, the current PM-10 standard will be retained, and a new PM-2.5 (particulates smaller than 2.5 micrometers in diameter) standard will be implemented.

5.10.2.2State of Hawai'i Requirements

As required by the CAA, the State has developed regulations limiting emissions from specific sources. These regulations are collectively known as the "prohibitory rules," because they prohibit the construction or operation of a source of pollution that would violate specific emission limits. The general prohibitory rules that may be applicable to the proposed project are summarized below. The proposed project will be subject to State HAR, Title 11, Chapter 60, Section 1(§11-60.1), Air Pollution Control, Subchapters 1, 2 and 4. Each of these rules requires in various forms, description and analyses of the proposed project, its emissions, and its impact on air quality. The analyses presented below indicate that the proposed project will comply with all applicable state and federal air quality requirements.

Under the State permitting regulations, the proposed project will be a minor source; as such, it is considered a "non-covered source" for the purposes of HAR §11-60.1 (1). The following is a summary of the HAR §11-60 air quality permitting and prohibition standards that will be applicable to the project.

(1)"Non-covered source" means a stationary source constructed, modified, or relocated after March 20, 1972, that is not a covered source.

The State DOH has also established a set of rules and regulations initially adopted on September 24, 1971, and periodically reviewed and updated. The rules and regulations define requirements regarding stationary sources of air pollutants and fugitive dust.

Table 5-18: Ambient Air Quality Standards

	Maximum Concentration Average Over Specified Time Period	
Pollutant	State Standard	Federal Standard
Oxidant (ozone)	0.08 ppm (180 µg/m³) 1 hr.	0.12 ppm (235 µg/m³) 1 hr. 0.8 ppm (157 µg/m³) 8 hr max
Carbon monoxide	9 ppm (10 mg/m³) 8 hr.	9 ppm (10 mg/m³) 8 hr.
Carbon monoxide	20.0 ppm (23 mg/m³) 1 hr.	35.0 ppm (40 mg/m³) 1 hr.
Nitrogen dioxide	0.25 ppm (470 µg/m³) 1 hr.	0.053 ppm (100 µg/m³) Annual Average
Sulfur dioxide	0.25 ppm (655 µg/m³) 1 hr.	0.03 ppm (80 µg/m³) Annual Average
Sulfur dioxide	0.04 ppm (105 µg/m³) 24 hr.	0.14 ppm (365 µg/m³) 24 hr.
Suspended particulate matter (PM-10)	50 µg/m³ 24 hr.	150 µg/m³ 24 hr.
Suspended particulate matter (PM-10)	30 µg/m³ Annual Geometric Mean	50 µg/m³ Annual Arithmetic Mean
Lead	1.5µg/m³ 30-day Average	1.5 µg/m³ Calendar Quarter

Note:
ppm = parts per million; µg/m³ = micrograms per cubic meter.
Source: State of Hawai'i 1999.

5.10.3Existing Conditions

5.10.3.1Meteorology/Climate

The project area, like the rest of the south shore, has a warm tropical climate. The project area has an average daily maximum temperature of 84.6 degrees Fahrenheit (F), an average daily minimum temperature of 68.9 degree Fahrenheit (F) and an average annual precipitation of 20 inches, with November to April being the wettest months.

5.10.3.2Ambient Air Quality

Air quality at a particular location is a function of the kinds and amounts of pollutants being emitted into the air and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the DOH and federal standards set by the EPA (see Table 5-18). The concentration of pollutants within the State is measured at six stations maintained by the DOH.

No state or federal standards have been exceeded in the past 10 years. The air quality is classified as excellent in comparison to other large metropolitan cities on the mainland. The island of O'ahu and State of Hawai'i are categorized as attainment areas, i.e. they meet the NAAQS.

The measured air pollution levels in Honolulu for all criteria pollutants are significantly below the national standards. Table 5-19 summarizes historical concentrations for three pollutants from the Honolulu air monitoring station.

Table 5-19: Air Quality Measurement in Honolulu, 1994 to 1999

	1994	1995	1996	1997	1998	1999	Federal Standard
PM_{10} (ug/m³)	14	14	14	8	9	14	50
CO (ug/m³)	1425	1554	1374	1487	1448	1169	40,000
SO_2 (ug/m³)	2	3	3	2	2	2	80

Notes:
PM_{10} and SO_2 are annual means; CO is the annual average of the maximum 1-hour values recorded for the year.
Source: DOH Clean Air Branch

Carbon Monoxide

Table 5-20 illustrates carbon monoxide levels at various stations in comparison to the federal standards. The air basin is in attainment for carbon monoxide.

Table 5-20: Annual Average of Daily Maximum 1-Hour Carbon Monoxide (in ug/m³), 1995-1999

	Honolulu	Waikiki	West Beach	Kapolei	Federal Standard
1995	1554	2251	605	482	40000
1996	1374	2159	594	477	40000
1997	1487	1939	598	541	40000
1998	1448	1672	470	419	40000
1999	1169	1634	299	387	40000

Source: Hawai'i Department of Health, Clean Air Branch

Sulfur Dioxide

Table 5-21 illustrates the sulfur dioxide levels at various stations in comparison to the federal standards. The air basin is in attainment for sulfur dioxide.

Table 5-21: Annual Average Sulfur Dioxide (in ug/m³), 1995-1999

	Honolulu	West Beach	Kapolei	Makaiwa	Federal Standard
1995	3	1	2	3	80
1996	3	3	2	1	80
1997	2	6	2	1	80
1998	2	4	2	3	80
1999	2	1	2	2	80

Source: Hawai'i Department of Health, Clean Air Branch

Particulate Matter (PM-10) Soot & Dust

Table 5-22 illustrates levels of particulate matter (e.g., soot and dust) in comparison to the federal standards. The air basin is in attainment for Particulate Matter 10.

Table 5-22: Annual Average PM-10 (in ug/m³), 1995-1999

	Honolulu	West Beach	Kapolei	Waimanalo	Federal Standard
1995	14	16	24	16	50
1996	14	18	19	16	50
1997	8	17	13	18	50
1998	9	16	15	20	50
1999	14	13	15	18	50

Notes:
Source: Hawai'i Department of Health, Clean Air Branch

5.10.4Potential Impacts—Development Alternatives

The following air quality impacts were evaluated:

- Construction emissions
- Regional traffic emissions
- Carbon monoxide hot spot emissions
- Operational emissions from stationary sources
- Indirect project emissions
- Deposition of soot and dust

5.10.4.1Construction Emissions

During construction, temporary emissions would be generated by construction equipment. These emissions were estimated by assuming a fleet mix of equipment: loaders, trucks, scrapers, backhoes, water trucks, pavers, compactors, generators, and bulldozers. It is anticipated that most of the heavy equipment will be powered by diesel fuel. Diesel-powered equipment emits more nitrogen dioxide, sulfur dioxide, and PM-10 than gasoline-powered equipment. However, gasoline equipment emits more hydrocarbons and carbon monoxide. Grading would disturb surface soils and cause a discharge of particulates into the air. Dust control during grading operations would be regulated in accordance with DOH rules. Although air quality impacts resulting from construction-related emissions are potentially significant, they are considered short term in duration.

5.10.4.2Regional Traffic Emissions

Using the predictive data found in the traffic study, all project scenarios are consistent with the O'ahu Metropolitan Planning Organization 2000-2023 regional transportation plan for the Honolulu region. In the regional context, minimal additional traffic will be generated by the various traffic alternatives. The resultant air quality impacts from traffic emissions would be the equivalent of a de minimus level and comparable to the year 2005 conditions without the project.

The DOT - Highway Division conducted a traffic survey (August 2000) in close proximity to the proposed project, at Ala Moana Boulevard and the Ala Wai Canal Bridge. Diesel-powered traffic (buses, trucks) accounted for over 8 percent of the total traffic flow into the Waikīkī area. Over a normal 12-hour period (6:00 AM-6:00 PM), approximately 2,800 diesel-powered vehicles cross into or out of the Waikīkī area. The proposed project would generate very little PM10; the incremental increase in daily truck/bus traffic is anticipated to be very small in comparison to the approximately 2,800 average daily trips (ADT) presently in the area.

5.10.4.3Carbon Monoxide Hot Spot Emissions

Carbon monoxide (CO) is the pollutant of major concern along roadways since the most notable source of carbon monoxide is motor vehicles. For this reason, carbon monoxide concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts on local air quality. Local air quality impacts can be assessed by comparing future carbon monoxide levels with state and federal carbon monoxide standards and also by comparing future CO concentrations with and without the project.

Due to very low existing CO in the Waikīkī area and a minimal increase in area traffic, the increase in localized CO hot spots in excess of the federal or state standards is not anticipated. A comparison of the existing CO (1.7 ppmv maximum hour) in the Waikīkī area with the federal standard (35 ppmv maximum hour) indicates that the CO concentration is only 5 percent of the federal standard. The future CO levels for the project and no action alternatives would be well below the 1-hour or 8-hour CO state and federal standards, and therefore, are anticipated to be in compliance.

Even with an incremental increase of traffic through the impacted intersections, the levels are expected to decrease from current conditions. This is mainly due to the decrease in the future background CO concentration levels as well as the anticipated decreased in future emission factors (cleaner burning fuels). In general, the background CO concentration and the emission factors are projected to decrease steadily in

future years. The future contribution of the local traffic may actually increase due to increase in traffic, but is more than offset by the decrease of background levels and use of cleaner burning fuels.

5.10.4.4 Operational Emissions from Stationary Sources

The operation of the hotel complex will generate emissions from several areas. These sources include the hot water boiler plant, spa/pool, and laundry facilities. In accordance with DOH air permit requirements, selection of low-emission equipment and procurement of the proper air permits will be completed as part of the project.

Annual consumption of natural gas or equivalent consumption for the hotel complex (stationary sources) is calculated using land classification categories, natural gas consumption per square foot of space, and emissions per million cubic feet (MCF) consumed.

5.10.4.5 Indirect Project Emissions

Indirect impacts (emissions) would be generated by the increase in electrical consumption associated with the project. Annual electrical consumption for the entire hotel complex is calculated using land use classification categories, energy consumption per square foot of space and emissions per megawatt hr consumed.

5.10.4.6 Deposition of Soot and Dust

Particulates with size of less than 10 microns have been discussed in the previous sections. Larger particulates, often referred to as "soot and dust," are caused by the visible smoke or resultant film on outdoor facilities. Major source contributions of soot are industry smoke, diesel buses and/or trucks, and salt laden ocean breeze. The resultant soot is often a combination of several sources and/or atmospheric conditions.

Existing traffic and climatic conditions within Waikīkī result in excellent air quality and are well below any ambient air regulatory/health related thresholds.

Deposition (settling) of soot requires several simultaneous events to occur. First, the emissions associated with the soot must be emitted (diesel emissions typically within 10 feet of ground level). Second, the soot must be dispersed by the wind and settle on surfaces. Therefore, soot generation from ground level would not impact the guest or residents in the upper floors of buildings.

Air/wind patterns in Waikīkī are generally from the mountains or from the ocean. Part of the reason Hawai'i enjoys excellent air quality is the continued monitoring and control over both stationary and mobile sources of emissions, as well as the dispersal of emissions by the prevailing tradewinds.

Deposition of soot requires no wind or light wind conditions to allow settling on the exposed surfaces. Under the no wind/light wind condition, soot/dust generally settles in close proximity to the actual source location. Generally, soot is located adjacent to highly traveled roadways, expressways, and tunnels.

5.10.5Potential Impacts - No Action Alternative

Under the No Action Alternative, none of the components associated with the project evaluated in this EIS would be constructed. None of the impacts evaluated in this section would occur.

5.10.6Significance Of Air Quality Impacts

5.10.6.1Significance Threshold

According to the federal guidelines, a project may be deemed to have a significant adverse impact on the environment if it would:

- Violates any air quality standard or contributes substantially to an existing or projected air quality violation
- Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable national or state ambient air standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Exposes sensitive receptors to substantial pollutant concentrations
- Conflicts with or obstructs implementation of the applicable air quality plan
- Creates objectionable odors affecting a substantial number of people

The federal guidelines also indicate that any significance criteria established by the local air branch may be relied upon to address the types of impacts listed above. The State DOH recognizes that a project would be considered to have a significant effect on the environment if it exceeds the following thresholds established by the Federal Conformity Guidelines:

Pollutant	Project Construction (tons/ yr)	Project Operation(tons/yr)
Carbon Monoxide (CO)	100	100
Reactive Organic Compounds (ROC)	100	100
Nitrogen Oxides (NOx)	100	100
Sulfur Dioxide (SOx)	100	100
Particulates (PM10)	100	100

5.10.6.2Determination of Significance

Table 5-23 summarizes conclusions of significance, based on the application of the thresholds listed above. These conclusions are discussed below.

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts from the construction phase of the project elements would not exceed the "De Minimis" thresholds. Although the construction elements are temporary in nature, emission mitigation measures could be applied to reduce the regional impacts.

The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable national or state ambient air standard (including

releasing emissions which exceed quantitative thresholds for ozone precursors). The State is in attainment for all pollutants.

The project would not expose sensitive receptors to substantial pollutant concentrations. Dust emissions during construction could have a temporary affect on the sensitive receptors in the project area. The results of the carbon monoxide hot spot analysis indicated that the project would not redistribute vehicle emissions to localized areas that would exceed the state and federal ambient air standards.

The project conflict would not with or obstruct implementation of the applicable air quality plan. Impacts from the construction and operational phases of the project would not exceed the "De Minimis" thresholds.

The project would not create objectionable odors affecting a substantial number of people. Impacts from odors could be significant if unique construction methods were used. The construction and traffic operations are typical of the area. No odors are anticipated.

Table 5-23: Summary of Significance for Air Quality Impacts

Impact	Threshold	HHV Project	No Action Alternative
Violation of Air Quality Standards – construction	Exceed federal conformity threshold	NS	NS
Violation of Air Quality Standards – operational	Substantial increase in state emission levels state permit requirements	NS	NS
Substantial cumulative increase of non-attainment criteria pollutants	Exceed federal conformity threshold	NA	NA
Exposure of sensitive receptors – dust	Exceed federal conformity threshold state permit requirements	NS	NS
Exposure of sensitive receptors – co	Exceed federal and state ambient limits	NS	NS
Conflict with air quality plans	Conformance with HAR Title 11 Chapter 59 60.1	NS	NS
Create objectionable odors	Generate odor causing substances	NS	NS

NS= Not significant
SM= Significant and mitigable to below a level of significance
NA= Not applicable.

5.10.7Mitigation Measures

The following mitigation measures would minimize the air quality impacts of all action alternatives:

5.10.7.1Construction Related Impacts

Emissions from localized and short term construction activities could be mitigated using appropriate control measures. The construction mitigation measures listed below are normally included as conditions of approval of grading permits. Each contractor/applicant is responsible for this task upon verification by the City. Phasing of the various construction activities would be beneficial in terms of reducing concurrent emissions from such activities. Construction projects are required to include the following measures to reduce fugitive dust impacts:

~~AQ-1 All unpaved construction areas shall be sprinkled with water or other acceptable DOH dust control agents during dust generating activities to reduce dust emissions. Additional watering or acceptable DOH dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.~~

~~AQ-2 Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills.~~

~~AQ-3 On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction related dirt in dry weather.~~

~~AQ-4 On site stockpiles of excavated material shall be covered or watered.~~

~~AQ-5 Water down rock materials undergoing rock crushing processing at sufficient frequency. Automatic water or mist or sprinkler system should be installed in areas of rock crushing and conveyor belt systems.~~

~~AQ-6 Abide by all conditions of approval for dust control required by the DOH.~~

~~AQ-7 Use low pollutant emitting construction equipment.~~

~~AQ-8 Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.~~

~~AQ-9 Use electrical construction equipment, to the extent feasible.~~

~~Incorporation of these measures would minimize potential air quality impacts, and will comply with State construction measures.~~

~~5.10.7.2Operational Related Impacts~~

~~During operations, impacts would be minimized by assuring that emission generating equipment is permitted in accordance with DOH regulations.~~

~~5.10.7.3Significant And Unmitigable Impacts~~

~~No significant and unmitigable impacts are anticipated for the project.~~

The HHV Plan proposes to construct vacation ownership units or hotel rooms. Collateral-use facilities associated with the vacation ownership/hotel room properties include retail, with a Hawaiian-theme restaurant; a wedding chapel; a swimming pool; back-of-house and administration spaces; and required parking.

Air quality is a key environmental factor, which is used to assess the environmental impact of projects. Air is associated with health and enjoyment of life issues. Air quality is defined by ambient air concentrations of specific pollutants that have been determined by the U.S. Environmental Protection Agency (USEPA) to

be of concern with respect to the health and welfare of the general public. Air pollutants are recognized to have a variety of health effects on humans, including respiratory diseases such as asthma and bronchitis, and cardiovascular diseases.

5.10.2 Federal Air Quality Regulations

The Federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 U.S.C. 7506(c)] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity.

In 1971, in order to achieve the purposes of Section 109 of the Act, the USEPA developed primary and secondary national ambient air quality standards. Six pollutants of primary concern were designated: ozone, carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and suspended particulates (PM_{10}). The primary National Ambient Air Quality Standards (NAAQS) must "protect the public health with an adequate margin of safety" and the secondary standards must "protect the public welfare from known or anticipated adverse effects (aesthetics, crops, architecture, etc.)" (Federal Clean Air Act 1990: Section 109). The primary standards were established, with a margin of safety, considering long-term exposures for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

The USEPA has responsibility for enforcing, on a national basis, the requirements of many of the country's environmental and hazardous waste laws. Hawai'i is within the jurisdiction of USEPA Region IX, which has its offices in San Francisco. Region IX is responsible for the local administration of USEPA programs for California, Arizona, Nevada, Hawai'i, and certain Pacific Trust Territories. While USEPA has delegated the implementation of some federal air pollution programs to the State, it retains general oversight and enforcement authority.

The USEPA allows the states the option to develop different (stricter) standards. Hawai'i has adopted the Federal Standards with several more strict standards. Table 5-17 lists the Federal and State standards.

On July 17, 1997, the USEPA announced new standards for ozone and particulate matter (PM_{10}). The USEPA will phase out and replace the current 1-hour primary ozone standard with a new 8-hour standard for ozone. For particulates, the current PM_{10} standard will be retained, and a new PM-2.5 (particulates smaller than 2.5 micrometers in diameter) standard will be implemented.

5.10.3 State of Hawai'i Permitting Requirements

As required by the Federal Clean Air Act, the State has developed regulations limiting emission from specific sources. These regulations are collectively known as the "prohibitory rules," because they prohibit the construction or operation of a source of pollution that would violate specific emission limits. The general prohibitory rules that may be applicable to the HHV Plan are summarized below. The proposed project will be subject to State of Hawai'i Administrative Rules (HAR), Title 11, Chapter 60, Section 1(§11-60.1), Air Pollution Control, Subchapters 1, 2 and 4. Each of these rules requires in various forms, description and analyses of the proposed project, its emissions, and its impact on air quality. The analyses presented below indicate that the proposed HHV Plan will comply with all applicable state and federal air quality requirements.

Under the state permitting regulations, the proposed project will be a minor source; as such, it is considered a "non-covered source" for the purposes of HAR §11-60.1 (1). The following is a summary of the HAR §11-60 air quality permitting and prohibition standards that will be applicable to the project.

> (1) "Non covered source" means a stationary source constructed, modified, or relocated after March 20, 1972, that is not a covered source.

§11-60.1-33 Fugitive dust. "Reasonable precautions" must be taken to prevent PM_{10} emissions during construction or material handling, and "best practical operation or treatment" must be implemented to prevent visible emissions of fugitive dust beyond the property line. Several examples of "reasonable precautions" are cited in this section, including the use of water or chemical dust suppressants, paving of roads, and installing hoods.

The State DOH has also established a set of rules and regulations initially adopted on September 24, 1971, and periodically reviewed and updated. The rules and regulations define requirements regarding stationary sources of air pollutants and fugitive dust.

Table 5-17: Ambient Air Quality Standards

Pollutant	Maximum Concentration Average -Over Specified Time Period	
	Hawai'i State Standard*	Federal Standard**
Oxidant (ozone)	0.05 ppm (100 µg/m³) 1 Hour	0.12 ppm (235 µg/m³) 1 Hour
Carbon Monoxide	4.5 ppm (5 mg/m³) 8 Hours	9.0 ppm (10 mg/m³) 8 Hours
Carbon Monoxide	9.0 ppm (10 mg/m³) 1 Hour	35.0 ppm (40 mg/m³) 1 Hour
Nitrogen Dioxide	0.0371 ppm (70 µg/m³) Annual Average	0.053 ppm (100 µg/m³) Annual Average
Sulfur Dioxide	0.03 ppm (80 µg/m³) Annual Average	0.03 ppm (80 µg/m³) Annual Average
Sulfur Dioxide	0.14 ppm (365 µg/m³) 24 Hours	0.14 ppm (365 µg/m³) 24 Hours
Suspended Particulate Matter	150 µg/m³ 24 Hours	150 µg/m³ 24 Hours
Suspended Particulate Matter	50 µg/m³ Annual Arithmetic Mean	50 µg/m³ Annual Arithmetic Mean
Lead	1.5µg/m³ Calendar Quarter	1.5 µg/m³ Calendar Quarter

Notes:

* **Designated to protect public health and welfare and to prevent the significant deterioration of air quality: HAR 11-59-1**
** **Designated to prevent against adverse effects on public health**
Source: 40CFR Part 50
ppm = parts per million
µg/m³ = micrograms per cubic meter; 1 mg = 1000 µg

5.10.4 AFFECTED ENVIRONMENT

5.10.4.1 Meteorology/Climate

The project area, like the rest of the south shore, has a warm-tropical climate. The project area has an average daily maximum temperature of 84.6 degrees Fahrenheit (F), an average daily minimum temperature of 68.9 degree Fahrenheit (F) and an average annual precipitation of 24 inches, falling primarily from November to April.

5.10.4.2 Ambient Air Quality

The project area is within the O'ahu Air Basin (OAB). Air quality at a particular location is a function of the kinds and amounts of pollutants being emitted into the air locally and throughout the basin and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed State standards set by the DOH and Federal standards set by the EPA (see Table 5-17). The concentration of pollutants within the O'ahu Air Basin is measured at nine stations maintained by the DOH.

No State or Federal standards have been exceeded in the past ten years. The O'ahu Air Basin is currently classified as "attainment" for both State and Federal standards.

Two air-monitoring stations in close proximity to the project will be used as characterization of the historical ambient air. National Air Monitoring Station – Honolulu is located atop the DOH building (Kinau Hale), at 1250 Punchbowl Street in downtown Honolulu. This site is in a commercial, institutional and residential area. It was established in April 1971 and is an NAMS station for the pollutants PM_{10}, CO and SO_2.

National Air Monitoring Station- Waikiki is located at 2131 Kalakaua Avenue in a busy commercial and residential area with heavy vehicular traffic. It is approximately 3 miles southeast of downtown Honolulu and within ½ mile of the proposed project location. The station was established in January 1981 as a NAMS for sampling CO and is representative of the project area.

Air Quality Measurements in Honolulu

The measured air pollution levels for all criteria pollutants are significantly below the national standards. Table 5-18 summarizes historical concentrations for three pollutants from the Honolulu air monitoring station.

Table 5-18: Air Quality Measurements in Honolulu, 1994 - 2000

	1994	1995	1996	1997	1998	1999	2000
PM_{10} ($\mu g/m^3$)	14	14	14	8	9	14	14
CO ($\mu g/m^3$)	1425	1554	1374	1487	1448	1169	1100
SO_2 ($\mu g/m^3$)	2	3	3	2	2	2	1

Notes: PM_{10} and SO_2 are annual means; CO is the annual average of the maximum 1-hour values recorded for the year.
Source: Hawaii Department of Health, Clean Air Branch

Carbon Monoxide

Table 5-19 illustrates the air quality in comparison to the State and Federal Standards. The air basin is in attainment for CO.

Table 5-19: Carbon Monoxide 1-Hour Maximum* During Year (in $\mu g/m^3$), 1997 - 2000

	Honolulu	Waikiki	State Standard	Federal Standard
1997	4,133	5,871	10,000	40,000
1998	6,726	4,674	10,000	40,000
1999	4,788	3,990	10,000	40,000
2000	3,990	4,332	10,000	40,000

* Any one hour during the calendar year.
Source: Hawaii Department of Health, Clean Air Branch

Sulfur Dioxide

Table 5-20 illustrates the air quality in comparison to the State and Federal Standards. The air basin is in attainment for sulfur dioxide.

Table 5-20: Annual Average Sulfur Dioxide Concentrations (in $\mu g/m^3$), 1995 - 2000

	Honolulu	State Standard	Federal Standard
1995	3	80	80
1996	3	80	80
1997	2	80	80
1998	2	80	80
1999	2	80	80
2000	1	80	80

Source: Hawaii Department of Health, Clean Air Branch

Particulates (PM_{10}) - Soot & Dust

Table 5-21 illustrates the air quality in comparison to the State and Federal Standards. The air basin is in attainment for PM_{10}.

Table 5-21: Annual Average PM_{10} Concentrations (in ug/m^3), 1995 - 2000

	Honolulu	State Standard	Federal Standard
1995	14	50	50
1996	14	50	50
1997	8	50	50
1998	9	50	50
1999	14	50	50
2000	14	50	50

Source: Hawaii Department of Health, Clean Air Branch

5.10.5 AIR QUALITY ANALYSES

The following air quality impacts were evaluated:

- Construction emissions
- Operational regional air quality conformity
- CO and PM_{10} hot spot emissions
- Indirect project emissions
- Deposition of soot and dust

5.10.5.1 Impacts from Construction-Related Emissions

During construction, temporary emissions would be generated by construction equipment used to build the proposed project elements. Construction equipment emissions were estimated by using a fleet mix of equipment to be used during construction activities: loaders, trucks, scrapers, backhoes, water trucks, pavers, compactors, generators, and bulldozers. It can be anticipated that most of the heavy-duty equipment will be powered by diesel fuel. Diesel-powered equipment emits more nitrogen dioxide, sulfur dioxide, and PM_{10} than gasoline-powered equipment. However, gasoline equipment emits more hydrocarbons and CO. Grading would disturb surface soils and cause a discharge of particulates into the air. Dust control during grading operations would be regulated in accordance with the rules of the HRA DHS. Although air quality impacts resulting from construction-related emissions are potentially significant, they are considered short term in duration since construction is a one-time activity. In addition, on-site dust generation and construction worker transportation related emissions were estimated. The resultant construction emissions were compared to the "Federal Conformity De Minimis Thresholds". Appendix A provides a summary of construction-related emissions for Calendar Year 2003 and 2004 and a comparison of the project emissions and the De Minimis thresholds.

5.10.5.2 Impacts on Operational (Regional) Traffic Emissions

The operational (on-going) phase of the project involves project operations, increased traffic volume and intersection patterns and associated micro-regional emission concerns. Using the predictive traffic information found in Traffic/Transportation Study all project scenarios: "No Project" and the "Project " are accommodated within the regional traffic projections which is consistent with the 2000 – 2023 Regional Transportation Plan for Honolulu Region. The traffic analysis indicated that minimal additional traffic would be generated in the regional context by the project

The Hawaii State Department of Transportation - Highway Planning Branch recently completed (August 2000) a traffic survey in close proximity to the proposed project. The traffic survey was conducted at Ala Moana Boulevard and the Ala Wai Canal Bridge. Diesel-powered traffic (buses, trucks) accounted for approximately 8 percent of the total traffic flow into the Waikiki area. Over a normal 12-hour period (6:00 AM - 6:00 PM) approximately 2,800 diesel-powered vehicles cross into or out of the Waikiki area. The proposed project as illustrated in Section 3.4, will generate very little PM_{10} from the project site. The incremental increase in daily truck/bus traffic is estimated (Traffic Section) to be very small in comparison to the approximately 2,800 Average Daily Trips (ADT) presently in the area.

5.10.5.3 Impacts of Carbon Monoxide/Particulate Matter Hot Spot Emissions

CO is the pollutant of major concern along roadways or congested areas since the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network, and are used as an indicator of its impacts on local air quality.

Local air quality impacts can be assessed by comparing projected CO levels with state and federal CO standards and also by comparing future CO concentrations with and without the project. The Federal and State standards for CO were presented earlier in Table 1-1. As part of the State Implementation Plan, Rule (§11-60.1-34 Motor Vehicles) established regulatory requirements regarding visible emissions and engine idling time for mobile sources used in construction, maintenance, and operation of the facility must comply with the requirements of this section. The project construction and operational phases of the project are consistent with this regulation.

The State DOH selected a representative location within the Waikiki area as representative of typical highly traveled/congested condition. The National Ambient Air Monitoring Station has been in operation there since 1981. The historical CO trends at the Waikiki NAMS have been below the State Standard and well below the Federal Standard. As noted in previous discussion, the Waikiki NAMS is in close proximity to the "project" site. Although the Waikīkī NAMS location is adjacent to the project site, detailed CO and PM analyses were deemed appropriate to focus on the project location.

To quantitatively assess the CO and PM (soot) in the project area, two heavily traveled intersections adjacent to the project were evaluated. The USEPA CAL3QHC air dispersion model was used to assess the maximum "worst-case" levels of CO and PM at the intersections of Ala Moana & Hobron and Ala Moana & Ena/Kalia. These two intersections were selected based on the traffic analyses completed by Wilbur Smith & Associates. The air dispersion model is used by the State of Hawaii DOH to assess worst-case traffic ambient-air conditions and to determine compliance/significance.

CAL3QHC is a "screening level" model. This means that the input parameters use worst-case conditions and present conservative estimates. CAL3QHC input and output files are provided in Appendices B, C and D. Four modeling scenarios were completed. Each intersection was modeled under existing conditions,

and then under existing conditions with potential traffic increases due to the proposed project. In all cases, the impact of the project did not significantly increase the resultant worst-case ambient concentrations. The receptor locations were provided immediately adjacent to the intersection at 6 and 21 feet above the street. The modeling assumed calm/light wind conditions and completed a 360-degree vector analysis every 10 degrees. Vehicular assumptions included 50 percent of the traffic was vintage (fleet year 1990), 25 percent 1995, and the remainder year 2000. The results are provided in Table 5-22.

Table 5-22: Intersection Carbon Monoxide 1-Hour Concentrations In ppm (µg/m³)

Intersection Description	Existing Traffic Conditions	Worst-Case Existing Conditions + Project Impact
Ala Moana & Hobron	6.7 (7,770)	6.8 (7,890)
Ala Moana & Ena/Kalia	8.3 (9,630)	8.5 (9,860)

Similar to CO, PM_{10} is associated with vehicular traffic. Gasoline fuel automobiles and trucks operate with low particulate emissions. Diesel fueled equipment (truck and buses) generates PM which contributes to soot and dust. In 1994, the EPA implemented a diesel emissions clean-up program to greatly reduce (90 percent) of the particulate emissions associated with diesel operations. The clean-up initiative included more efficient and cleaner burning fuels, particulate filters, engine design and operational and maintenance adjustment. The goal was to reduce the PM emissions by implementing in controls on new truck or bus purchases. As the old fleet is retired, the resultant emissions will be reduced. CAL3QHC was used to estimate the PM impacts at the two heavily traveled intersections. The model assesses both free flow traffic and idle operations. Table 5-23 summarize the worst-case particulate emissions immediately adjacent to the intersections.

Table 5-23: Intersection 1-Hour PM_{10} Concentrations (Soot) (µg/m³)

Intersection Description	Existing Traffic Conditions	Worst-Case Existing Conditions + Project Impact
Ala Moana & Hobron	28	29
Ala Moana & Ena/Kalia	33	33

***Conversion to 24-hour average is [0.4 * 1-hour] value for ambient air quality standard comparison**

As indicated by the air dispersion modeling, the ground-level concentrations decrease the greater the distance from the source. Ground-level concentrations approximately 150 feet from the intersection were 50 percent below the intersection ground-level concentrations. Air dispersion principles allow the conclusion to be made that if the "worst" locations within Waikīkī did not indicate a significant increase, and were below the State and Federal ambient air standards, then the project concentrations (greater distance from the intersection hotspot) will be less the modeled intersection locations.

Based upon USEPA Clean Fuel Programs, it is anticipated that even with a significant incremental increase of traffic through the impacted intersections, the emission levels will, over time, remain constant or decrease from current conditions. The air quality improvement is mainly due to the retirement of older vehicles and replacement with cleaner burning vehicles (USEPA).

5.10.5.4 Operational Emissions

The operation of the hotel complex will generate emissions from several areas. These sources include the hot water boiler plant, spa/pool systems, and laundry facilities. In accordance with DOH air permit requirements, selection of low-emission equipment and procurement of the proper air permit will be completed as part of the project.

Annual natural gas or equivalent consumption for the hotel complex (stationary source) is calculated using land classification categories, natural gas consumption per square foot of space and emissions per million cubic feet (MFC) consumed. Appendix E provides a summary the emissions due to these clean burning combustion processes.

5.10.5.5 *Indirect Emissions – Increased Power Generation*

Indirect impacts (emissions) would be generated by the increase in electrical consumption associated with the project. Annual electrical consumption for the entire hotel complex is calculated using land use classification categories, energy consumption per square foot of space and emissions per megawatt-hour consumed. Appendix E provides a summary the incremental increase of emissions due to increased power generation.

5.10.5.6 Deposition of Soot

Particulates of less than 10 microns in size were discussed in the previous sections. Larger particulates are often referred to as soot and dust. Soot and dust are often identified as a "nuisance" caused by the visible smoke or resultant film on outdoor facilities. Major source contributions of soot are industry smoke, diesel buses and/or trucks, agricultural operations, and wood burning. Often the resultant soot is a combination of several sources and/or atmospheric conditions.

As discussed in Section 3.2, the project is consistent with the Regional Traffic Plan through year 2023 with little projected impact. HSDT estimated that the existing diesel-powered traffic in the area has approximately 2,800 ADT, and accounts for approximately 8 percent of the total traffic count. Diesel emissions may contribute to the "soot" component of the ambient air. All traffic vehicles generate CO. As detailed in Section 3.3, the project will have an insignificant impact on the two heavily traveled intersections adjacent to the project.

Large high rise hotels and condominiums are common place in Hawai'i and specifically Waikiki. The construction of high rise projects provides for increased population density within a specific geographical area. Often residents raise concerns over new high-rise towers because of obstruction of the view, and disruption of normal air/wind currents.

Deposition (settling) of soot requires several simultaneous events to occur. First, the emissions associated with the soot must be emitted (diesel emissions typically within 10 feet of ground level). Second, the soot must be dispersed by the wind and settle on the surface. Therefore, soot generation from ground level would not impact the guest or residents in the upper floors.

Deposition of soot requires no-wind or light-wind conditions which allow settling on the exposed surfaces. Under a no-wind or light-wind condition, soot/dust generally settles in close proximity to the actual source location. Generally, soot is located adjacent to highly traveled roadways, expressways and tunnels.

As noted in Section 3.3, the project would not significantly increase the soot and dust (PM) conditions in the project vicinity.

5.10.5.7 Odors

Odors associated with a project are typically stationary and mobile sources. Stationary sources (e.g. bakeries, dry cleaners) generate odors associated with the business. The project will have common non-odorous operations. Mobile sources (e.g. cars, vans, buses, and trucks) generate emissions. Diesel powered equipment generates its own distinct odor associated with exhaust during acceleration and deceleration. As noted in Section 3.3, the PM (soot/dust) impact of the project is estimated to be insignificant.

5.10.5.8 Cumulative Impacts

Cumulative air quality impacts are defined as those impacts associated with other development in the area that will be operational in the year 2005. The air quality analysis anticipated these cumulative impacts in its modeling of ambient air quality for 2005. The ambient air quality modeling could not, however, estimate the potential impacts of the City's Bus Rapid Transit (BRT) system because future lane configuration and the propulsion technology of the BRT vehicles are under evaluation by the City. Therefore, air quality impacts of the BRT system are unresolved.

Air quality impacts dicussed above related to traffic were based upon a review of the supplemental traffic analysis that has been included in Appendix B of this EIS. The supplemental traffic analysis included the vehicular impacts associated with the Outrigger's proposed renovation project. Thus, the air quality analysis addresses the cumulative impacts of these two project, as they relate to traffic-generated.

Subsequent to the completion of the air quality study presented herein, the applicant has been provided a copy of the Outrigger renovation project's air quality impact report. The proposed Outrigger project involves the demolition of several existing hotel buildings and the construction of new hotel facilities, resulting in a net increase of approximately 234 hotel rooms. The Outrigger air quality impact report states:

> The results [of 1-hour CO concentration modeling] suggest that, under worst case conditions of meteorology and traffic, both the federal and state 1-hour CO standards would be met at receptor locations along the sidewalks and beyond. Changes in CO concentration ranged from small increases to small decreases. The latter is attibutable to the federal motor vehicle emissions control program which causes the emissions from increasing traffic volume to be offset by increasingly more stringent emission standards for new motor vehicles. Thus, over time older, higher emitting vehicles are eventually replaced by newer, lower emitting vehicles...the results [of 8-hour CO concentration modeling] are similar to the 1-hour findings in that the predicted changes are very small, and compliance with state and federal standards is indicated. (page 26, Waikiki Beach Walk Air Quality Impact Report, Morrow, October 2001).

These findings are consistent with the Waikikian Air Quality Analysis.

5.10.6 NO ACTION ALTERNATIVE

Under the No Action Alternative, none of the components associated with the project evaluated in this EIR/EA would be constructed. None of the impacts evaluated in this section would occur.

5.10.7 SIGNIFICANCE OF AIR QUALITY IMPACTS

5.10.7.1 Significance Threshold

According to the Federal Guidelines, a project may be deemed to have a significant adverse impact on the environment if it would:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a considerable cumulative net increase of any criteria pollutant for which the project region is non-attainment under an applicable national or state ambient air standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)
- Expose sensitive receptors to substantial pollutant concentrations
- Conflict with or obstruct implementation of the applicable air quality plan
- Create objectionable odors affecting a substantial number of people

The Federal Guidelines also indicate that any significance criteria established by the local air branch may be relied upon to address the types of impacts listed above. The State of Hawaii Department of Health recognizes that a project would be considered to have a significant effect on the environment if it would exceed the following thresholds established by the Federal Conformity Guidelines:

Pollutant	Project Construction (tons/ yr)	Project Operation (tons/yr)
Carbon Monoxide	100	100
Reactive Organic Compounds (ROC)	100	100
Nitrogen Oxides (NOx)	100	100
Sulfur Dioxide (SOx)	100	100
Particulate Matter	100	100

5.10.7.2 Determination of Significance

Table 5-24 summarizes conclusions of significance, based on the application of the thresholds of significance listed above. These conclusions are discussed below.

Does the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? Impacts from the construction phase of the project elements would not exceed the "De Minimis" thresholds. Although the construction elements are temporary in nature, emission mitigation measures could be applied to reduce the regional impacts. CO and PM associated with the incremental increase in traffic is deemed insignificant. Worst-case air dispersion modeling indicated the project would

not significantly contribute to a "projected air quality violation" based on the State of Hawaii's standard of 9 ppm over a 1-hour period.

Does the project result in a considerable cumulative net increase of any criteria pollutant for which the project region is non-attainment under an applicable national or state ambient air standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? The project area is identified as "attainment" for all pollutants. Impacts from the construction phase of the project elements would not exceed the maximum daily pollutant thresholds. Impacts from the construction phase of the project elements would not exceed the "De Minimis" thresholds. Although the construction elements are temporary in nature, emission mitigation measures could be applied to reduce the regional impacts. CO and PM emissions associated with the incremental increase in traffic is deemed insignificant.

Does the project expose sensitive receptors to substantial pollutant concentrations? Dust emissions during the construction process could disrupt the sensitive receptors in the project area. Fugitive dust controls will be provided in accordance with the HAR. The results of the CO/PM Hot Spot Analysis indicated that the project would not redistribute vehicle emissions to localized areas that would exceed the Federal Ambient Air Standards and "worst-case" emissions would not significantly increase the potential to exceed the State Standard.

Table 5-24: Summary of Significance for Air Quality Impacts

Impact	Threshold	Hilton Hawaiian Waikikian Project	No Action Alternative
Violation of Air Quality Standards – Construction	Exceed Federal Conformity Threshold	NS	NS
Violation of Air Quality Standards – Operational	Substantial Increase in OAB emission levels- State Permit Requirements	NS	NS
Violation of Air Quality Standards – Area-wide Traffic	Potential to exceed Federal Standard	NS	NS
Violation of Air Quality Standards – Area-wide Traffic	Potential to Exceed State Standard/ Substantial Increase	NS	NS/ NS
Substantial Cumulative Increase of Non-Attainment Criteria Pollutants	Exceed Federal Conformity Threshold	NS (attainment status for all pollutants)	NS (attainment status for all pollutants)
Exposure of Sensitive Receptors – Dust	Exceed Federal Conformity Threshold- State Permit Requirements	NS	NS
Exposure of Sensitive Receptors – CO	Exceed Federal and State Ambient limits	NS	NS
Conflict with air quality plans	Conformance with HAR Title 11 Chapter 59- 60.1	NS (consistent with HAR and SIP)	NS (consistent with HAR and SIP)
Create objectionable odors	Generate odor causing substances	NS	NS

NS= Not significant

Does the project conflict with or obstruct implementation of the applicable air quality plan?

Impacts from the construction and operational phases of the project elements would not exceed the "De Minimis" thresholds. The project is consistent with the HAR and the State Implementation Plan. The project is consistent with Rule (§11-60.1-34 Motor Vehicles).

Does the project create objectionable odors affecting a substantial number of people? Impacts from odors in the project area would be significant if the project elements were using unique construction methods. The construction and traffic operations are typical of the area. As noted in Section 3.3, the CO/PM (soot/dust) impact of the project is estimated to be insignificant.

5.10.8 MITIGATION MEASURES

The following mitigation measures would minimize the air quality impacts of all action alternatives:

5.10.8.1 Construction-Related Impacts

Emissions from construction activities, which are localized and short term, could be mitigated using appropriate control measures. The construction mitigation measures listed below should be included as conditions of approval of grading permits. Each contractor/applicant is responsible for this task upon verification by the City of Honolulu. The phasing of the various construction projects would be beneficial in terms of reducing concurrent emissions from construction activities. All proper construction is required to include the following measures to reduce fugitive dust impacts:

AQ-1 All unpaved construction areas shall be sprinkled with water or other acceptable DOH dust control agents during dust-generating activities to reduce dust emissions. Additional watering or acceptable DOH dust control agents shall be applied during dry weather or windy days until dust emissions are not visible.

AQ-2 Trucks hauling dirt and debris shall be covered to reduce windblown dust and spills.

AQ-3 On dry days, dirt or debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of PM_{10} caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.

AQ-4 On-site stockpiles of excavated material shall be covered or watered.

AQ-5 Water down rock materials undergoing rock-crushing processing at sufficient frequency. Automatic water or mist or sprinkler system should be installed in areas of rock crushing and conveyor belt systems.

AQ-6 Abide by all conditions of approval for dust control required by the DOH.

AQ-7 Use low pollutant-emitting construction equipment.

AQ-8 Equip construction equipment with prechamber diesel engines (or equivalent) together with proper maintenance and operation to reduce emissions of nitrogen oxide, to the extent available and feasible.

AQ-9 Use electrical construction equipment, to the extent feasible.

Incorporation of these measures will minimize potential air quality impacts, and will comply with State construction measures.

5.10.8.2 Operational-Related Impacts

AQ-10 Procure and permit emission generating equipment in accordance with DOH air regulations.

5.10.9 SIGNIFICANT AND UNMITIGABLE IMPACTS

No significant and unmitigable impacts are anticipated in the project.

Chapter Six
Socioeconomic

CHAPTER SIX
SOCIOECONOMIC FACTORS

6.1 INTRODUCTION

SMS Research & Marketing Services, Inc. (SMS) was retained by Belt Collins Hawaii, Inc. to conduct a Socioeconmic Assessment for the proposed Hilton Hawaiian Village (HHV) Waikikian Development Plan. The purpose and organization of the assessment (which is included here in its entirety) is intended as an aid to decision makers and the wider community as they view and decide on the project's permit applications. This is one of several technical studies, and, where appropriate, will point to other studies for more detailed examination of topics handled in them. (For example, this report discusses traffic congestion as an issue of concern to stakeholders, and as a factor affecting quality of life. Quantitative analysis of the impact of traffic alternatives on congestion at various points is provided in the traffic study for the Environmental Impact Statement (EIS)).

The analysis of impacts is approached through contexts that can affect the reception and consequences of the proposed development. This Chapter provides:

- The socio-economic context of the project;
- The concerns in detail of stakeholders, both with the overall future of Waikīkī and with the Waikikian proposal; and
- The potential project impacts: Economic and demographic impacts are estimated first. Next, social impacts, which are less easily quantified, are discussed. Finally, mitigation of potentially adverse impacts is addressed, both as an ongoing process and as a series of actions, some of which have already been planned, which could improve the project.

6.2 THE SOCIO-ECONOMIC CONTEXT

The project is located geographically as part of Waikīkī, and economically, as part of a major development, vacation ownership, in Hawai'i's leading industry.

6.2.1 Island Of O'ahu

O'ahu is the center of the State of Hawai'i's (State) economy and population. With banking, insurance, shipping and many other industries based on O'ahu, the impacts of a major new Waikīkī project will be felt on-island. Impacts on the rest of State are expected to be minimal.

Hawai'i's tourism-based economy will be discussed later in this chapter. Here it is useful to draw on newly available census data for O'ahu (in Table 6-1) to emphasize recent demographic changes. In the last decade:

- The population has aged greatly, with the median age climbing 3.5 years to 35.7 years;
- While the cohorts between age 20 and age 35 have shrunk, the number of persons age 75 and over has increased by about two-thirds of the 1990 levels;
- The number of family households has only grown slightly, but the number of households headed by single women has increased sharply;

- Single-person households form 21.6 percent of all households; and
- The average household size, which has been declining for decades, reached 2.95.

Housing data show a complex picture:

- By 2000, rental housing vacancy rates have increased greatly;
- The number of rental housing units grew very little during the last decade, while
- Owner-occupied units increased by about 20,000. These now constitute 54.6 percent of occupied housing units.

In the early 1990s, housing policy focused on a crisis in supplying housing for the middle-income "gap group." By 2000, the increase in housing units is modest, due largely to economic stagnation, but that increase has been concentrated in fee simple homes for mid-range buyers. At the same time, the young persons and families likely to add demand both for rentals and for "starter" homes in the fee simple market form a smaller group than in 1990, largely due to emigration.

6.2.2 Waikīkī

The project is located in Waikīkī, the center of Hawai'i's tourist industry. Waikīkī developed during the twentieth century as both an urban residential area and a resort area. Located between the HHV and Ilikai properties, the project site is within the resort development area, both legally and in terms of historic geography. It faces, however, a dense residential area on the inland side of Ala Moana Boulevard.

6.2.2.1 History

Waikīkī Beach is renowned as a playground of chiefs. Engineers created much of the land area now known as Waikīkī, behind the beachfront. The Ala Wai canal drained much of Waikīkī by 1924. The newly dry land along the canal was subdivided and sold as a residential area. The overall value of Waikīkī lands increased eightfold (Hibbard and Franzen, 1986). Soon afterwards, Waikīkī took on national prominence as a resort with the opening of the Royal Hawaiian Hotel in 1927. (The Moana Hotel and smaller inns already provided beachfront lodging. The Royal Hawaiian provided a setting for imagining Waikīkī and Hawai'i as exotic, yet luxurious.) Resort development was democratized as Henry J. Kaiser built, then transformed, the Hawaiian Village. While it began as a complex of thatched cottages, it included three towers by 1961, a destination for many more visitors than the Royal Hawaiian could serve. In 1961, Hilton acquired Kaiser's interest in the property. With its own lawns, pools, beach and pier, the HHV is both a place apart and a large hostelry, combining both the resort tradition and the trend towards large hotels that has characterized Waikīkī over the last 40 years.

Table 6-1: Demographic Changes, O'ahu, 1990-2000

Subject	1990	2000	Change	
			Number	Percent
Total population	836,231	876,156	39,925	4.8
SEX AND AGE				
Male	425,994	440,518	14,524	3.4
Female	410,237	435,638	25,401	6.2
Under 5 years	61,931	56,849	-5,082	-8.2
5 to 9 years	58,558	60,425	1,867	3.2
10 to 14 years	53,191	57,574	4,383	8.2
15 to 19 years	54,992	57,176	2,184	4.0
20 to 24 years	75,418	65,376	-10,042	-13.3
25 to 34 years	156,619	130,624	-25,995	-16.6
35 to 44 years	130,573	137,278	6,705	5.1
45 to 54 years	81,899	117,239	35,340	43.2
55 to 59 years	34,560	42,705	8,145	23.6
60 to 64 years	36,658	33,173	-3,485	-9.5
65 to 74 years	58,279	62,474	4,195	7.2
75 to 84 years	25,939	42,504	16,565	63.9
85 years and over	7,614	12,759	5,145	67.6
Median age (years)	32.2	35.7	3.5	10.9
18 years and over	631,618	667,398	35,780	
Male	320,656	333,139	12,483	3.9
Female	310,962	334,259	23,297	7.5
21 years and over	592,601	631,039	38,438	6.5
62 years and over	113,889	136,945	23,056	20.2
65 years and over	91,832	117,737	25,905	28.2
Male	42,867	51,694	8,827	20.6
Female	48,965	66,043	17,078	34.9
RELATIONSHIP				
Total population	**836,231**	**876,156**	**39,925**	4.8
In households	802,338	845,211	42,873	5.3
Householder	265,304	286,450	21,146	8.0
Spouse	158,438	156,195	-2,243	-1.4
Child	259,193	253,649	-5,544	-2.1
Own child under 18 years	172,112	167,706	-4,406	-2.6
Other relatives	74,876	96,718	21,842	29.2
Under 18 years	(NA)	35,471	(NA)	(X)
Nonrelatives	44,527	52,199	7,672	17.2
Unmarried partner	6/ 10,436	14,420	3,984	38.2
In group quarters	33,893	30,945	-2,948	-8.7
Institutionalized population	6,365	5,809	-556	-8.7
Noninstitutionalized population	27,528	25,136	-2,392	-8.7

Table 6-1: Demographic Changes, O'ahu, 1990-2000 (continued)

Subject	1990	2000	Change	
			Number	Percent
HOUSEHOLDS BY TYPE				
Total households	**265,304**	**286,450**	**21,146**	**8.0**
Family households (families)	197,294	205,672	8,378	4.2
With own children under 18 years	92,583	91,022	-1,561	-1.7
Married-couple family	158,438	156,195	-2,243	-1.4
With own children under 18 years	76,217	70,442	-5,775	-7.6
Female householder, no husband present	27,773	35,138	7,365	26.5
With own children under 18 years	12,479	15,235	2,756	22.1
Nonfamily households	68,010	80,778	12,768	18.8
Householder living alone	51,006	61,963	10,957	21.5
Householder 65 years and over	14,868	20,021	5,153	34.7
Households with individuals under 18 years	(NA)	108,247	(NA)	(X)
Households with individuals 65 years and over	(NA)	80,464	(NA)	(X)
Average household size	3.02	2.95	-0.07	-2.3
Average family size	3.50	3.46	-0.04	-1.1
HOUSING OCCUPANCY				
Total housing units	**281,683**	**315,988**	**34,305**	**12.2**
Occupied housing units	265,304	286,450	21,146	8.0
Vacant housing units	16,379	29,538	13,159	80.3
For seasonal, recreational, or occasional use	4,462	6,856	2,394	53.7
Homeowner vacancy rate (percent)	0.6	1.6	1.0	166.7
Rental vacancy rate (percent)	4.3	8.6	4.3	100.0
HOUSING TENURE				
Occupied housing units	**265,304**	**286,450**	**21,146**	**8.0**
Owner-occupied housing units	137,910	156,290	18,380	13.3
Renter-occupied housing units	127,394	130,160	2,766	2.2
Average household size of owner-occupied units	3.23	3.13	-0.10	-3.1
Average household size of renter-occupied units	2.80	2.74	-0.06	-2.1

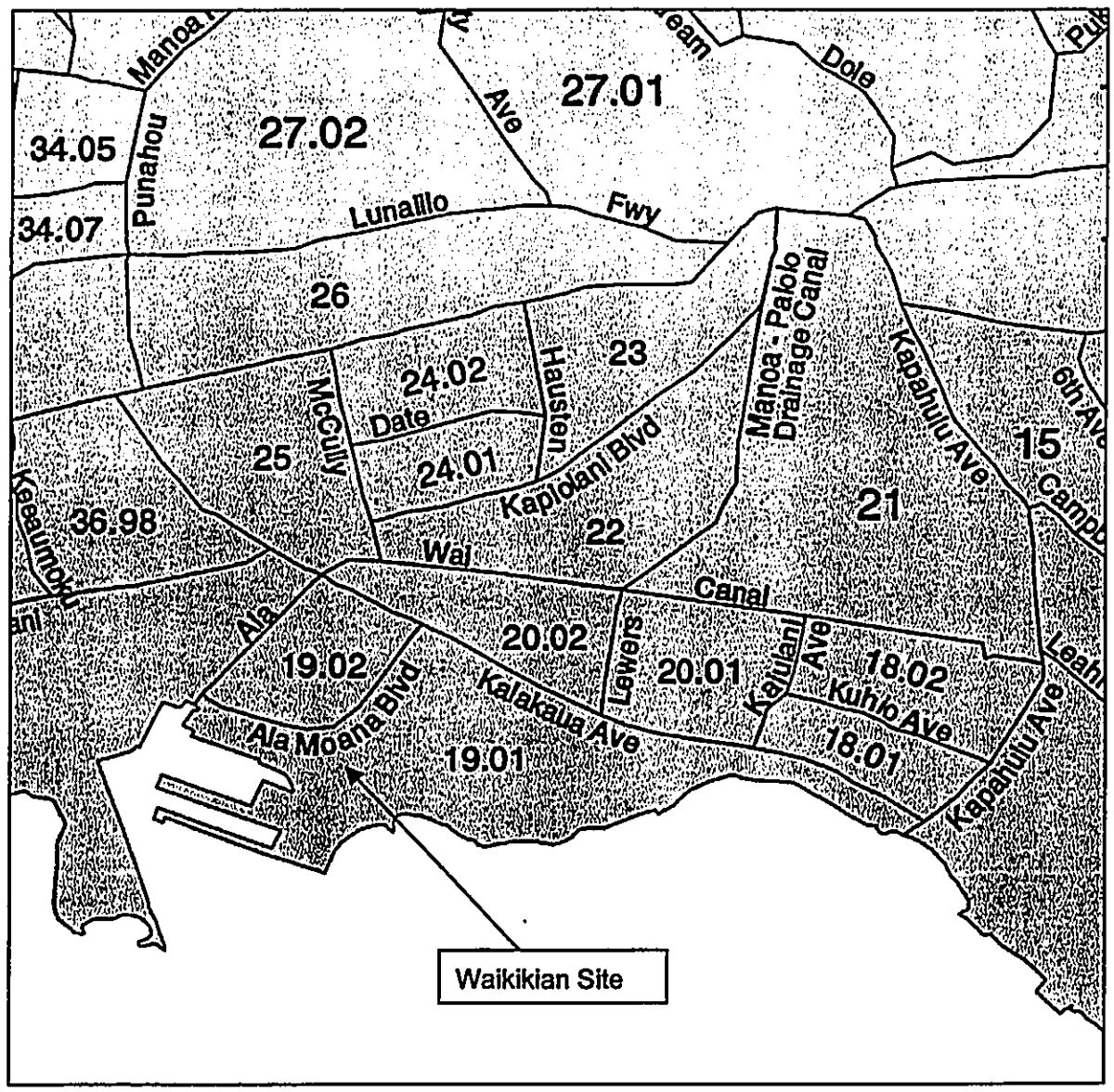
Source: Hawai'i State Data Center, based on US Census Bureau "Table DP-1. Profile of General Demographic Characteristics: 2000" Geographic area series (May 2001).

In the 1980s and early 1990s, hotel and condominium construction continued. The resort area grew, with the Hawaii Prince Hotel built west of the Ilikai complex, at the edge of Waikīkī along the Ala Wai Canal. That period also saw the beginning of the internationalization of Hawai'i tourism. While Canadian tourists have been recognized as part of the market mix for decades, and play an important role in condominium areas such as Kihei on Maui, Japanese tourism was distinctive. It was hotel-based and, until recently, overwhelmingly concentrated in Waikīkī. Japanese visitors were willing to spend up to three times as much per person a day during their vacations. As a result, the visitor retail industry grew and changed to meet Japanese needs.

6.2.2.2 Local Areas

Waikīkī is enclosed by the Ala Wai canal and Kapahulu Avenue. With limited road access into and out of area (by Ala Moana, Kalakaua and McCully at the western end, Kapahulu on the east), it is far more clearly bounded than most urban neighborhoods on O'ahu. It has been divided into six census tracts since 1980. Of these, two are of especial interest in this report: CT19.01, including the project site, and CT19.02, across Ala Moana Boulevard from the project site and the HHV.

Table 6-2: Census Tracts Of Waikīkī And McCully-Moiliili



Source: Hawai'i State Department of Business and Economic Development (DBEDT).

Census Tract 19.01

This tract includes many of Waikīkī's leading hotels, along with a major boat harbor and an Army base. Notable subareas include:

- *Ala Wai Boat Harbor:* This is Hawai'i's largest boat harbor, with 699 berths and 62 moorings. It is a State-owned and -operated facility, under the management of the Department of Land and Natural Resources (DLNR). It covers approximately 128 acres.

  (The small boat harbors were under the management of the Harbors Division, Department of Transportation (DOT) until 1991. The administrative transfer was not accompanied by new planning or repair funds, so the long-term complaint that the State does not support the small boat harbors has not abated. Governor Cayetano's response has been to urge privatization of Ala Wai and Keehi Lagoon, with the aim of generating funds to pay for much-needed upkeep and repair. Under a private operator, fees are expected to double, so harbor tenants are opposed to this idea.)

- The *Ilikai* complex has three towers, combining owner-occupied condominiums, vacation rentals, long-term rentals, and hotel rooms. The largest part of the complex, with three wings, is adjacent to the Waikikian property. It was built in 1962. According to real estate records, only 6 percent of the 1,012 units have been declared as the owners' primary residence.

  The Ilikai starred in the introductory moments of *Hawaii 5-0*, and the revolving restaurant on the top of the main tower has long been successful. The hotel operations in the Ilikai changed ownership and management in 2000, when the property was bought by a Taiwan-owned firm, and a hotel franchise contract was let to Marriott, which markets the Ilikai under its Renaissance brand. Hotel-operated units are located in the Yacht Harbor Tower (423 units) and the Ilikai Tower (360 units). The remainder of the Ilikai Tower units are owned by private parties.

- The *Hilton Hawaiian Village*, founded in the 1950s, incorporated an earlier beachfront inn the Niumalu (built in 1928). Henry Kaiser and a partner acquired the property in 1954 and proceeded to add low- and mid-rise structures. The lagoon and pier were added by 1956. The first tower, the Ocean Tower, with 276 rooms, was added in 1957. By the time Hilton took over Kaiser's interest in the property, in 1961, three towers had been built. Three more and the parking structure were added in the 1960s. With renovations, the room count reached 2,614 in 1982, making the resort Hawai'i's largest. Before the Kalia Tower opened, the room count was 2,545; with the Kalia Tower rooms included, the total now stands at 2,998. (*Honolulu Advertiser,* 2001).

  While the HHV largely serves vacationers, it included an upscale apartment building, the Lagoon Tower, until 1999. Many of the residents who had to move had been long-term tenants. The building has been renovated and was opened for vacation ownership sales in early 2001.

  The new Kalia tower stands near the corner of Ala Moana Boulevard and Kalia Road. Its frontage incorporates new landscaping, ornamental pools, and statuary. It will include a new museum area, spa, and wellness facilities as well as hotel rooms.

  With its unified "village" campus and access to beach, the Hilton complex stands apart from the rest of the Waikiki resort district. Its visitors can find shops, restaurants, open space, beachfront, and access to attractions without leaving the complex.

- *Fort DeRussy:* This site was acquired by the United States for shore batteries, to protect O'ahu from attack by sea. It served as a USO headquarters (from World War II through the Vietnam War), a reserve center, and a resort for military personnel and their families. The US Army Museum is located in Battery Randolph, near the shore.

The Hale Koa hotel, for military and Department of Defense personnel, has been highly successful. It consistently maintained full or nearly full occupancy through the 1980s, so construction of a second tower was planned to respond to recreation needs of military personnel and families. It now has 815 rooms. Current occupancy rates are about 97 percent – well above the average for hotels open to the public. When it expanded in 1995, much of the rest of Fort DeRussy was cleared of low buildings and open parking lots. Reserve activities were moved to Fort Shafter Flats. New parking structures were landscaped, and a systematic attempt was made to make the area into attractive green space.

Much like the HHV, the Hale Koa Hotel enjoys open space and a beach that is open to the public but not shared with many adjacent hotels.

- East of Fort DeRussy is an area with many hotels, ranging greatly in size and price range. A major retail outlet, the Royal Hawaiian Shopping Center, is located between Kalakaua Avenue and the Sheraton Waikiki and Royal Hawaiian Hotels. At the eastern end of the census tract, hotel development occurs only inland of Kalakaua Avenue, and the narrowing land seaward of Kalakaua is devoted to recreation. Kuhio Beach has been extensively rehabilitated by the City and County.

CT 19.01 has a small resident population, which has decreased since 1980. The loss of a large share of the local population as of 1990 was largely due to the conversion of the Hilton Lagoon Tower to visitor use. (See Table 6-3 for population figures and rates of change. Tables 6-3 and 6-4 show slightly different population totals for 1990. The former table draws on 100 percent sample data, while the latter draws on data from the long survey, administered to a 15 percent sample of the population.)

As of 1990, a third of the resident population of CT 19.01 was over 65 years old (as shown in Table 6-4). Most residents lived in single-person households. The population was overwhelmingly Caucasian. The average household income in 1989 was three-quarters of the statewide average. When this figure is converted to a per capita income, the CT 19.01 average is much higher than the statewide figure, since CT 19.01 households are so small (averaging 1.69 persons per household).

Table 6-3: Population Of Waikiki Census Tracts

		Resident Population			Change 1990-2000	
		1980	1990	2000	Number	Percent
STATE OF HAWAII		964,691	1,108,229	1,211,537	103,308	9.3
CITY AND COUNTY OF HONOLULU		762,565	836,231	876,156	39,925	4.8
WAIKIKI		17,384	19,768	19,720	-48	-0.2
Census Tract						
18.01	Koa Avenue	1,140	1,307	1,246	-61	-4.7
18.02	Jefferson School	3,259	4,411	4,731	320	7.3
19.01	**Waikiki Beach**	1,412	1,190	753	-437	-36.7
19.02	Ena Road	5,413	6,000	5,607	-393	-6.6
20.01	Seaside Avenue	2,560	3,037	3,400	363	12.0
20.02	Olohana Street	3,600	3,823	3,983	160	4.2

Source: U.S. Census, tabulated by Hawai'i State Data Center

Census Tract 19.02

This is the most populous tract of Waikīkī. It includes several large condominium properties, notably Discovery Bay, Wailana, and Canterbury Place on Ala Moana Boulevard, and Chateau Waikiki and the

Villa on Eaton Square on Hobron Road. The western portion, along the Ala Wai Canal and Ala Moana Boulevard, was identified as a potential redevelopment area in the early 1990s. The Myers Corporation, which had proposed a "superblock" redevelopment, failed to get needed financing for the venture.

During the 1990s, the CT 19.02 population declined by 6.6 percent.

As of 1990, this tract's population was largely Caucasian and had slightly higher incomes, on average, than the CT 19.01 population. Seniors formed a quarter of the population. Households were small, with an average of 1.69 persons per household. The household occupancy rate in 1990 – 80 percent – marks this as a resident area, with few of the visitor rentals and vacation homes found closer to the beach.

6.2.2.3 Recent Indicators of Community Characteristics

Little US Census 2000 data on local areas within Waikīkī will be available until 2003. Table 6-5 draws on data collected for the catchment areas of the two public primary schools serving Waikīkī. Ala Wai School is located on the upland bank of the Ala Wai Canal, facing Lainiu and Kaiolu Streets. Jefferson School is actually in Waikīkī, on the northeastern corner, along Ala Wai Boulevard and Kapahulu Avenue. While these schools serve surrounding areas as well as Waikīkī, their demographic data help to portray the families with children in the area. These families:

- Were ethnically much more diverse than the larger Waikīkī population;
- Had middling incomes, on average, with half receiving free or partially subsidized lunches (i.e., having family incomes below 185 percent of poverty level); and
- Included many immigrants: a quarter of the students have limited English.

Table 6-4: 1990 Census Indicators, Waikīkī

	Waikiki Census Tracts					
	18.01	18.02	19.01	19.02	20.01	20.02
Population						
Total	1,343	4,364	1,201	5,989	2,954	3,906
Under 18	9%	9%	6%	6%	8%	7%
65 and +	16%	15%	35%	26%	21%	15%
Ethnicity						
White	58%	60%	85%	63%	58%	56%
Black	3%	3%	1%	1%	3%	2%
Chinese	3%	6%	2%	6%	9%	10%
Filipino	8%	4%	1%	4%	4%	3%
Japanese	11%	11%	5%	15%	11%	11%
Korean	1%	4%	0%	2%	2%	4%
Hawaiian	10%	5%	1%	4%	4%	5%
Other	7%	6%	5%	5%	8%	9%
Housing Units						
Total	1,222	4,631	2,087	4,435	2,247	2,576
Occupancy						
Occupied (1)	59%	54%	34%	80%	76%	85%
Vacant, for rent	20%	23%	25%	5%	7%	5%
Vacant, for seasonal use	12%	5%	30%	9%	12%	2%
Vacant, other	8%	17%	12%	6%	5%	8%
Resident Households						
Total	823	2,519	710	3,539	1,679	2,175
One person	56%	48%	59%	46%	51%	48%
Two persons	30%	37%	28%	42%	38%	35%
Median household income, 1989	$21,543	$24,111	$29,274	$30,567	$28,286	$26,225

Notes:
From 1990 Census, STF 1a and STF 3a (Internet download from www.census.gov).
(1) Units may be occupied by non-residents, e.g., vacationers.

Table 6-5: School Indicators Of Waikīkī Area Demographics

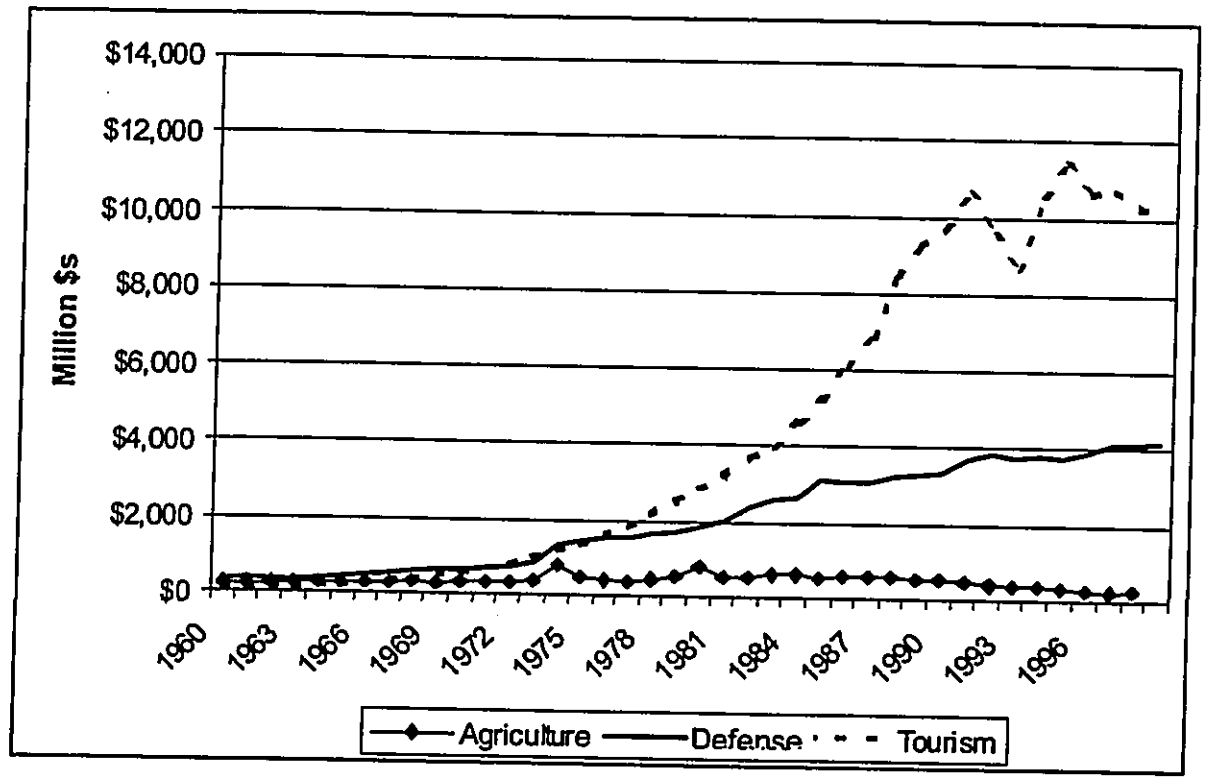
	Jefferson	Ala Wai	State
Enrollment, 2000	542	568	
Ethnicity, 2000			
Black	1.8%	1.9%	
Chinese	9.1%	7.9%	
Filipino	13.0%	7.1%	
Hawaiian, Part-Hawaiian	11.7%	15.7%	
Japanese	9.0%	11.6%	
Korean	7.1%	13.8%	
White	13.2%	9.3%	
All Others	35.1%	32.7%	
Share of students enrolled for full year (3 year average)	87.2%	88.9%	
Share of students receiving free or reduced-price lunch (3 yr. avg.)	54.9%	48.1%	
Share with limited English (3 yr. avg)	23.0%	28.1%	
Community Profile (1990 Census)			
Family size	2.6	2.4	3.6
Share of households with school age children	9.4%	11.1%	31.8%
Median household income	$27,694	$30,595	$38,829
Share of households with public assistance	5.1%	4.0%	6.8%
Share of children below poverty level	5.0%	17.6%	11.6%

Source: Hawai'i State Department of Education, School Status and Improvement Reports, Fall 2000.

6.3 THE VISITOR INDUSTRY

Tourism has been Hawai'i's leading industry since the mid-1970s. Defense spending stabilized as US involvement in Southeast Asia was curtailed, while tourism grew steadily until the early 1990s (as shown in Table 6-6).

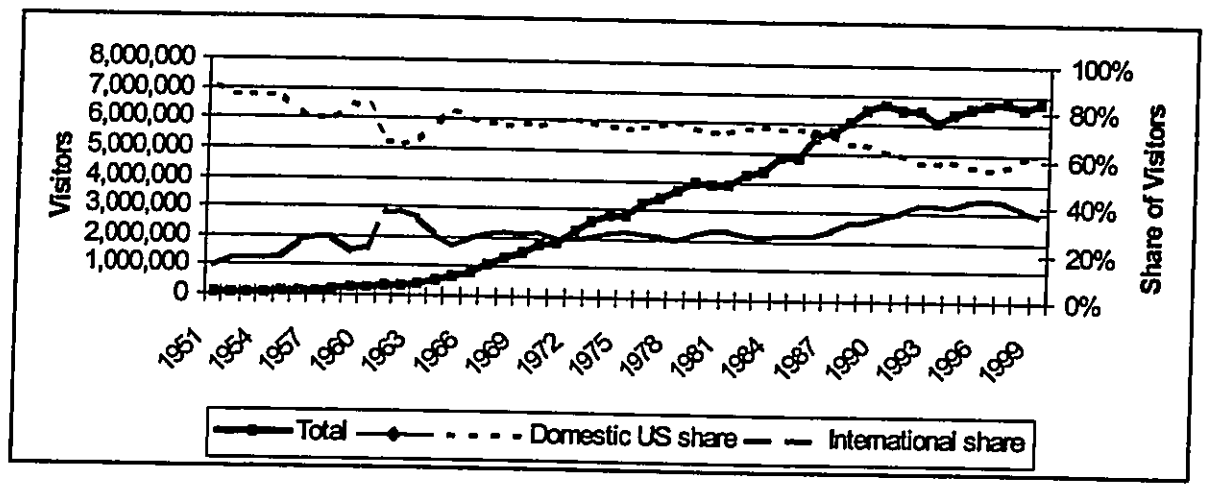
Table 6-6: Hawai'i Income From Major Export Industries



Notes:
"Agriculture" income is production value for raw sugar, molasses, and fresh and processed pineapple. "Tourism" is visitor expenditures. Data are as shown in State Data Book (DBEDT 2000).

The annual number of tourists visiting Hawai'i has climbed nearly to $7 million. Visitors from the US Mainland still provide the majority of tourists, but their share has been declining (as shown in Table 6-7).

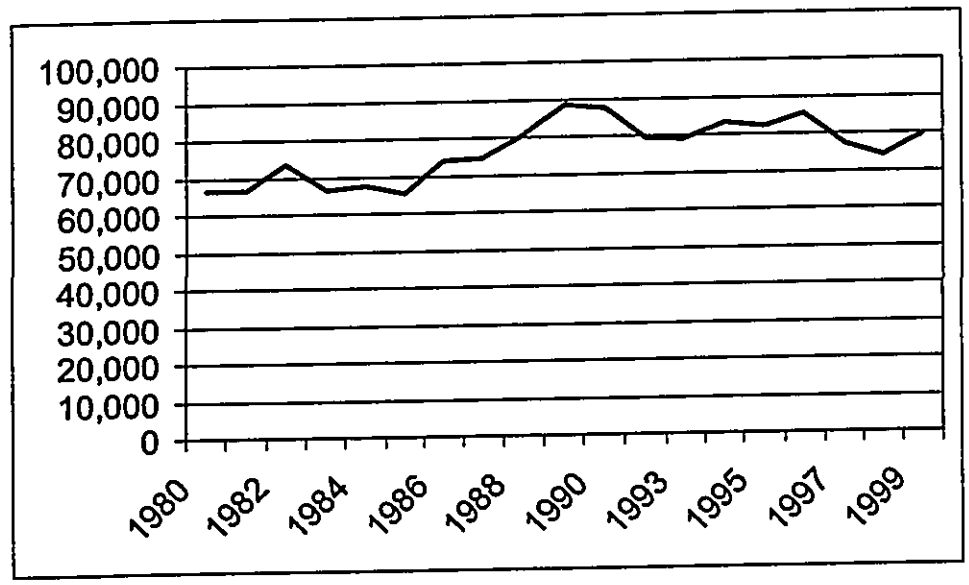
Table 6-7: Total Annual Visitor Count, And Domestic Vs. International Share Of Visitors



6.3.1 Waikīkī's Role in Tourism In Hawai'i

O'ahu tourism grew rapidly from the 1960s through the 1980s. Since then, the island visitor count declined through 1998. (Table 6-8 shows the average visitor census for the last 20 years.)

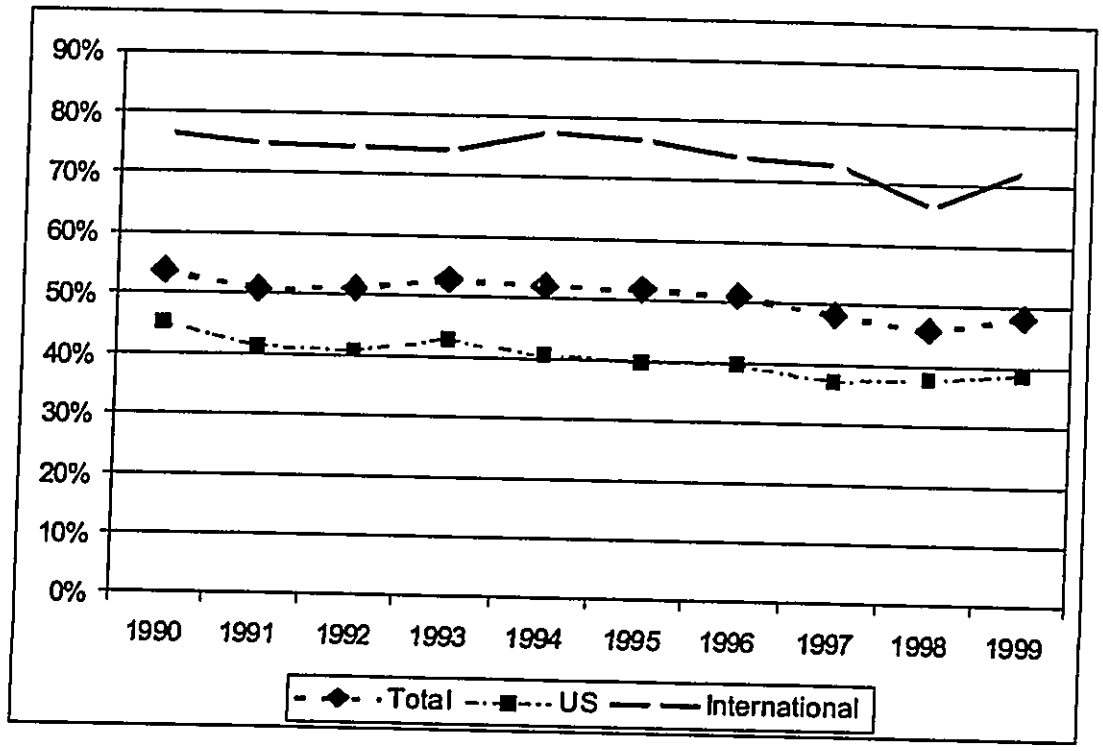
Table 6-8: Average Visitor Census, O'ahu, 1989-1999



O'ahu's share of Hawai'i's visitor days and dollars has declined as Hawai'i's tourism infrastructure has spread throughout the islands. Waikiki remains the heart of the visitor industry, with nearly half of visitors' time in Hawai'i spent in that one small area. (Table 6-9 shows recent trends.) For first-time visitors (now about 41 percent of arriving visitors), Waikiki is usually the primary Hawai'i destination. International visitors spend about three-quarters of their time in Hawai'i on O'ahu, while only about 40 percent of US Mainland visitor days are on O'ahu.

Waikiki combines several sorts of appeal to visitors. It is the best known Hawai'i destination. It offers a wide range of lodgings, from budget to luxurious accommodations. For young Americans and Japanese, the choice of many different sorts of entertainment and shopping available in Waikiki may be preferable to the slower pace of Neighbor Island resorts. Waikiki is also the venue for the largest conventions in Hawai'i. (Some 300,000 visitors came to Hawai'i for conventions in 1999.)

Table 6-9: Share Of Visitor Days On O'ahu, 1990-1999



Source: DBEDT. Historical data compiled and available on the Internet at www.Hawai'i.gov/dbedt/monthly/historical-r.xls.

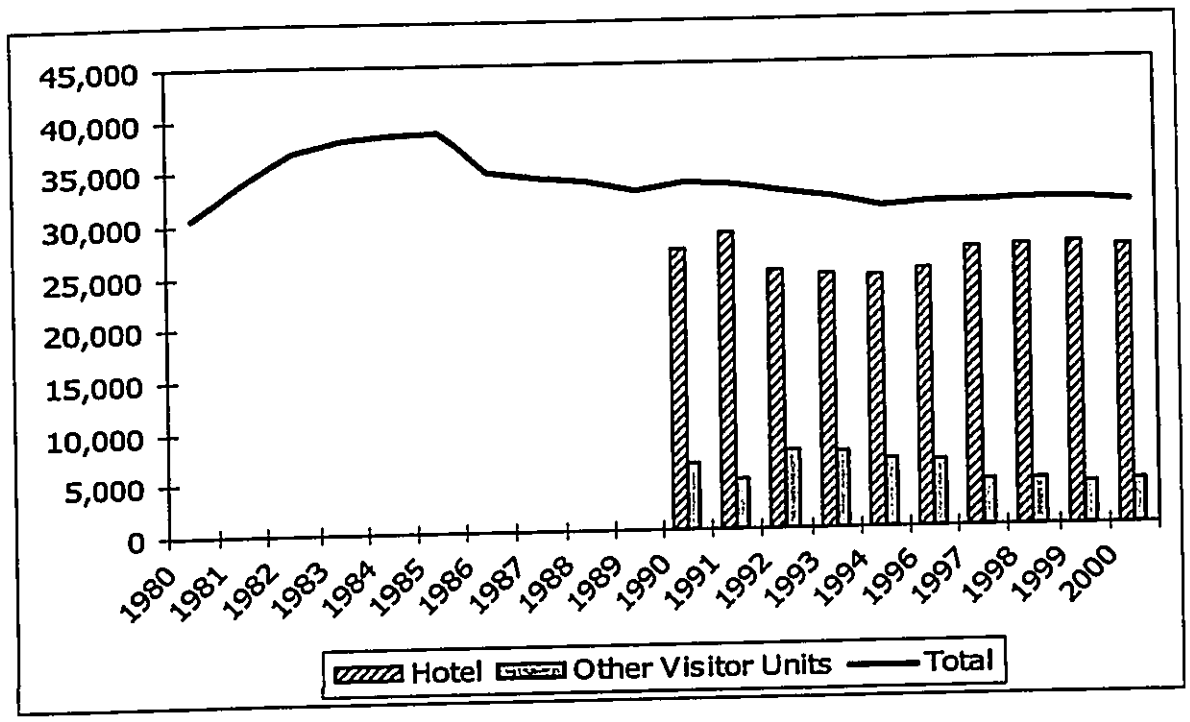
The number of visitor units in Waikiki (including hotels, vacation rental apartments and condominiums, hostels, and bed and breakfasts) reached a high of about 38,600 in 1985. The room count declined sharply in 1986, and continued to decline more slowly through 1994. (as shown in Table 6-10). The *2000 Visitor Plant Inventory* shows a Waikiki total of 31,249 units.

In 1980, the Waikiki average visitor census was estimated as 70 percent of the island total (as shown in Table 6-11) . By 1990, that share had climbed to 88 percent. There were no major additions to the O'ahu visitor plant outside Waikiki in that decade. Since 1990, the Hawaii Prince Hotel has been added in Waikiki, and the Ihilani Hotel at the western end of O'ahu.

In the 1980s, the visitor plant on the other islands grew significantly, with the result that O'ahu's share of visitor units declined from 66 percent to 51 percent of the State total (DBEDT, 2001b). (Historical figures for Waikiki come from various annual reports, while the figures in Table 6-12 come from counts corrected over the years. Waikiki counts for a given year are hence not strictly comparable with those reported for the County and State.)

With many more visitor units than resident households, Waikiki's everyday population has come to include about four tourists for every resident (as of 1990, in Table 6-11). The Waikiki visitor industry workforce was estimated as about 30,000 in 1980, far larger than the Waikiki resident population. In this situation, Waikiki residents have often been sensitive to signage and policies that cater to tourists rather than residents in Waikiki.

Table 6-10: Waikiki Visitor Units, 1980-2000



Notes:
Counts by both subarea and unit type are only available as of 1990. No counts was made for 1995.
Sources: Hawai'i Visitors Bureau, *Visitor Plant Inventory*, 1980-1994, 1996-1998; DBEDT, *Visitor Plant Inventory, 1999-2000.*

Table 6-11: Waikiki Residents, Visitors And Workers

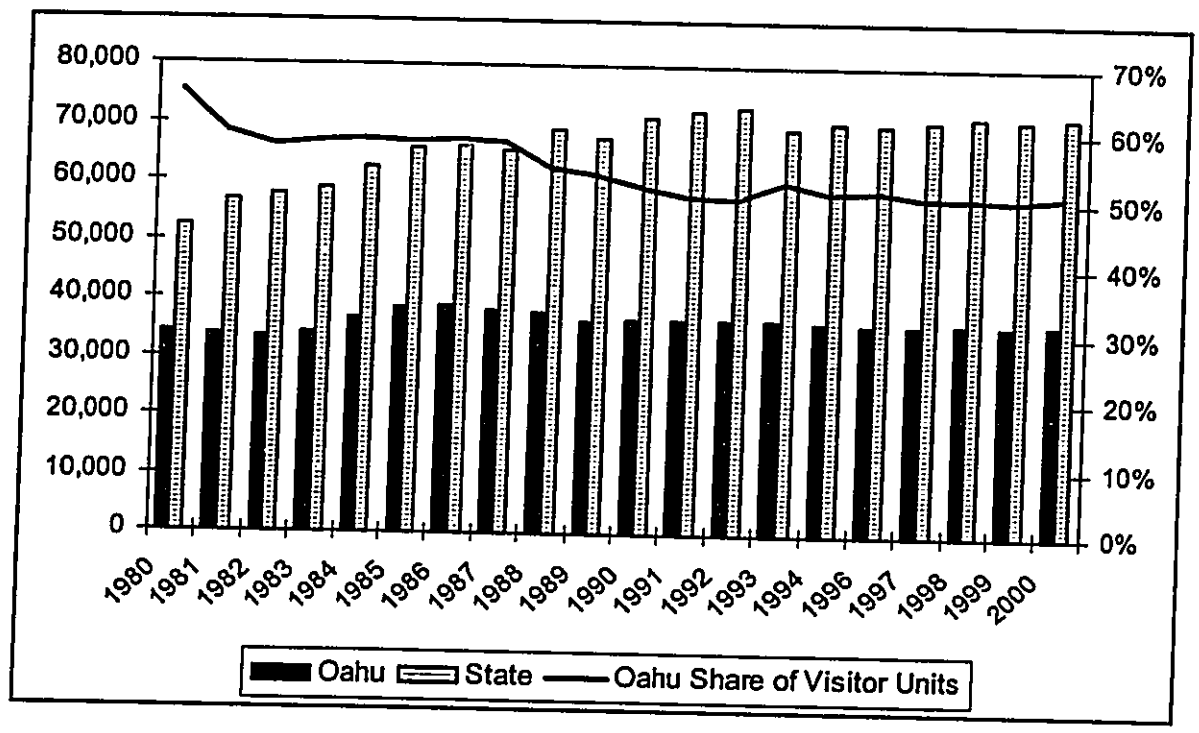
	1960	1970	1980	1990
Resident population	11,075	13,124	17,384	19,768
Temporarily absent	36	176	174	327
De facto population	18,753	34,874	63,710	95,979
Visitors present	7,714	21,926	46,500	76,538
Employed persons: (1)				
Living in Waikiki	6,327	7,866	9,593	11,065
Working in Waikiki	(NA)	(NA)	30,011	(NA)

~~**Note: (1) Includes members of the armed forces.**~~
~~**Source: DBEDT, 2000a, Table 1.17**~~

	1960	1970	1980	1990
Resident population	11,075	13, 124	17,384	19,768
Temporarily absent	[36]	[176]	[174]	[327]
Visitors Present	7,714	21,926	46,500	76,538
De facto population	18,753	34,874	63,710	95,979
Employed persons: (1)				
Living in Waikiki - part of resident population	6,327	7,866	9,593	11,065
Working residents of Oahu working in Waikiki	(NA)	(NA)	30,011	(NA)

Note: (1) Includes members of the armed forces.
Source: DBEDT, 2000a, Table 1.17

Table 6-12: O'ahu And Statewide Visitor Units, 1980-2000



Source: DBEDT, 2001b.

6.3.2 Vacation Ownership

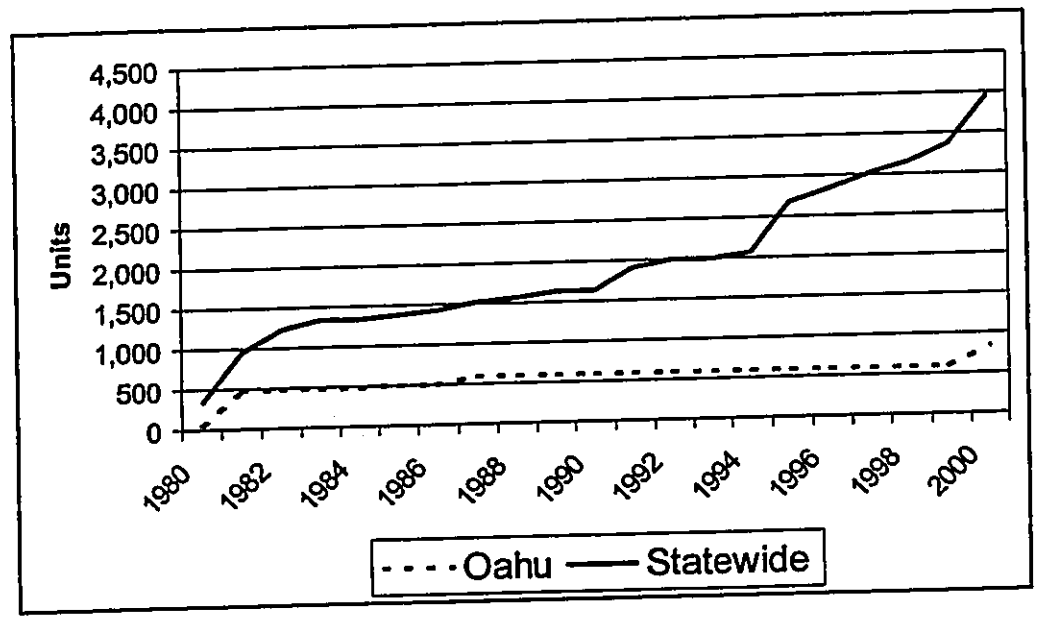
Sales of time shares began modestly in Hawai'i around 1980, with fewer than 500 units available (as shown in Table 6-13). Time shares have increased, and now constitute slightly more than 5 percent of the visitor inventory (DBEDT, 2001). The increase was almost entirely accomplished on the Neighbor Islands. O'ahu's time-share inventory was nearly all created in the early 1980s (KPMG LLC et al., 2001). As a

result, it now consists of older units, most of which are studios and one-bedroom units. In recent years (and in the proposed Hilton Waikikian project), larger units are common. (Because O'ahu units are older and smaller than the norm, inferences in this report about future Waikikian vacation ownership visitors will be based on Statewide, not O'ahu, data.)

Time-share properties have a poor reputation, due to aggressive sales techniques. Those have been curbed, partly through legislation (Brown, 2001). Another factor improving the reputation of the industry is the involvement of major hotel chains, such as Hilton and Marriott. The exchange of rights to use units in different locations has become routinized: most buyers acquire not only an interval in a unit in a given property, but also membership in an exchange system (either one of two major international systems, or in-house "clubs" of major hotel/time-share brands). As a result, buyers of Hawai'i intervals tend to be able to pick and choose whether to return to their unit, exchange their rights for others elsewhere, or even bank their rights in order to use them in a future vacation.

Hawai'i time-share owners are nearly all US residents. About a third live in California. The share of time-share owners living in the Midwest and Eastern states has increased markedly, to 38 percent, since a 1996 study. The average age of owners responding to a survey in 2000 is 55.1 years (KPMG LLC et al, 2001).

Table 6-13: Time-share Units In Hawai'i, 1981-2000



Source: KPMG LLC et al., 2001.

New buyers (who acquired intervals in 1998 or later) are younger and more affluent than other owners, as shown in Table 6-14.

Survey respondents were mostly satisfied or very satisfied with their purchase. However, when owners were asked how they used their time-share in the last year, the most common response was that they exchanged (43 percent), and only 40 percent had personally used their interval.

Table 6-14: Demographics Of Hawai'i Time-Share Owners

	Time Share Owners	
	All	New (1)
Household type		
Married couple	84.0%	87.4%
Unmarried couple	4.0%	2.7%
Single men	4.0%	2.5%
Single women	8.0%	7.4%
Number of children		
None	72.0%	66.7%
One	12.4%	14.3%
Two	11.3%	14.1%
Three or more	4.3%	4.9%
Age of household head		
Mean age (years)	55.1	51.7
Household income		
Share > $150,000	13.1%	15.0%
Median Income	$88,932	$96,697
Occupation of head		
Retired	26.7%	25.2%
Professional	26.0%	30.7%
Senior management	7.1%	8.3%
Middle management	10.9%	9.0%
Self-employed	10.4%	6.7%

Notes:
From survey of Hawai'i time-share owners conducted in June 2000.
(1) Purchased time-share intervals from 1998 to 2000.
Source: KPMG, et al., 2001.

6.4 EMERGING TRENDS

6.4.1 Revitalization of Waikīkī

Business and government policymakers agree that Waikīkī needs continuing investment to retain its appeal (Hawai'i Visitors and Convention Bureau, 2001; Duchemin, 2001). Much emphasis has been placed on increasing open space and the perception of Waikīkī as a distinctively Hawaiian place. Recognizing that new spaces and facilities can only be justified by higher revenues, the City and County of Honolulu (City) has provided a seven-year real property tax moratorium on qualifying renovations.

Despite encouragement for hotel renovation, most new construction has been of retail and public facilities. New retail sites include a much enlarged DFS Galleria in mid-Waikīkī and an upscale retail complex now being built by the Honu Group. The City has built a sprawling new bandstand in Kapi'olani Park, new

facilities in the nearby beach area, and has renovated the Natatorium Memorial grandstand, with the aim of rebuilding this historic structure's unique salt water swimming pool. Also in Kapi'olani Park, the Honolulu Zoo has been rebuilt and extended through the 1990s. The City has sought to improve major roadways for pedestrians perhaps more than drivers. As a result, in renovating Kalakaua Avenue, it has removed one lane of traffic in order to increase both walking space along Kuhio Beach and to lessen the experiential impact of automobile traffic near the beach.

At Fort DeRussy, landscaping of the area along Ala Moana Boulevard and new, wider walkways have been planned to improve the feeling and use of open space. While much of this improvement is currently obscured by construction, the removal of buildings near the road and the Hilton's new landscaping and sculptures in front of the Kalia Tower have changed an unimpressive intersection at Ala Moana and Kalia into a lush site.

Hilton has stood out among hotel owners and operators by investing in the new Kalia Tower and renovating the Lagoon Tower. Renovations are being discussed for older hotels in the Lewers Street area owned by Outrigger Hotels, but these projects are still in the planning stages.

A recent trend toward integrating Hawai'i properties into US hotel brands (e.g., Starwood, Marriott, Radisson, Renaissance) is likely to increase both marketing of Waikīkī hotels and effective segmentation of the market. Products for different types of traveler are now offered at distinct prices under names known to Mainland visitors. One analyst concludes that this and other trends should provide more viable and complementary product offerings [in Waikīkī] in relation to other Hawai'i destinations, re-establishing Waikīkī as the gateway to Hawai'i (Toy, 2000).

City and County of Honolulu policy-makers have sought to protect Waikiki's appeal as a visitor destination through two sorts of controls: a maximum limit on visitor units (known as the "hotel room cap") and planning guidelines to encourage setbacks, open space, and upscale facilities. As of 1996, the planning rules for Waikiki were amended to encourage a "Hawaiian Sense of Place" through design; this theme has been underscored in later publications (e.g., City and County of Honolulu, 1999). A third element of City policy is support for efforts to highlight Waikiki's history and Hawaiian culture. Public and private efforts have resulted in a new historical trail and many more public performances of hula and other Hawaiian activities than in the past.

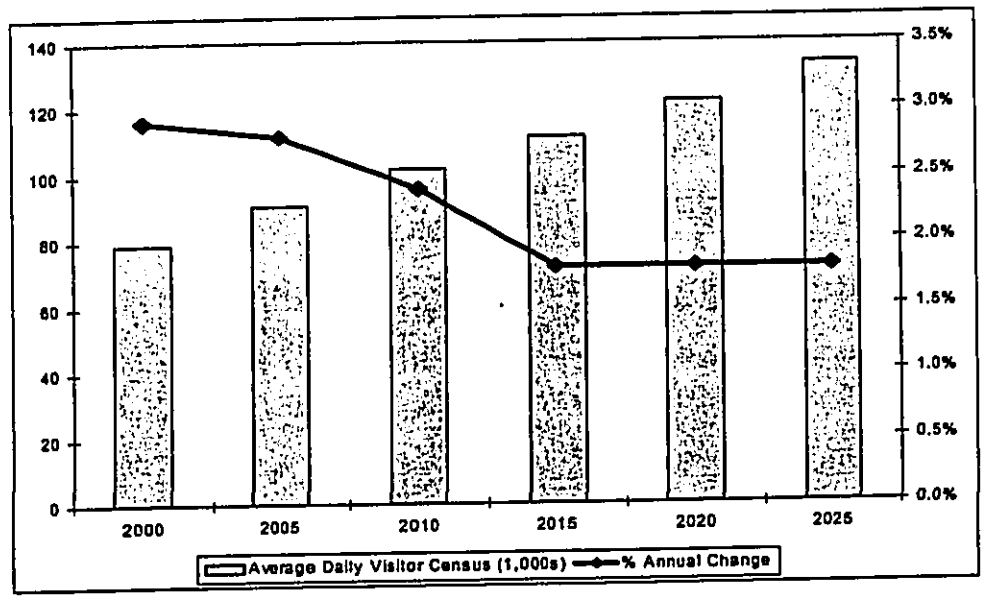
The "hotel room cap" for Waikiki was set at 32,800 units in 1992. That figure was 100.8 percent of the estimated 1992 inventory (in Table 6-10, above). Since then, the actual inventory has declined by about 1,300 units, and is 1,551 units smaller than the official limit. When the limit was set, periodic reviews were planned. The current draft of the *Primary Urban Center Development Plan* (City and County of Honolulu, 1999) recognizes that there may be need to raise the cap to meet demand, but suggests that the cap stay at its present level and the bulk of new visitor development be scattered through the urban area and elsewhere on O'ahu.

6.4.2 Continuing Growth of Tourism

During the 1990s, total visitor expenditures in Hawai'i declined, then grew slowly again. Continuing growth is expected over the next few decades, fueled by marketing, expansion of the visitor plant, and renovation of destinations and attractions. For O'ahu, the long-term trend is expected to translate into year-to-year growth in visitor days by about 2.5 percent annually. (Table 6-15 shows how growth is expected to be at higher levels at first, then stabilize below 2 percent.) O'ahu's share of visitors and visitor

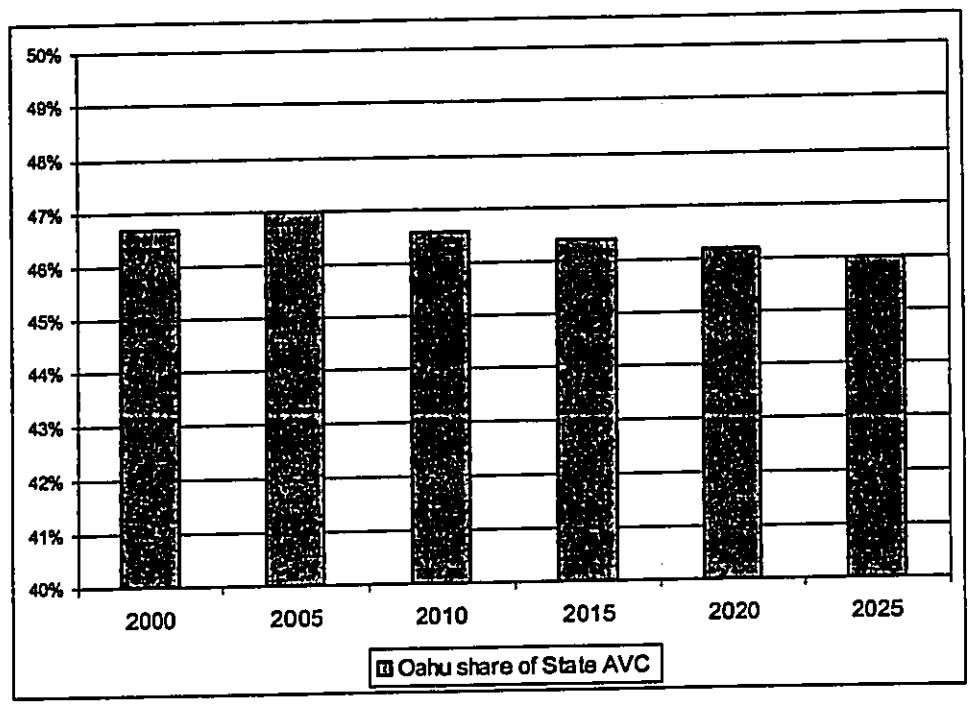
expenditures will decline, since higher growth is expected in the Neighbor Islands. (Table 6-16 shows that the decline is very small.)

Table 6-15: Projected Growth In Average Visitor Census On O'ahu



Source: DBEDT, 2000.

Table 6-16: Projected O'ahu Share Of Hawai'i Visitors



Many new visitor units are planned or proposed for Hawai'i (DBEDT, 2001). While initial permits have been granted for major new resorts (at Ko 'Olina and Ku'ilima on O'ahu, Kaupulehu in West Hawai'i, and North Beach on Maui), much of the imminent or current construction involves time-share properties. On Maui, all of the 1,073 units recognized by the County Planning Department as possible additions to the room inventory are time-share properties. At Ko 'Olina on O'ahu, Marriott is planning development of about 750 units, with the first phase scheduled to open in early 2003 (Gomes, 2001a).

6.4.3 Uncertainties

It seems clear that Waikīkī will continue to serve as the center of Hawai'i's visitor industry, and that it still attracts a large and wide customer base. Other trends are less obvious:

- **Impact of the September 11, 2001 tragedy on Tourism in Waikīkī and Hawai'i.** In the weeks since the September 11, 2001 attacks, Japanese visitor arrivals plummeted and remain low, while US Mainland arrivals dropped, then rebounded to a level close to that of the prior year. As of October 28, 2001, weekly domestic visitor arrivals statewide were about 8.3 percent below comparable year 2000 levels. Based on historical experience, some Hawai'i researchers expect the impacts of the tragedy and economic downturn in the US to continue into 2002, and perhaps to the end of that year. An important question is presently unresolved: Will new threats and security precautions further undermine visitor interest in Hawa'i, or will Hawai'i's tranquility and remoteness attract visitors seeking what may be perceived as a safe haven from the tensions felt elsewhere? However, while many hotels statewide experienced precipitous drops in occupancy, the occupancy at most timeshare resorts during this period showed remarkable resilience, returning to normal levels within a few weeks. For example, paid occupancy at Hilton Grand Vacations Club at HHV recovered to 71 percent by October 2001 and is estimated to reach 75 percent in November.
- **Future of Ala Wai Boat Harbor.** Current debates deal with management of the boat harbor. The Governor has argued that privatization is needed to generate revenues; boaters respond that Ala Wai already generates funds over and beyond that needed to cover operations on the site. (Mossman, 2001). Two complex issues remain to be addressed. First, funding will eventually be needed for major repairs and renovation. Whether these will be subsidized or covered by increased operating revenues remains to be seen. Next, the operation of the boat harbor as a non-commercial area has been challenged (e.g., in Hawai'i State DOT, 1999). Having boats and ships for tourists moor at Kewalo Basin, nearly two miles west of Waikīkī, or even in Honolulu Harbor, has been viewed by some planners as inefficient and anti-business. Continued dedication of Ala Wai Boat Harbor to private boats will be scrutinized in the future.
- **Residential demographics and revitalization.** Waikīkī's residents are aging, and the influx of new residents and part-time residents that filled many condominiums in the 1970s and 1980s has apparently abated. Neighbor Island resort areas now compete for this market segment. It is simply not clear how Waikīkī's residential population will be renewed. One possibility, increasing vacation rentals and second-home use of apartments, could lead to an increasing Japanese presence in Waikīkī, since Japanese visitors seem much more likely to return to the urban resort than Mainland US visitors.
- **Tourism venues and attractions.** While it is very likely that tourism will continue to be vibrant, the specific forms it will take may evolve in unexpected ways. Currently, time-share operations are growing in number in Hawai'i. Again, cruise ships are attracting more and more tourists. By the end of 2001, there should be three ships based in Hawai'i, taking weekly interisland cruises. In addition, Hawai'i stops are common for ships on transpacific cruises or making annual moves between cruising in Alaska and the Caribbean. In both cases, the size of the potential market is simply not known yet.

New attractions have been proposed for Waikīkī and O'ahu in order to increase visitors' interest in coming, or coming back, to the island. Proposals include historical venues (on Ford Island in Pearl Harbor), aquariums, and underwater tours in a man-made environment with many tropical fish and corals. Given expectations of slowing growth in tourism, new investment has gone into lower-risk ventures -- retail areas rather than attractions dedicated to a particular experience. This trend could easily be reversed, if visitor expenditures do not support future retail expansion or some new attraction proves especially likely to generate a continuing cash flow.

- **Eventual location of new visitor units on O'ahu.** As noted above, plans for new developments outside Waikiki have been approved, and eventual hotel, time-share, and/or vacation rental development is likely. Whether new demand can be fully and appropriately met at Ko Olina, Turtle Bay, and scattered "village inns" in the urban area is far from clear. The "hotel room cap" is by law to be re-evaluated every five years. It could move upward or continue at the current level, depending on visitor demand and future assessments of political and economic need.

6.5 COMMUNITY ISSUES AND CONCERNS

This section identifies issues and concerns of stakeholder groups. It deals both with ongoing discussions about Waikīkī's present and future conditions and with the specific concerns expressed about the proposed development on the Waikikian site.

6.6 SOURCES

Sources for the account of issues and concerns include:

- **Waikīkī Neighborhood Board meetings:** SMS has read the Board minutes for the past several years, and reviewed the Board's minutes for this project. The SMS project director also attended the April 2001 meeting, at which Hilton executives presented the project.
- The April 2001 meeting of the Ala Wai Boat Harbor boaters council, convened by the harbormaster, at which the Hilton proposal was introduced and discussed.
- **Newspaper reports of resident concerns.** Newspaper reports have included accounts of resident viewpoints (Adamski, 2001, Blakeman, 2001, Gomes 2001). Letters to the editor are valuable expressions of the views of members of the community with strong feelings about proposed changes (Cole and Cole, 2001; Darrow and Darrow, 2001; Heizer, 2001; Mazure and Mazure, 2001; Sturdivant, 2001).
- **Interviews with members of Waikīkī's communities.** SMS has conducted interviews with Waikīkī stakeholders in the past, as well as new ones for this study. The new interviews followed a semi-structured format. Interviewees were asked to discuss their own views and those of persons they knew. Waikīkī stakeholders include residents, boaters, visitor industry firms and representatives, and the larger Hawai'i public.

6.7 ISSUES AND CONCERNS INDEPENDENT OF THE PROJECT

As noted earlier, many in Waikīkī feel the community must change the built environment to preserve or enhance the quality of life for residents or visitors. For visitor industry leaders and policymakers, the issue has to do with the continuing viability of a resort. On their analysis, a mature resort such as Waikīkī must reinvent itself or slide into a period of lower investment, less valuable experiences for visitors, and lower returns for the industry. Revitalizing Waikīkī could involve creation of additional open space, new

attractions, and renovated hotels attracting more affluent, higher-spending visitors. For residents, emphasis is often placed on maintaining the atmosphere and beauty that first brought them to Waikīkī. Many want more open space and preservation of views from their homes. Concern with street noise and vehicle pollution has repeatedly arisen, and residents have had some success in keeping tour buses from idling on their streets.

SMS met with stakeholders and members of the Waikīkī community to learn about issues and concerns that may arise in connection with the proposed project. Interviewees' affiliations are listed in order to indicate the community groups reached in the interviewing process; interviewees were not asked to speak officially on behalf of the groups listed:

Table 6-17: Persons Interviewed For This Report

Sam Bren	Chair, Waikiki Neighborhood Board
Leland Cadoy	Officer, Honolulu Police Department
Frank A. Chong	Executive Director, Waikiki Health Center
Rick Egged	President, Waikiki Improvement Association
Cindy Jacobson	Ilikai resident
Gordon Kai	Budget Rent-a-Car
Terry O'Halloran	Vice President for Development Atlantis Adventures
William Samaritano	General Manager, Discovery Bay Condominium
Charlian Wright	Promotion Director, Pauahi Management Corporation

Note: SMS had discussions with twelve additional merchants and employees of Waikīkī businesses. They are not listed here either because anonymity was desired or the conversation was not preceded by full disclosure of the circumstances of the study.

For all involved in Waikīkī, traffic congestion is a serious irritant. Congestion on major roads is due to increased overall traffic volumes, and to construction projects. With both infrastructure work (notably on sewers) and renovations needed to support Waikīkī's economy, construction is experienced not as a short-term inconvenience but a continuing irritant.

Waikīkī is enjoyed by diverse groups, which may have conflicting interests. Nighttime entertainment is patronized by tourists and O'ahu's young adults – creating noise and crowds that may irritate residents. Residents in turn may oppose new construction – which business interests see as crucial to local prosperity. In the early 1990s, the conflicts appeared to be stronger than today. Residents expressed concern that they were becoming marginal in their own community. Retailers focused attention on the Japanese market, and signs and goods aimed at Japanese consumers proliferated. High-rise developments were planned for some of the few remaining low-rise areas. Currently, many island residents are supportive of tourism, and volunteers on the Aloha Patrol work to make Waikīkī safe and inviting for visitors. While Waikīkī residents and businesses may still have conflicting interests, they agree in valuing a clean, open, well-landscaped Waikīkī. The recent establishment of the Waikīkī Improvement District with an annual budget of $1.8 million paid by the Waikiki business community is intended to keep Waikīkī clean and will maintain landscaping for the benefit of all those who visit, live, and work in the district.

6.8 ISSUES AND CONCERNS WITH REGARD TO THE PROJECT

In public meetings and interviews, stakeholders viewed the project in a special light, first as a Hilton initiative, and secondly as following closely on the heels of the Kalia Tower project, now nearing completion. Hilton was credited with a commitment to quality in design and landscaping, and high standards of resort operations. Several commented that Hilton could be trusted to build and maintain a property well.

While trust in Hilton is strong, many feel that Hilton has built too much already. They point to construction surrounding the new Kalia Tower as creating traffic congestion, and express concern that, with more visitors staying at the HHV, congestion on nearby roads will increase greatly.

Opposition to the Waikikian project has been forcefully expressed in public meetings and letters to newspapers. That opposition comes above all from residents living near the project site, who anticipate negative impacts on their quality of life. Other residents and Waikīkī business interests tend to support the project as a contribution to Waikīkī renovation.

(These comments are not meant as a weighing of votes for or against the project. No attempt was made to poll stakeholders. Instead, we stress that Hilton's reputation and activities as a developer shape views of the project. For many neighbors who have lived with construction of the Kalia Tower for the past months, more construction is especially unwelcome. Others trust Hilton as far more capable than other developers and operators. They expect it will set and meet high aesthetic standards.)

Specific issues took on prominence for different stakeholder groups, as shown in Table 6-18.

6.8.1 Stakeholders

Nearby residents had specific concerns deriving from their location. Other residents and businesses had less intense responses to the proposal. Many residents of nearby buildings expect the new tower and improvements to Dewey Lane to affect their quality of life adversely. Residents of other areas of Waikīkī recognize their concerns but tend to view the project as inevitable or likely to be well designed and operated, since it will be a Hilton product.

For Waikīkī businesses, the proposed project is first of all a commitment to the continuing prosperity of Waikīkī. For businesses serving HHV guests, it is a source of additional customers. Members of both groups mentioned environmental concerns, but they welcome the project as a significant commitment to revitalization.

All informants had visited the HHV, but none spoke of it as a place serving O'ahu residents. Its amenities were seen as for the guests, and not of interest to others. Some residents and business stakeholders thought the restaurant might be convenient, but did not express strong interest in it.

6.8.2 Project-Related Issues and Concerns

Traffic was the major issue in nearly all interviews. All informants expect the project to slow traffic on Ala Moana, and perhaps on other roads nearby. The idea that improved traffic flow within the HHV property could lead to less waiting to enter, and hence faster movement on Kalia Road and Ala Moana was considered by a few business informants, but not found very likely.

Parking arose as an issue in two ways. Construction workers were expected to claim free spaces in the Boat Harbor, making it harder for boaters to park near their boats. Next, several informants thought that more parking spaces were needed with the expansion than the numbers in the planned addition to the parking structure.

Some Ilikai residents living near the Waikikian site feel strongly that the project will greatly affect their homes and lives. They see the widened Dewey Lane and the tower as a source of noise. They expect to have to breathe fumes from vehicles waiting on Dewey Lane or the entries to the two towers off Dewey Lane. One added that the visitors staying in the Waikikian project would also be affected by noise and fumes from the parking structure.

Residents of condominiums across Ala Moana from the HHV, expect the addition of a tower on the Waikikian site to mean their scenic views will be blocked. For some, this is a matter of specific views from their apartments. Others simply say that the HHV property is too dense already, and they think it is inappropriate to pack more tourists and buildings in the space.

Additional impacts mentioned by informants as of concern to themselves or other stakeholders were (a) potential impacts on marine water quality if chlorine from the new pool is released into nearby ocean waters; and (b) possible shading of the pools at either the HHV or the Ilikai by the new tower. (The latter seems unlikely, since the tower would stand to the north of these pools.)

Informants were told that the Waikikian project would be operated as a vacation ownership site. None voiced expectations of time-share visitors as distinct from other tourists.

6.9 IMPACT ASSESSMENT

This chapter proceeds from an initial discussion of definitions and analytical issues, to findings of potential impacts of the project, to consideration of mitigation processes and measures for adverse impacts.

The account of issues and concerns in the last section summarized views of Waikīkī stakeholders. This section draws on stakeholder concerns and knowledge, but is written from the perspective of an independent analyst, seeking evidence to assess claims that the proposed development with in fact has the effects that stakeholders hope or fear.

6.9.1 The Notion of "Impact"

In socio-economic impact analysis, an impact is the difference between possible futures, with and without the proposed project, rather than the difference between present conditions and future ones with the project. Many factors will affect the future. A particular project should be held accountable for those changes that it brings about, not for ones that pre-exist it or stem from different sources.

The difference between the current situation and the future can profoundly affect perceptions of any project. In a related vein, perceptions are often shaped by experience with recent projects, which may have little to do with the proposed action. These comparisons are important parts of a community's response to development, and must be viewed as an impact in early phases – but the impact of stimulating a concern (e.g., about newcomers possibly coming into a community) is distinct from the eventual demographic impact (whether in fact newcomers will arrive in great numbers).

Table 6-18: Project-Related Issues For Waikiki Stakeholders

ISSUES	STAKEHOLDER GROUPS			
	BUSINESSES		RESIDENTS	
	Nearby	Wider Waikiki	Nearby	Wider Waikiki
New construction	Welcome, but some concern over traffic and parking	Welcomed as revitalization	Expected to create noise, problems with traffic, parking	Mild response Some see as progress
New development in Hilton Hawaiian Village	Expect they will also see more business		HHV towers seen as too crowded, blocking views	Some interest in amenities
Expected consequences of new development				
Pedestrian traffic	Welcome as new customers			
Vehicle traffic	More congestion expected on Ala Moana		More congestion expected on Ala Moana	
	Some think Dewey Lane improvements could speed flow	Believe Hilton will simply move congestion off-site to public roads	Believe Hilton will simply move congestion off-site to public roads	
			Believe more guests = more traffic on all roads	
Noise and vehicle fumes	View Hilton as handling bus traffic well on Paoa Place		Expected on Dewey Lane, affecting Ilikai and Waikikian Tower	
Views			Opposition to tower as blocking views	
Shadow of tower			Ask if will shade pools	
Runoff or outfall from pool		Concern to protect reef, seawater		
Elements of plan				
Overall	Expect good design; see elements as good for Hilton guests			Expect good design
Access to beach		Generally favor		
Restaurant		Generally favor	Favor, but doubt if would use much	
Parking structure		Concern: may need more stalls	Expect will need more stalls	

Impacts arise in relation to context. A change brought by a project may be highly significant at the local level, yet small on a regional or county scale.

In the current situation, the proposed Waikikian redevelopment is compared to a perceived baseline condition in which:

- The Waikikian site is used for little more than construction parking;
- Stakeholders are uncertain about the impacts of the Kalia Tower, and some fear that it will bring considerable congestion; and
- Traffic congestion at the Kalia/Ala Moana intersection occurs often, and is largely attributed to the HHV's guests (while HHV personnel point out that Hale Koa traffic is part of overall demand, and that the narrowing of Kalia beyond the HHV property contributes to bottlenecks);

This comparison misses both site-specific and adjacent changes that will affect future conditions:

- The Waikikian site is suited for Hotel/Resort development. Such development existed on-site, and a new hotel, with 264 rooms, was proposed. The EIS for that proposal (Kusao, 1990) was accepted by the City in 1991. Some development on site, with a footprint similar to or larger than that of the Waikikian project, is quite likely.
- (Past acceptance of an EIS indicates government willingness to consider such a proposal, not a vested right to develop. The point here is that visitor-oriented development of the site must be treated as likely independent of the project under consideration.)
- Population and traffic impacts of Kalia Tower have been forecast (Belt Collins, 1991). In the next few months, while the Waikikian proposal is under consideration, data will become available on Kalia Tower operations and their impacts on the surrounding area.
- Construction of the Kalia Tower and its surroundings contributes to congestion by narrowing lanes both on Kalia Road and within the HHV property. This is a short-term effect, not a baseline condition.
- The Hilton is automating traffic flow into and out of its garage. Hilton management expects the new system to reduce congestion when large groups gather or disperse from the property. However, with no expansion planned either for the HHV entrance lanes or Kalia Road, the opportunity to open four or five lanes to or from the garage will not eliminate congestion, and could simply displace some of the problem to the HHV entrance on Kalia Road.

In this report, impacts of development are compared to a site without any visitor units, since no set number of units has been permitted for the Waikikian site. However, the proposed 350-unit tower should be viewed as having 218 more units than were on-site in the past, and 86 more units than were proposed in the 1990 EIS – as a new, intensive visitor use of the Waikikian/HHV area – not simply compared to the existing situation.

6.9.2 Terminology Used for Types of Impact

Technical terms are used here to distinguish impacts of several sorts. First, in economic analysis, a distinction is made between impacts of the actual construction and operations of a project, and the effects of project-related spending throughout the local economy. In discussions of jobs and income, three broad types are distinguished:

- *Direct* jobs are immediately involved with construction of a project or with its operations. Direct jobs are not necessarily on-site: construction supports construction company personnel in offices and base yards, as well as on-site.

- *Indirect* jobs are created as businesses directly involved with a project purchase goods and services in the local economy.
- *Induced* jobs are created as workers spend their income for goods and services.

Indirect and induced employment in Hawai'i can be estimated using multipliers from a model of input-output relations in Hawai'i's economy developed by State researchers.

Direct jobs are not necessarily located at the site of a project. As a rule of thumb, about 20 percent of direct construction jobs are off-site (in baseyards, offices, and the like). Indirect and induced jobs are created throughout the State. These are likely to be concentrated in commercial and/or industrial centers, rather than near a job site. (Since the project is on O'ahu, where commerce, finance and government are concentrated, nearly all indirect and induced impacts will be on O'ahu.)

Next, a project's impacts are *absolute* or *locational*. These terms underline the difference between an activity that would simply not exist apart from the project, and one that can be expected to occur somewhere or other in response to market demand. For example, a sewage treatment plant may be needed to support the island population, and its development may be unavoidable. Even if all agree on the absolute need for the plant, the choice of a location is likely to be a highly charged political issue In the latter case, the siting of the activity in the project is a locational impact. The activity itself is simply a consequence of population growth.

Again, from an economic perspective, industries such as tourism bring new inputs into the island economy, which might otherwise go outside Hawai'i. These are motors of growth. With an economy supported by such primary industries, people may be housed in various ways, in different places — but they must be housed. The impact of a major residential project has to do with where and how people are housed, not whether there will be economic and population growth.

Cumulative impacts result from the interaction of a project and its surroundings. For instance, the direct impact of a project on public facilities may be small in quantity, but the cumulative impact of the project, viewed in relation to other communities and approved projects in the area, may be significant, if the small increment makes demand surpass the capacity of regional facilities.

6.10 ECONOMIC IMPACTS

6.10.1 Construction Employment and Incomes

Construction occurs in a relatively short time – three years or less, for the Waikikian project – so its economic and social impacts are separated from later ones. Table 6-19 estimates construction employment over the total construction period (approximately 27 months). Indirect employment associated with construction would largely occur during that same time, while induced employment, generated by workers' spending, would spread over a longer period.

Table 6-19: Construction-Related Employment And Wages

Construction cost	$80.0 million
Construction period	27 months
Direct workforce	
Total period	770 person-years
Annual Average	342 person-years
Indirect and induced workforce	
Total period	1,135
Wages	
Total Period	
Direct	$33.6 million
Indirect and Induced	$35.9 million
Total	$69.5 million

Notes:
Construction cost estimate and timetable provided by client. Direct Workforce estimates from historical ratios. Cost does not include fixtures and furnishings (FF:E) or marketing and sales costs. Indirect and induced workforce calculated using State Input-Output Model (DBEDT, 1998). Wages estimated from1999 Honolulu average wages by industry (DLIR, 2000), adjusted in line with cost-of-living increases (DBEDT, 2001).

Annual construction jobs would number about 350, of which perhaps 280 would be located on-site. (These are full-time jobs; the actual number of persons filling those jobs in the course of a year or at peak times in construction could well be larger.) Indirect and induced jobs associated with the entire construction period would amount to about 1,135 jobs. Construction wages would amount to approximately $33.6 million (in constant year 2000 dollars), and total construction-related wages, including direct, indirect and induced jobs, would amount to about $69.5 million.

While the proposed tower would be a major construction project, the workforce impact would be modest: the annual construction jobs estimated here comes to only 2 percent of the 17,300 construction jobs in the City (annual average for 2000, from the State Department of Labor and Industrial Relations (DLIR) website, http://www.state.hi.us/dlir/rs/loihi/.)

6.10.2 Operations Employment and Incomes

Direct operations jobs associated with the project include a range of service jobs, which are expected to last as long as the property is occupied, and marketing jobs. Hilton Grand Vacations staff would be marketing the Waikikian property for a period of about six years. Hilton Grand Vacations Club recently set up a Honolulu marketing operation to sell intervals in the Lagoon Tower. Those staff positions would continue as the Lagoon Tower is sold out and sales of intervals in the Waikikian project gets under way.

Direct operations jobs have been estimated after discussions with HHV and Hilton Grand Vacations staff (John Jacobson, operations analyst for HHV, and Dan Besser, Director of Operations, Hilton Grand Vacations Club at HHV, April 2001).

Table 6-20 shows direct, indirect and induced jobs associated with operations in the Waikikian proposal. Estimates are for sample years, including two years during the marketing process and two after it has ended.

Indirect and induced jobs are estimated from the State Input-Output model. Direct wages are estimated from industry averages for the City, while indirect and induced wages are estimated using the average wage for employees covered by Workmen's Compensation insurance in the City.

6.10.3 Labor Market Impacts

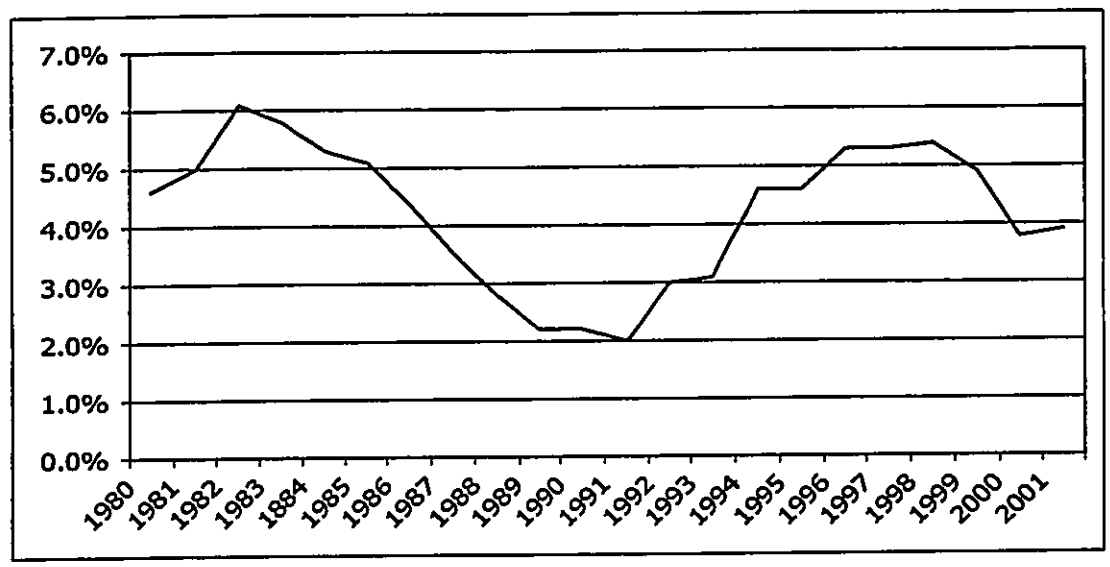
During the 1990s, the O'ahu unemployment increased, but did not reach the high levels seen on islands still moving from plantation economies. By 2000, the rate has gone below 4 percent, i.e., close to full employment. (See Table 6-21.) However, that rate points to some 15,700 persons on O'ahu looking for work – nearly as many as are employed in hotel services.

Table 6-20: Operations-Related Employment And Wages

	2006 (1)	2010	2015	2020	
Direct Jobs					
Hotel services	162	162	162	162	
Eating/Drinking	25	25	25	25	
Retail	56	56	56	56	
Marketing	125	100	0	0	
TOTAL	368	343	243	243	
Indirect and Induced Jobs					
Hotel services	176.0	176.0	176.0	176.0	
Eating/Drinking	11.8	11.8	11.8	11.8	
Retail	43.9	43.9	43.9	43.9	
Marketing	148.8	119.0	-	-	
TOTAL	380.4	350.6	231.6	231.6	
Direct Wages	$17.2	$14.9	$5.9	$5.9	million $s
Indirect and Induced Wages	$12.0	$11.1	$7.3	$7.3	million $s
Total Wages	$29.2	$26.0	$13.2	$13.2	million $s

Notes:
Employment estimates based on industry ratios and Hilton experience. Wages from State data (DLIR, 2000) and Hilton Grand Vacations Club.
(1) Tower expected to open in late 2005, so 2006 used as comparable to first full year of operation.
(2) Wages stated in constant dollars.

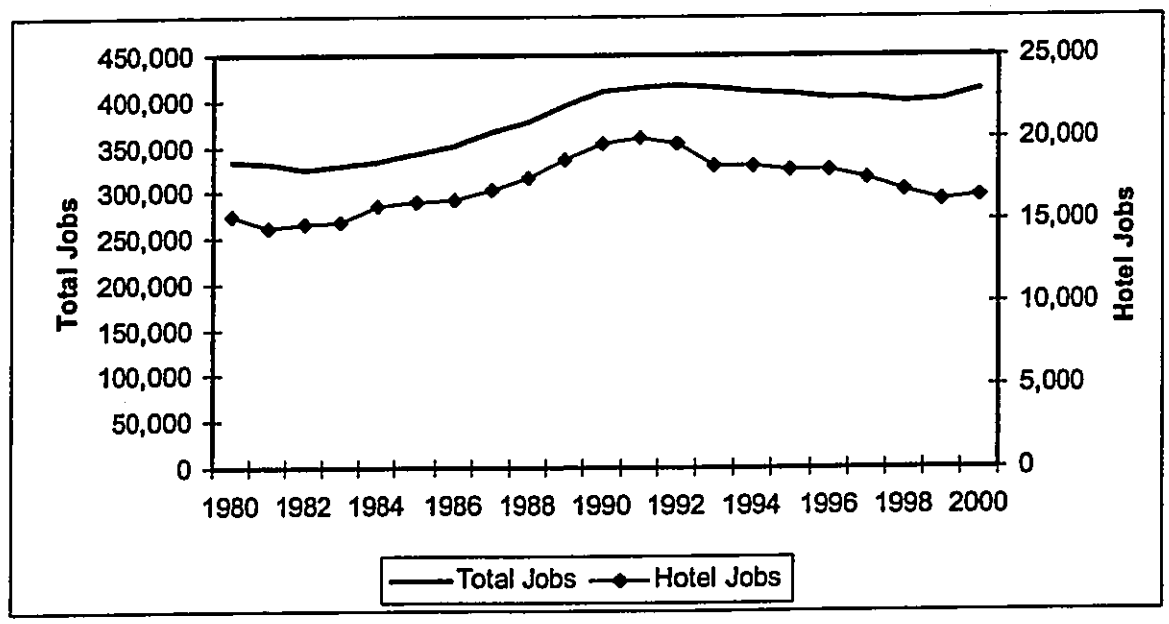
Table 6-21: Unemployment Rate, O'ahu, 1980-2001



Source: DLIR, 2001.

Over the last decade, O'ahu's construction workforce has shrunk by nearly 9,000 jobs since 1991 (DLIR, 2001). Direct construction jobs on the Waikikian project would amount only to about 4 percent of that decrease. Again, the operations jobs at the Tower amount to a small fraction of the jobs in their industries. With stagnation in the overall economy, the island job count has returned nearly to its 1992 high point, but hotel jobs have decreased during the 1990s. (See Table 6-22 for annual average data.)

Table 6-22 Total And Hotel Services Annual Jobcounts, O'ahu, 1980-2000



Sources: DBED, 1990; DBEDT, 1999a; DLIR 2001.

The direct hotel services jobs expected at the Waikikian project amount to about 5 percent of the number of jobs lost in this industry since 1991.

In light of the contraction in construction and hotel services, there is good reason to expect that skilled workers are available on O'ahu to take jobs in these areas. Some of the jobs will be unionized, and relatively well-paid. (Retail and perhaps restaurant workers would be hired by lessees of the HHV, so their pay rates in relation to their industries are unknown.)

The number of time-share marketers on O'ahu is far smaller than the other occupations discussed here. However, most of the marketers associated with the Waikikian project will likely already be involved in sales at Lagoon Tower, and hence will not be new to either the HHV or O'ahu.

6.10.4 On-site Population and Visitor Spending

Eventually, the visitor units in the Waikikian project will be sold as vacation intervals. While marketing and sales are going on, the unsold intervals can be used, either by Hilton Grand Vacations Club, offering units to potential buyers, or by HHV. Units are allocated between the two operations and then filled through their separate reservations and marketing systems.

If there are as many as 350 units in the tower, then the distribution of units might be as shown at the top of Table 6-23. Most units will be two-bedroom apartments (with kitchen facilities), but nearly a quarter would be one-bedroom apartments and a few would have three bedrooms. Unit sales would progress over about six years.

With both a major resort hotel and active marketing Table 6-24 shows the number of occupied units and their population, for sample years. It includes, during the marketing period, an average of 16 units in the rest of the HHV occupied by guests brought by Hilton Grand Vacations Club as potential buyers of Waikikian installments. The total visitor population associated with the project will exceed 1,150 in 2010, then stabilize at approximately 1,100 persons.

Table 6-23: Sales, Waikikian Project

Units	Number	Average Interval Price
One-bedroom	80	$19,002
Two-bedroom	259	$25,860
Three-bedroom	11	$42,609

Sales	2005	2006	2007	2008	2009	2010
Share of property						
Annual	17%	17%	17%	17%	17%	17%
Cumulative	17%	33%	50%	66%	83%	100%
Units (50 intervals)						
Annual	58	58	58	58	58	60
Cumulative	58	116	174	232	291	350
Value of intervals sold						
Annual	$72.1	$72.1	$72.1	$72.1	$72.1	$73.8
Cumulative	$72.1	$144.2	$216.3	$288.4	$360.5	$434.3

Units	Number	Average Interval Price
One-bedroom	80	$20,774
Two-bedroom	259	$28,272
Three-bedroom	11	$46,582

Sales	2005	2006	2007	2008	2009	2010
Share of property						
Annual	17%	17%	17%	17%	17%	17%
Cumulative	17%	33%	50%	66%	83%	100%
Units (50 intervals)						
Annual	58	58	58	58	58	60
Cumulative	58	116	174	232	291	350
Value of intervals sold						
Annual	$78.7	$78.7	$78.7	$78.7	$78.7	$80.6
Cumulative	$78.7	$157.5	$236.2	$314.9	$393.7	$474.3

Table 6-24: Visitor Population Associated With Waikikian Project

	2006 (1)	2010	2015	2020
Average Occupancy (Units)				
Vacation Ownership Use	47	235	283	283
Hotel Use (2)	272	104	37	37
Total	318	338	319	319
Visitor Population				
Vacation Ownership Use	164	820	988	988
Hotel Use	925	338	128	128
Total	1,089	1,159	1,117	1,117

	2006 (1)	2010	2015	2020
Average Occupancy (Units)				
Vacation Ownership Use	47	235	283	283
Hotel Use (2)	272	104	37	37
Total	318	338	319	319
Visitor Population				
Vacation Ownership Use	164	820	987	987
Hotel Use	925	338	128	128
Total	1,089	1,158	1,116	1,116

Notes:
Vacation ownership occupancy and population derived from Hawai'i time-share industry data, adapted in light of proposed property's amenities and Hilton's strong marketing effort. Average person per unit: One-bedroom 2.7; Two-bedroom 3.7; Three bedroom 4.5.
(1) Property expected to open in late 2005, so 2006 is used as baseline year.
(2) Includes HHV units for Hilton Grand Vacations prospects (@ 2 persons/room).

The average number of visitors per bedroom in vacation ownership units is based on a recent study of Hawai'i time-share owners (KPMG LLP et al, 2001, prepared for the American Resort Development Association). That study also indicated that time-share parties spend more, per party, than other U.S. visitors to Hawai'i. However, their parties are large, their stays long, and their lodging expenses low – so

average spending per person per day is smaller than for other U.S. Mainland visitors. Table 6-25 estimates visitor spending for both hotel units and vacation ownership units associated with the Waikikian project. It separates out maintenance fees, and includes rates for units used for hotel and marketing use, and treats shares of maintenance fees as the lodging costs paid for vacation ownership use.

Table 6-25: Total Annual Visitor Expenditures, Waikikian Project

	2006 (1)	2010	2015	2020
Average Daily Census				
Hotel Guests	925	338	128	128
Vacation Ownership	164	820	988	988
Annual Expenditures				
Food and Beverage	$13.6	$13.3	$12.4	$12.4
Entertainment	$5.0	$5.1	$4.9	$4.9
Transportation	$6.7	$6.7	$6.4	$6.4
Other	$14.5	$11.3	$9.7	$9.7
Subtotal - All except Lodging	$39.8	$36.5	$33.4	$33.4
Hotel Lodging (2)	$25.9	$9.4	$5.4	$5.4
Vacation Ownership Maint. (3)	$1.8	$8.8	$10.6	$10.6
Total	$67.5	$54.6	$49.3	$49.3

	2006	2010	2015	2020
Average Daily Census				
Hotel Guests	925	338	128	128
Vacation Ownership	164	820	987	987
Annual Expenditures (Million $s)				
Food and Beverage	$13.6	$13.2	$12.4	$12.4
Entertainment	$5.0	$5.1	$4.9	$4.9
Transportation	$6.7	$6.7	$6.4	$6.4
Other	$14.5	$11.3	$9.7	$9.7
Subtotal - All except Lodging	$39.7	$36.4	$33.3	$33.3
Hotel Lodging (1)	$25.9	$9.4	$5.3	$5.3
Vacation Ownership Maint. (2)	$1.8	$8.8	$10.6	$10.6
Total	$67.4	$54.6	$49.2	$49.2

Notes:
Hotel guest average visitor spending form average of West and East U.S. mainland visitors, 1999 (DBEDT, 2000). Timeshare spending from ARDA report (KPMG LLP, et al., 2001). Lodging costs are treated separately. In the time-share report, these are the cost of lodging before and after time-share stays. In this table, likely maintenance fees (based on Hilton Lagoon Tower fees) and hotel rates are included.

(1) Average cost per occupied unit per day in Waikikian project estimated as $399 per night.
(2) Average maintenance fee estimated as ~~$747~~ 718 per unit per week.

6.10.5 Visitor Population Impacts

The new guests at the Waikikian project add to the population of the Waikikian site and the HHV. It is not so clear that this population adds to Hawai'i's visitor count, i.e., that they would not come to Hawai'i if the tower were not built. Their presence will affect the HHV and surrounding area, as discussed below, in Section 6.12.2 and 6.12.4. However, it is not so clear that the proposed project adds a distinct new population to the State's visitor count, i.e., that the Waikikian guests would not come to Hawai'i if the tower were not built

One line of argument might be that time-share owners are repeat visitors who, once they have invested in Hawai'i property, come more often that others. However, repeat visitors now form the majority of Hawai'i's visitors and the average U.S. party head has visited Hawai'i 4.8 times (DBEDT, 2000 [1999 VR]). Owners of Hawai'i time-share intervals no longer have a fixed investment only in Hawai'i property. Instead, through clubs and exchange systems, they have valuable credits which can be traded for vacations elsewhere – and many do just that. Most (56 percent) of the owners surveyed had not used their unit in the last 12 months. Hence there is little evidence that time-share owners – much less the family and friends they bring on a given trip – are much more apt to be repeat visitors than others.

Therefore, we cannot assume that construction of a new vacation ownership tower will bring more visitors to Hawai'i. The impact is *locational* – a *matter of bringing* more visitors to part of Waikīkī – rather than absolute. (This point is raised here because it affects estimation of fiscal impacts. A project that attracts new visitors and residents would be adding to the population served by local government, and hence, on average, to government costs.)

6.10.6 Resident Population and Housing Impacts

The number of households supported by jobs in the proposed development can be estimated, as shown in Table 6-26. With new jobs, some residents will come, in time, to form separate households. Based on surveys of resort workers, the overall new household formation rate is expected to be between 15 percent and 30 percent (Community Resources, Inc., 1987a, 1987b). The lower figure is probably the better estimate in the present case, since O'ahu has a large population of service workers. Few new arrivals from outside Hawai'i, who might need to form new households, are expected among the project workforce. (Many of the marketing staff currently working on the Hilton Lagoon project moved to O'ahu from other islands. By the time the staff is selling intervals at the Waikikian property, most will have been local residents for some years.)

Table 6-26: Estimates Of Resident Population And Household Creation Associated With Waikikian Project

	2006 (1)	2010	2015	2020
Operations-Related Jobs	748	693	474	474
Residents supported by Operations Jobs				
Persons	1,561	1,447	990	990
Households	529	491	336	336
Potential New Household Creation				
Low Estimate	79.4	73.6	50.3	50.3
High Estimate	158.8	147.2	100.7	100.7

Notes:
Population and housing impacts based on operations jobs, not construction, since the latter is limited in term. Number of persons per household (2.95) and ratio of jobs per household (1.41) estimated for 2000 from census data, State DLIR job counts, and SMS estimates. New household creation estimated as 15 percent to 30 percent of households, based on past resort studies (Community Resources, 1987a, 1987b). New household creation occurs over time, not necessarily in the year for which operations-related jobs are created.

The number of O'ahu's households has been growing by about 6,000 units annually during the 1990s (SMS Research & Marketing Services, Inc. and The Prudential Locations, Inc. 1992, 1997 and SMS, 2001). The new units formed as operations-related employees feel financially secure enough to head their own households amounts to less than 2 percent of that total.

Inasmuch as the visitors and visitor expenditures associated with the Waikikian cannot be treated as new economic inputs, so the resident jobs and households dependent on those visitors are not an impact of building the proposed project, so much as part of an large and still growing visitor economy.

6.10.7 Impacts on State Revenues

The State will gain new revenues associated with project construction and marketing, as shown in Table 6-27. Construction spending generates excise taxes, corporate income taxes, and personal income taxes. The cumulative new revenues for the State are estimated as ~~$18.2~~17.9 million (2000 constant dollars).

Table 6-27: State Of Hawai'i Revenues From Project Construction

	2001-2005	2006	2010	Cumulative
In Millions of $s				
Construction Spending	$80.0			$80.0
Construction-Related Wages	$69.5			$69.5
Revenues				$0.0
EXCISE TAXES on Construction Spending (1)	$3.3			
Construction-Related Workforce Spending (2)	$1.9			$1.9
Marketing Spending	$0.5	$0.5	$0.5	$3.21
Marketing-Related Workforce Spending	$0.4	$0.4	$0.4	$2.59
CORPORATE INCOME TAX (3) Construction (3)	$0.2			$0.2
Vacation Ownership Sales	$0.2	$0.2	$0.2	$1.08
PERSONAL INCOME TAX (4) Construction-Related Workforce Incomes	$3.8			$3.8
Marketing-Related Workforce Spending	$0.9	$0.9	$0.7	$5.09
TOTAL	$11.3	$2.0	$1.8	$17.9

Note:
(1) Calculated at 4 percent of direct construction spending.
(2) Calculated at 4 percent of workforce income spent on taxable items. Disposable income estimated from 1996-97 U.S. Bureau of Labor Statistics Survey.
(3) Calculated at 0.25 percent of construction spending, from historical data on business receipts and corporate income taxes collected.
(4) Calculated at 5.5 percent of wages (based on 1995-1996 ratio of workforce income to income tax collected).
Source: Hawai'i State DBEDT.,1999a. Hawai'i Department of Taxation, 1991. Tax Foundation of Hawai'i, 1998.

In Millions of $s	2001-2005	2006	2010	Cumulative
Construction Spending	$80.0			$80.0
Construction-Related Wages	$69.5			$69.5
Revenues				
EXCISE TAXES on				
Construction Spending (1)	$3.3			$0.0
Construction-Related Workforce Spending (2)	$1.9			$1.9
Marketing Spending	$0.5	$0.5	$0.5	$3.21
Marketing-Related Workforce Spending	$0.4	$0.4	$0.4	$2.59
CORPORATE INCOME TAX (3)				
Construction (3)	$0.2			$0.2
Vacation Ownership Sales	$0.2	$0.2	$0.2	$1.35
PERSONAL INCOME TAX (4)				
Construction-Related Workforce Incomes	$3.8			$3.8
Marketing-Related Workforce Spending	$0.9	$0.9	$0.7	$5.09
TOTAL	$11.4	$2.1	$1.8	$18.8

No costs to the State are directly ascribable to the project, since the project does not in itself bring new visitors or residents to Hawai'i. (See Section 6.11 below for discussion of public facilities impacts.)

6.10.8 Impacts on City and County of Honolulu Revenues

The project would bring a continuing addition to the revenues of the City in the form of property taxes. Taxes would increase (a) as the value of the land increases, with the property included in the HHV; and (b) due to new construction. No taxes on the new buildings are expected to be levied for 7 years from completion of construction. Still, the taxes on land and buildings would come to be nearly $1 million more each year than the current taxes as of 2013 (in constant dollars, holding tax rates constant as well), and the cumulative net new tax revenues would amount to $9.2 million by 2020, as shown in Table 6-28.

Table 6-28: Project-Related Revenues For The City And County Of Honolulu

	Million Yr. 2000 $s
Recent Assessment	
Land Value	$23.8 (1)
Building Value	$1.4 (1)
Taxes	$0.25 (2)
Value on Completion	
Land Value	$44.1 (3)
Building Value	$80.0 (4)
Taxes	
On Land	
Annual, as of 2006	$0.4
Cumulative, through 2020	$6.6
On Building	
Annual, as of 2013	$0.8
Cumulative, 2013-2020	$6.4
Total taxes	$13.0
Taxes at current rates, 2006-2020	$3.8
Increase in Taxes	$9.2

Notes:
Taxes calculated on assumption property qualifies for exemption due to qualifying construction work (ROH 8-10.26)
(1) From real property office records.
(2) Computed by SMS, using current rate/$1,000: $9.96.
(3) Based on increasing land value to that of adjoining HHV properties.
(4) Based on construction cost estimate.

No costs to the City are directly ascribable to the project, since the project does not in itself bring new visitors or residents to Hawai'i. (See Section 6.11 below for discussion of public facilities impacts.)

6.11 PUBLIC FACILITIES

In this report, impacts on a range of public services – public safety, medical services, education, and recreation – are assessed. Infrastructure demands are assessed in the body of the EIS.

6.11.1 Public Safety: Police

Existing Conditions. Waikīkī is within Honolulu Police District 1. It has its own substation on Kuhio Beach. In addition to the police, citizen volunteers form the Aloha Patrol roam Waikīkī streets. The patrol

was established in 1996. Some four or five volunteers patrol each evening, offering advice and directions to tourists and, much like a resident patrol in a housing area, directing police attention to crimes and suspicious persons. The HHV also has its own security personnel.

The security measures in place in Waikīkī respond to the presence of prostitutes and others seeking to profit from the wealth and carelessness of tourists.

The project site is surrounded by fencing, and is not easily accessible from outside the HHV property at night. (During the day, gates are open on Dewey Lane so construction workers can park on-site.)

Future Conditions with vs. without Project. Waikīkī businesses and city officials have expressed great interest in assuring visitors' experience of Waikīkī as a safe, enjoyable place. Continuing support of patrols is expected.

The project converts an area which is now unimproved but fenced in, to one that is developed and more accessible from outside the HHV property. HHV personnel will provide security services. If the project is not built, no change in conditions is expected.

Impact. Little impact is expected. The project will help to increase the number of visitors in Waikīkī, but the increased visitor count will amount to an increase of less than 2 percent. Hilton Grand Vacations Club guests will be staying in a secure resort, overseen by HHV staff, rather than a property that opens immediately onto a major thoroughfare.

6.11.2 Public Safety: Fire Prevention

Existing Conditions. Waikīkī is served by the Waikiki Fire Station, on Kapahulu Avenue, and the McCully Station, on Date Street. The former has a fire engine and a ladder truck; the latter has an engine. The area is within the Honolulu Fire Department's Battalion Two.

Future Conditions with vs. without Project. The project will add to the built area of Waikīkī, but new construction will conform to current codes. Demolition of the remnants of the old Waikikian Hotel will remove a potential fire hazard. If the project is not built, no change in conditions is expected.

Impact. By finishing the demolition of the Waikikian Hotel structure, landscaping the site, and building new facilities to code, the project will tend to lessen the chance of fire on site.

6.11.3 Medical Services

Existing Conditions. Hawai'i's major hospitals are located in Honolulu. Straub Hospital, Queens Hospital, Kapiolani Hospital for Women and Children, and the Kaiser Permanente Honolulu Clinic are all less than five miles' distance. Within Waikīkī, Queens Hospital has a walk-in clinic onsite at the HHV. Two community health sites provide additional low-cost care in Waikīkī. Also, the Doctors on Call service provides housecalls throughout Waikīkī.

Future Conditions with vs. without Project. The project will locate additional visitors in Waikīkī, but will not strain the medical resources serving the area.

Impact. No impact is anticipated.

6.11.4 Education

Existing Conditions. Waikīkī is served by two public elementary schools, Ala Wai and Jefferson. In addition, the HHV runs a children's program for hotel guests that is licensed as a child care center by the Department of Human Services.

Future Conditions with vs. without Project. With additional visitors at the Waikikian project, demand for child care services will likely increase. Given the spaces available within the HHV complex, service could expand in response to demand.

Impact. No impact on educational services is expected.

6.11.5 Recreation

Existing Conditions. Although Waikīkī is a dense urban area, it is ringed by recreation areas. Waikīkī Beach is best known, and attracts not only tourists but resident surfers, especially longboarders. Waikīkī Beach from the HHV area to Queens Surf Beach and Sans Souci, seaward of Kapi'olani Park, supported some 7,400,000 beach-use-days in 1999, according to lifeguard counts – nearly 44 percent of the total count for the island of O'ahu.

Nearby parks include the largest within the primary urban center, Kapi'olani Park to the east of Waikīkī and Ala Moana to the west. Ala Wai field and golf course are located across the Ala Wai canal from Waikīkī. Finally, Ala Wai Boat Harbor is O'ahu's largest marina, and includes a boat ramp and a yacht club.

Future Conditions with vs. without Project. The project includes improvements affecting recreation for HHV guests and for the larger community. The new pool will be much larger than the pool it replaces, and offer slides and similar features to guests of the HHV. The project will allow walkers beach access along the entire circumference of the Hilton Lagoon, and hence allow pedestrian traffic to flow from Dewey Lane to Fort De Russy beach.

Impact. The project improves on the recreational facilities used by HHV guests, and increases recreational access for others. By encouraging walkers – both along Dewey Lane and along the shore area – the project will help to make trips through Waikīkī more pleasant for its neighbors.

6.12 OTHER SOCIAL IMPACTS

Social impacts of construction and development in a dense urban area often have to do with changes – increases in traffic, or changes in views, for example – that may affect people's behavior, their perceived quality of life, or their community activities. These changes can be studied as impacts in their own right. For example, a technical traffic study is part of the EIS for the Waikikian project. It models the specific changes in traffic flow that can be expected with the study. Comments on traffic impacts in this report are meant to complement the technical traffic study, pointing to anticipated and likely felt consequences of the changes for stakeholders.

This section considers impacts anticipated by stakeholders in light of experience with other developments and data bearing anticipated market conditions. It finds a few impacts on behavior. These are largely positive ones. No major impact on community character and activity is evident. Finally, impacts on

perceived quality of life for some residents living near the project can be identified. Some of these will be experienced as adverse. Possible mitigations for those impacts are discussed in Section 6.13.

Before construction, discussions of the project tends to increase some residents' sense that their quality of life is diminishing. At the same time, cooperation to voice their reactions to the project and to seek mitigation of impacts increases social participation by concerned parties, and can help people feel part of a valuable social group.

As a rule, the process of public review tends to heighten expectations that project impacts on quality of life will be grave and adverse. Once a project has been reviewed and strategies have been identified to mitigate adverse impacts, some parties expectations may change. Whether or not stakeholders are expecting problems, the construction phase for a major project is likely to involve identifiable inconveniences and irritants – noise, traffic delays and the like. In contrast, many impacts during the operations period are less evident, a matter of a small increase or decrease in environmental conditions rather than a specific source of discomfort.

6.12.1 Construction Phase Impacts

Likely impacts during construction will affect the immediate area around the Waikikian property. These include:

Noise and dust, affecting apartments in the Ilikai apartments nearest the project. (Estimates of the amount of noise are provided in the EIS.)

Localized traffic congestion if construction workers all arrive and leave in a short span of time.

Traffic congestion due to construction activity and vehicles on nearby roads. Since the project is set back at least 50 feet from Ala Moana, disruptions on this roadway will likely be rare, and involve only one lane. Dewey Lane is within the construction area. Since it is used both as a service access for the Ilikai and as the exit route from tenants' parking, Ilikai users will need continuing access along the roadway. This should be possible, since an overall aim of the project is to widen Dewey Lane.

Increased demand for parking in the boat harbor. Parking spaces in parts of the boat harbor and near the beach outside the Hilton Lagoon can be used free of charge. Boaters report that workers on Hilton construction projects take up many of these spaces, displacing boaters. (Hilton encourages contractors and sub-contractors working on its property to provide shuttle service for their workers to and from the job site.)

State and City rules govern the timing of construction noise and mandate the use of screens that can limit dirt, at least at ground level.

6.12.2 Impacts within the Hilton Hawaiian Village

During construction, visitors to the HHV will not have access to a few of the facilities now on the property. Parts of the parking garage will be restricted due to construction. The Lagoon Tower will lose its exclusive pool. These changes are not likely to have grave or continuing impact on any user.

After construction, impacts will be due to new facilities for HHV visitors, including O'ahu residents. The new restaurant will provide moderate-priced food in comfortable surroundings. The "new pool" will be an amenity for HHV guests. The planned wedding chapel will be used mainly by HHV customers.

The project will create a new way to and from the HHV parking garage. This should affect traffic flow within the HHV markedly, especially before and after major events. However, HHV executives point to improvements now being implemented in the garage, and believe that new lanes and software will speed vehicles into and out of the garage before the project takes effect.

Again, the construction of new entries for the Lagoon Tower and Waikikian project off Dewey Lane will tend to lower the number of vehicles entering the HHV property via Kalia Road. Persons staying in the two vacation ownership towers can reach their lodgings without any contact with the rest of the Village. Since those visitors are demographically similar to many other HHV guests, and shared facilities such as the new pool, bars, restaurants and shops are likely to attract many of the vacation ownership visitors, no great separation between hotel guests and vacation ownership guests is anticipated.

With about 3,000 rooms, the rest of the HHV could support about 5,250 visitors, on average. (This estimate is based on an average of 2 visitors per hotel room and 3.7 per time-share unit, and occupancies of 80 percent for hotel rooms, 90 percent for time-share units.) The Waikikian project population estimated in Table 6-26 would bring the total up to about 6,370, and account for 17.5 percent of the total on-site visitor population. The extra visitors would provide additional customers for restaurants and shops. Since the project will expand swimming pool space in the Village, the new population will not appreciably increase demand for available pool space.

HHV guests enjoy use of Kahanamoku Beach and the Hilton Lagoon. The former is a sand beach with waters protected by the Hilton pier and a breakwater. While this is a public beach, it is not currently as easily reached by pedestrians as other beaches in Waikiki. From the Hilton, guests can easily walk along the beach to Fort DeRussy Beach. The lagoon is currently little used except as a backdrop for photography. Hilton officials suggest that it will be dredged, have improved circulation, and hence become more attractive in the future.

Usage of Kahanamoku Beach appears less intense than elsewhere along Waikiki Beach. The project will bring increased use, both from Waikikian project guests and from others who will be able to park in the Marina area, walk along the Lagoon, and reach the beach more easily than at present. The latter group should be small. Kahanamoku Beach does not offer a recreational experience that is distinct or superior to that found elsewhere along Waikiki Beach, so there is little reason for residents to drive to the boat harbor, park, and go to Kahanamoku Beach, when parking (for a fee or free) is available near Fort DeRussy Beach, Kuhio Beach, and the Kapiolani Park beaches. However, the pedestrian access along the Lagoon may make Kahanamoku Beach more attractive to residents of the Ilikai and buildings on Ala Moana near Dewey Lane.

In sum, the total additional population at Kahanamoku Beach will consist of an increase of Hilton visitors by about 20 percent or less, plus an increase in resident beachgoers. With Fort DeRussy Beach adjacent to the east, the increase does not appear large enough to affect beachgoers' enjoyment of the sand and surf appreciably.

6.12.3 Impacts on Dewey Lane

Hilton proposes to landscape both sides of Dewey Lane and to widen it, extending it onto HHV property. New walkways will separate pedestrians from vehicle traffic. These improvements should lead to safer conditions for pedestrians.

With entries to the HHV parking garage and two of its towers on Dewey Lane, the volume of traffic will increase. However, traffic flow should be much smoother than at present. Currently, vehicles often have to pull to the side to allow traffic in both directions.

A few residents have mentioned vagrants or persons who are rowdy on Dewey Lane. The roadway now has no active observers – residents, shopkeepers or police – stationed along it, and hence is available for those who do not want their behavior observed. With the planned improvements, the road will be under the scrutiny of HHV staff and guests, and hence will be better patrolled.

6.12.4 Impacts on the Surrounding Area

After the project is built, impacts on neighbors and the surrounding area will be largely associated with the widening of Dewey Lane and the presence of the new tower, as tall as the tallest buildings in the area. Their significance for different groups in the surrounding area can be briefly described.

Boaters and Users of the Beach Area: With Dewey Lane widened, these groups will have an alternative to Hobron Lane as a way to drive from the rest of Waikīkī to the seaside. Some residents now walk on Dewey Lane to and from the harbor area. The impact of the project appears small.

Ilikai residents: Hilton plans situate the tower about 80 feet away from the end of one wing of the Ilikai. The Ilikai is seaward and west of the proposed tower, so the tower will not intrude on ocean views. The proposed tower stands between the Ilikai and the Kalia Tower. It brings the HHV closer to the nearest wing of the Ilikai, rather than replacing a natural view. Residents have argued that a widened Dewey Lane will bring more noise and diesel fumes, detracting from their peace and quiet. It can be observed (a) that the widening will smooth vehicle flow in Dewey Lane, and so may lessen irregular noises of braking and trucks lumbering around obstacles; and (b) the entries to the two towers will be set back from the road, so waiting vehicles will not be directly underneath Ilikai balconies.

The proposed landscaping of Dewey Lane may make the tenants' entry into the Ilikai more pleasant. If a traffic signal is added on Ala Moana at Dewey Lane, Ilikai tenants would be able to go west on Ala Moana without detouring behind their building to reach Hobron Lane.

Residents of Condominiums across Ala Moana from the project. Many residents of Pomaikai, Discovery Bay and other buildings across Ala Moana Boulevard from the Waikikian property feel the new tower will intrude significantly on the view from their apartments. This effect appears significant for Pomaikai residents, since the tower stands directly between their building and the ocean. The effect will likely be much smaller for residents of other buildings, with different views.

Residents have expressed concern that their property values could be affected by a new tower across the street (Moore, 2001). To assess that idea, SMS examined real property tax records, attending both to appraised values and to historical sales. Neither data set supported the idea that a change in ocean views would result in a sharp drop in values.

~~First, in the buildings examined (selected units in Discovery Bay and Wailana, and all units in Pomaikai), appraised values rise in a straightforward way from floor to floor, usually by 1 percent to 2 percent of the building value of each unit, even though the lowest units have no ocean view, while higher units have views over the HHV garage. Interestingly, Pomaikai values increase by a much greater amount at the fifteenth floor. This increase cannot be due to the six-story HHV parking garage across the street, since residents of several lower floors can see above it. (However, the Waikiki Parkside is immediately adjacent to Pomaikai. The increased value of upper floors may be due to their position above the utility area of that building.)~~

~~Next, sales data from the east tower of Discovery Bay were examined to see if these showed greatly increased values on floors higher than the Ilikai, across Ala Moana. Instead of a sharp increase, the opposite effect appeared: the increase in value lessened from floor to floor in the upper reaches of this 42-floor building. (See Table 6-29.)~~

In response to comments, SMS expanded its analysis. Following are their conclusions, which are presented in Appendix I:

In the DEIS, SMS approached this issue by asking how much difference could be found in cases in which views, but little else, varied. Section 6.12.4 reports on two approaches to estimate the importance of views for property values. First, we selected units in nearby buildings that were likely to overlook the project site and compared the appraised value of units, floor by floor. We wanted to learn how much value increased when the views changed greatly, for instance, when one unit was level with the Hilton garage, so the unit above it had a view over the garage out to sea, and the next unit up had a clearer view. SMS found that there was a regular increase in value from floor to floor -- but not a notable increase at points where we found that views improved greatly. Appraised real property values correlate with height, but not with major changes in views. Next, we looked at sales in the Diamond Head tower of Discovery Bay, correlating sales price per square foot with height. We showed a trend for sales prices to correlate with height.

In light of concerns on the part of residents, SMS extended the analysis. SMS looked more closely at the real property tax assessors' procedures. "View" is an attribute of some properties, included in real property data and used in estimating value. Because value is established through statistical techniques, it is very difficult to assign a value to views in general from a particular property – much less to the part of the view that is affected by the presence of a particular building across the street. SMS compiled data to contrast valuation of units characterized by the assessors as having views with others in the same building, in order to analyze the impact on assessed value and on sales value of "View." SMS also considered additional buildings. SMS had earlier looked at data from Discovery Bay, Pomaikai and Wailana, since the Waikikian site stood between them and the ocean. (SMS also looked at data from the Ilikai.) SMS went on to compile real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Kalia, Tradewinds, Villa on Eaton Square, and Waipuna. For these properties, SMS took the following steps:

a. Compiled data from real property records and checked to see whether the appraisers considered units in the building as having views. (This entry can be omitted or included for the units in a particular building. If it is included, each unit will be classified as having "Waterfront View," "Ocean View," or the like. Units without distinctive views are identified as "Other View.")

b. If the view category was filled in, we entered data on real property values, sales, and key unit characteristics (size, floor, view).

c. For real property valuations, we ran regression analyses using a least-squares approach to identify whether, in a given building, unit views, unit height (floor number) and/or unit size were associated regularly with increased value.

d. We looked at sales data with the same objective, limiting the analysis to sales since 1995 since average prices have changed little in the last few years.

e. We then considered the question of how "views" in general related to the specific part of the viewplane from each building that could be obscured by the proposed Waikikian tower.

The findings are shown in Table 6-29. SMS did find some association between "View" and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "View" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. In running the regression analysis for assessed value, SMS were reverse engineering the mathematical process used by the City appraisers to estimate value. In studying actual sales, SMS deal with buyers' considerations of many different factors, and many different ways of deciding what views are worth.

The regression statistics shown in the table deal with (a) the attempt to find consistent relations between values and key characteristics of units and (b) the contribution of "View" to variation in value. Beta estimates the contribution of a *particular independent* variable to variation in the dependent variable. For example, at Canterbury Place, the overall regression for assessed value is fairly strong (as shown by the high adjusted R2 value) and the contribution of "View" is significant (as shown by the low p value). For each unit with an Ocean or Mountain View, about $55,000, on average, of the assessed value is associated with the view. Similar strong associations were found for assessed values and views at Chateau Waikiki, Inn on the Park, and Pomaikai.

To understand the importance of the proposed new Waikikian tower for these buildings, we noted the number of units with views that could see the project site and estimated the share of their ocean view that the proposed tower could obscure. When those two factors are noted, it is clear that the impact of the project on views is large only for one building, Pomaikai. Elsewhere, the view that qualifies units as having Ocean Views is affected little, if at all, by the project.

The beta coefficient can be translated, as an estimate or prediction, into a rough value for view. In the case of Pomaikai, the analysis suggests that view contributes about $21,600 each to the assessed value of eight units. The City's appraisal records indicate that only eight units in the Pomaikai are considered to have "ocean views." At current tax rates ($4.21 per $1,000 assessed value for Apartments), this amounts to about $91 in taxes per unit per year, for an annual total of about $725 for the building.

The average assessed value of the Pomaikai view units is $209,330 each. The estimated view impact is, then, 10.3 percent of their assessed value.

As noted earlier, no association was strong enough to quantify the relationship between views and sales prices. Since the impact on viewplanes from most buildings is small, this is not particularly problematic. For Pomaikai, where views will change greatly if the project is built, it is important to note that the analysis fails to prove or disprove any association. The earlier analysis suggests that increases in value associated with height remain, but do not address the question of sales value in Pomaikai, simply because the sample is so small.

In sum, the additional analysis complements the work summarized in the DEIS and indicates that, while the project will affect some views from some condominium units mauka of Ala Moana Boulevard, the data show no factual basis for expecting that that effect will translate into a loss of value except in the case of Pomaikai. There, the impact of views on property taxes appears to be about $725 per year. The impact on sales values for Pomaikai is unknown.

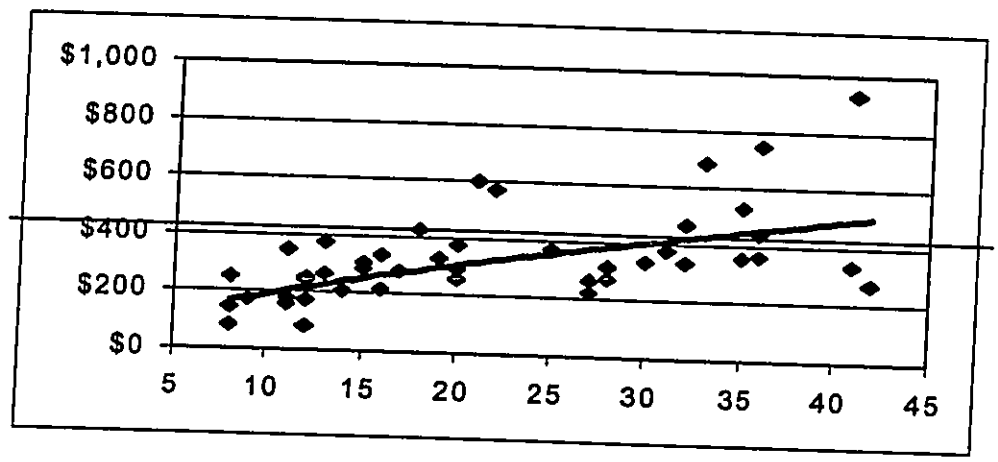
In light of the appraisal and sales data, the presence of a tower across a major thoroughfare from these buildings is not expected to affect property values. (HHV personnel have suggested that the project will add landscaping and amenities enjoyed by neighbors. While this may be true, SMS does not expect it to raise neighbors' property values.)

In addition to the Ilikai, Discovery Bay, Pomaikai, and Wailana, the analysis presented in the Draft EIS has been expanded to include a review of real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Tradewinds, Villa on Eaton Square, and Waipuna (see Appendix H). The analysis found some association between views and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai, and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "view" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. To understand the impact of the proposed project on views from surrounding properties, the number of units with a view of the project site was noted and the share of ocean view that the proposed tower could obscure was estimated. The conclusion is that the impact of the proposed tower is large for only one building, Pomaikai. Elsewhere, the view that qualifies units as having an Ocean View is affected little, if at all, by the project.

In the case of Pomaikai, the analysis suggests that view contributes about $21,600 of assessed value to each of the eight units with existing views of the property.

For residents of the mauka side of Ala Moana, the addition of a traffic light and crosswalk at the curve in Ala Moana appears to offer no perceived benefit. Indeed, they expect increased congestion.

Table 6-29: ~~Price Per Square Foot Of Discovery Bay Condominium Sales, By Floor, 1994-2000~~ Analysis of View Impacts



~~Note:~~
~~The various points shown are calculated from sales data for units in the east wing of Discovery Bay. The trendline is a power trendline, appropriate for values changing on the basis of a constant increment. It has the best fit~~

	Are There Units with Ocean or Mountain Views?	Do Ocean Views Affect RP Assessed Values?	Do Views Affect Sales Value?	Number of View Units that can see Project Site	Share of Ocean View over Project Site
Canterbury	Yes -	Adj R2=0.854 Beta and (p value) view=55,005 (0.00)	Not significant Adj R2=0.173	33 Unit A: Floors 7-40	Little (major view is over Fort DeRussy)
Chateau Waikiki	Yes -	Adj R2=0.988 Beta and (p value) view=17,644 (0.00)	Not significant Adj R2=0.175	40 Units: 1, 3, 5, 7, 9, 11, 13, 14	Little or none (project is distant; intervening
Discovery Bay	- Yes	Not significant Adj. R2=0.257	Not significant Adj R2=0.534	32	Little, from DH tower end units
Ilikai Apartment Building	Yes -	NA -	NA -	Many, but project is inland in relation to this building	None
Ilikai Marina	Yes -	NA -	NA -	View of project is blocked by main Ilikai building	None
Inn on the Park	Yes -	Adj R2=0.999 Beta and (p value) view=9,857 (0.00)	Not Significant Adj R2= -0.045	9 (unit #15 floors 14-22)	Little or none (major view over DeRussy)
Kalia	No	NA	NA	NA	None
Pomaikai	Yes - -	Adj. R2 = 0.978 Beta (p value) View=21632 (0.00) Height=2367 (0.00)	Not enough view data to assess	8 (floors 15 through 19)	Large, probably total
Tradewinds	Coop: unit characteristics not publicly listed	NA -	NA -	None	None
Villa on Eaton Square	No	NA	NA	NA	None
Wailana	Penthouse Only - - -	Not enough view data to assess -	Not enough view data to assess -	6	Little (major view over DeRussy; project intrudes on part of view through HHV)
Waipuna	Yes - -	Adj. R2=0.790 Beta (p value) View=28144 (0.00)	Not Significant Adj. R2=0.678 -	40	Little or none (Wailana and Parkside between bldg. and project)

Notes: Regression analyses based on Real Property Division records of valuation and sales. Analyses took Improved Value and Sales Price as dependent variables (shown in RP and Sales Value columns above), and unit size, floor, and view as independent variables. Whether a unit has a significant "Ocean View" or "Mountain View" is judged by the Real Property Assessment professional staff and included in Real Property Division records.

The analysis of property values deals with only part of the impacts some neighbors expect from addition of a new Waikikian project to the Hilton complex. In letters to newspapers, concerned residents stress density of population and the physical mass of the towers. Their sense that their quality of life has been affected is clearly stated.

For residents of the mauka side of Ala Moana, the addition of a traffic light and crosswalk at the curve in Ala Moana appears to offer no perceived benefit. Indeed, they expect increased congestion. This change could inconvenience them, to the extent that it slows traffic and adds to vehicle noise. It would offer them countervailing benefit only to the extent that they want to walk across Ala Moana to Dewey Lane and the HHV.

For retail and food establishments in the area, the new tower will provide additional customers, and hence support business. For residents of the blocks surrounding the project site, the addition of about 1,100 visitors at the HHV may translate into a small increase in pedestrian traffic. Impacts on vehicular traffic are discussed in a separate traffic study.

6.12.5 General Impacts on Waikīkī

With the renovated Lagoon Tower and the proposed Waikikian project, Hilton is not just renovating its hotel; it is diversifying its products, adding two- and three-bedroom units and integrating time-share units in a Waikiki hotel property. The units are expected to sell near the high end of time-share prices, and hence will tend to attract the middle-aged, affluent buyers from the Mainland US who are typical new buyers of time shares. This example could inspire imitators at other properties. The two projects will certainly set a higher standard for Waikiki time-share properties, and could hence encourage renovation at older buildings.

The addition of up to 350 units to the Waikiki visitor plant will not strain the "hotel room cap" limit set by policymakers. If the project is permitted, several hundred additional units could still be built before the limit is reached. However, development of the Waikikian project could both push competitors to renew and increase their visitor units, and encourage new time-share development – leading to pressure from the visitor industry in favor of removing or raising the cap.

By encouraging pedestrian access along the Hilton Lagoon beach and Great Lawn area, Hilton will attempt to encourage another trend, towards a continuous beachfront in Waikiki. This example will not be easy to follow.

In light of many pro-Hilton comments at public meetings, the project is not expected to affect the tension between residents of Waikiki and the visitor industry appreciably. The HHV is seen by some, but not by all, Waikiki residents as a fairly good corporate neighbor and as far less intrusive on residents' lives than other Waikiki business groups. So long as attention is paid to minimizing construction and traffic impacts, this favorable impression will likely continue among many residents of the general Waikiki community.

6.12.6 Cumulative and Secondary Social Impacts

Most of the impacts discussed in Section 6.11 and 6.12 are cumulative, i.e., they are assessed in the context of the surrounding community, including other developments that may occur by the time the project is expected to be operational. The major new development that will affect Waikiki between the present time and eventual development of the Waikikian project is the increase in population and activities in the HHV as the Kalia Tower is finished and reaches high occupancies.

As the Kalia Tower fills, the HHV population will increase. So will the diversity of attractions on-site, and the Hilton management hopes that new facilities in Kalia Tower – the Bishop Museum display area and the new wellness center – will attract people from outside the Hilton complex to the new building. (In the Waikikian proposal, only the restaurant and new pedestrian access might similarly draw people from outside the Hilton complex.)

Next, new procedures and equipment in the Hilton parking garage are expected to move vehicles into and out of the garage more quickly than in the past, lessening congestion on the Hilton roadways and perhaps off-site. As on-site traffic speed increases, the possible new traffic directed onto Dewey Lane at times of high movement also increases.

Secondary impacts are above all ones in which a project has an attenuated causal impact: an influence or an increase in the forces tending to cause a change. The only examples of secondary social impacts considered likely here are the pressures on the Waikiki hotel industry discussed above, to renovate their visitor units and perhaps to push for a greater number of visitor units in Waikiki. SMS considers these pressures to be real, but to be due to a mixture of factors, including political support for revitalization, and the influx of major U.S. hotel brands to Waikiki, not just to the example of the Hilton's Waikikian project.

6.13 MITIGATION MEASURES

6.13.1 Measures Already in Plans

The planning process has already mitigated considerably the potential adverse impact of the project. The location of the tower, partly on the old Waikikian site and partly above the HHV parking structure, lessens its potential impact on the Ilikai and on the streetscape along Ala Moana Boulevard. Next, improvements to Dewey Lane go beyond adding value to HHV property. They increase potential vehicle circulation and improve pedestrian access for neighbors as well. These improvements help to mitigate impacts of increased traffic and population on the lane.

6.13.2 Mitigating Construction Impacts

Neighbors expect construction workers to add to traffic congestion and to take valued parking spaces. The parking issue can be mitigated by providing spaces, either on the HHV property or, if necessary, on land rented in the Boat Harbor.

Construction noise can affect neighbors appreciably. Compliance with rules on the timing and volume of such noise helps to limit the impact. In addition, Hilton can lessen perceived impacts in part by sharing with neighbors information about the onset and duration of the noisiest activities, such as pile driving

6.13.3 Mitigating Traffic Impacts

The traffic study for the EIS specifies the extent and severity of traffic impacts, and proposes mitigating measures. Here, it is appropriate to note that Hilton will be able to control the volume of traffic between the garage and Dewey Lane, and hence can limit such traffic if need arises.

6.13.4 Mitigating Impacts on Neighbors

Measures to mitigate adverse impacts can be prescribed by experts, especially when impacts are matters of safety. When the strength and intensity of impacts is a matter of perception, mitigation should involve the affected parties. An important reason for this is that the attempt to work out solutions with affected parties is empowering and hence contributes to their quality of life.

In this section, directions or strategies for mitigation are noted, but no claim is made that these are necessary or definitive. Discussions between the developer and potentially affected parties could uncover other strategies preferred by those involved.

Impacts on residents of the Ilikai, Pomaikai, and some units of Discovery Bay can be lessened in ways noted above, but there is little reason to expect those neighbors to feel their concerns have been fully addressed by landscaping or the addition of a new crosswalk. So long as the Hilton is viewed as a foreign body, profiting at the expense of its neighbors, the perceived impacts on quality of life noted here will probably not fade away. To improve matters, it may be appropriate to encourage them to consider the HHV as part of their own community. Invitations to neighbors to use HHV facilities, or reduced-fare admission to new facilities (e.g., the new museum to open in the Kalia Tower) could help to build acceptance among neighbors. The specific steps to be taken will depend on the neighbors' needs.

Chapter Seven

Relationship of the Proposed Action to Land Use Plans, Policies, and Controls for the Affected Area

CHAPTER SEVEN
RELATIONSHIP OF THE PROPOSED ACTION TO LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AFFECTED AREA

7.1 HAWAI'I STATE PLANS AND CONTROLS

The Land Use Law under Hawai'i Revised Statutes (HRS), Section 205, places all lands in the State of Hawai'i (State) in one of four land-use districts: Urban, Agriculture, Conservation, or Rural. The State Land Use Commission (LUC), an agency of the Department of Business, Economic, Development and Tourism (DEBDT), administers the Land Use Law and periodically updates the Land Use District Maps. The LUC also reviews applicant-initiated amendments to the district boundaries, pursuant to HRS Section 205-4 and the Hawai'i Administrative Rules (HAR), Chapter 15-15, *Hawai'i Land Use Commission Rules*, as amended.

7.2 STATE LAND USE DISTRICT BOUNDARIES

The proposed Hilton Hawaiian Village (HHV) Waikikian Development Plan (Plan) is situated within the Urban District.

7.3 HAWAI'I STATE PLAN

The State DBEDT (formerly known as the Department of Planning and Economic Development) completed in 1978 a Hawai'i State Plan to: (1) improve the planning process; (2) increase the effectiveness of government and private actions; (3) improve coordination among agencies and levels of government; (4) provide for the wise use of Hawai'i's resources; and (5) guide the future development of the State. (State of Hawai'i, Department of Planning and Economic Development, 1978, Revised 1989, 1991.)

The Legislature adopted in 1978 the Hawai'i State Planning Act (Planning Act), as HRS Section 226-1. The Planning Act consists of a series of broad goals, objectives and policies that serve as guidelines for future long-term growth and development. The Planning Act further (1) provides a basis for determining priorities and allocating limited resources; (2) seeks to improve coordination of federal, state, and county plans, policies, programs, projects, and regulatory activities; and (3) establishes a system for plan formulation and program coordination to provide for an integration of all major State and County activities.

The Planning Act is divided into three sections: (1) Overall Theme, Goals, Objectives and Policies; (2) Planning Coordination and Implementation; and (3) Priority Guidelines.

7.3.1 Hawai'i State Planning Act - Part I: Overall Theme, Goals, Objectives and Policies

Part I of the Planning Act consists of three overall themes: (1) individual and family self-sufficiency; (2) social and economic mobility; and (3) community or social well being. These themes are considered "basic functions of society" and goals toward which government must strive (HRS Section 226-3). The following table, identified as 7-A, presents Part I of HRS Chapter 226, and discusses the relationship and applicability, if any, of the statutes to the proposed Plan.

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Section 226-1: Findings and purpose.			
Section 226-2: Definitions.			
Section 226-3: Overall Theme			
Section 226-4: State Goals. In order to guarantee, for present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:			
(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.	✓		
(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.	✓		
Discussion: By incorporating the Waikikian property into the HHV and redeveloping the underutilized land, Hilton is contributing to the long-term strength of the visitor industry and, in so doing, the State's economy. As the premier resort destination in Waikīkī, the HHV has established the standard for an attractive physical environment. HHV employs 1,577 full time employees and 308 part-time employees. The continued success of the HHV as a resort destination is vital to the economic well being of its employees. The proposed project will be developed in a manner that is consistent with the rigorous design standards established for the HHV.			
Section 226-5: Objective and policies for population (a) It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives contained in this chapter; (b) To achieve the population objective, it shall be the policy of this State to:			
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawaii's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.	✓		
(2) Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.			✓
(3) Promote increased opportunities for Hawaii's people to pursue their socio-economic aspirations throughout the islands.	✓		
(4) Encourage research activities and public awareness programs to foster and understanding of Hawaii's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawaii's population.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(5) Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.			✓
(6) Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.			✓
(7) Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area	✓		
Discussion: The amenities proposed in the project, including the new swimming pool, will help Hilton better compete with neighbor island resorts, thereby contributing to the long-term economic health of Waikīkī as a visitor destination area. The project will increase economic opportunities for Hawai'i's people by adding over 500 new operational jobs to the HHV. The proposed project is in full compliance with the growth management policies established by the City and County of Honolulu (City) for Waikīkī. Thus, it helps to promote continuing economic stability while ensuring that population growth is carefully managed.			
Section 226-6: Objectives and policies for the economy-in general. (a) Planning for the State's economy in general shall be directed toward achievement of the following objectives:			
(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people.	✓		
(2) A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.	✓		
(b) To achieve the general economic objectives, it shall be the policy of this State to:			
(1) Expand Hawaii's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.	✓		
(2) Promote Hawaii as an attractive market for environmentally and socially sound investment activities that benefit Hawaii's people.	✓		
(3) Seek broader outlets for new or expanded Hawaii business investments.	✓		
(4) Expand existing markets and penetrate new markets for Hawaii's products and services.	✓		
(5) Assure that the basic economic needs of Hawaii's people are maintained in the event of disruptions in overseas transportation.			✓
(6) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(7) Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawaii's small scale producers, manufacturers, and distributors.			✓
(8) Encourage labor-intensive activities that are economically satisfying and which offer opportunities for upward mobility.	✓		
(9) Foster greater cooperation and coordination between the government and private sectors in developing Hawaii's employment and economic growth opportunities.	✓		
(10) Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.	✓		
(11) Maintain acceptable working conditions and standards for Hawaii's workers.	✓		
(13) Provide equal employment opportunities for all segments of Hawaii's population through affirmative action and nondiscrimination measures.	✓		
(14) Encourage businesses that have favorable financial multiplier effects within Hawaii's economy.	✓		
(15) Promote and protect intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.	✓		
(16) Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new, potential growth industries in particular.			✓
(17) Foster a business climate in Hawaii - including attitudes, tax and regulatory policies, and financial and technical assistance programs - that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.	✓		
Discussion: Operating as a vacation ownership program, the proposed project will contribute to the diversification of Waikīkī's visitor base and increase occupancy and visitor spending. A stable visitor industry provides a broad range of economic opportunities for emerging enterprises to support it with specialized goods and services. These new business opportunities are not limited to the geographic area of Waikīkī and can extend island wide as well as statewide. Because the proposed project is consistent with the growth management policies of the City, which limits the number of visitor units in Waikīkī, the project does not promote an expansion of the visitor industry to the detriment of other economic sectors. Rather, the proposed project fulfills the objective of redeveloping underutilized properties in Waikīkī, and in so doing, enables Waikīkī to better complete for its world-wide market share.			
Section 226-7: Objectives and policies for the economy- agriculture (a) Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives: Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:			
(1) Viability of Hawaii's sugar and pineapple industries.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(2) Growth and development of diversified agriculture throughout the State.	✓		
(3) An agriculture industry that continues to constitute a dynamic and essential component of Hawaii's strategic, economic, and social well-being.	✓		
(b) To achieve the agriculture objectives, it shall be the policy of this State to:			
(1) Establish a clear direction for Hawaii's agriculture through stakeholder commitment and advocacy.			✓
(2) Encourage agriculture by making best use of natural resources.			✓
(3) Provide the governor and the legislature with information and options needed for prudent decision making for the development of agriculture.			✓
(4) Establish *strong relationships* between the agricultural and visitor industries for mutual marketing benefits.	✓		
(5) Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawaii's economy.	✓		
(6) Seek the enactment and retention of federal and state legislation that benefits Hawaii's agricultural industries.			✓
(7) Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawaii's producers and consumer markets locally, on the continental United States, and internationally.	✓		
(8) Support research and development activities that provide greater efficiency and economic productivity in agriculture.			✓
(9) Enhance agricultural growth by providing public incentives and encouraging private initiatives.	✓		
(10) Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			✓
(11) Increase the attractiveness and opportunities for an agricultural education and livelihood.			✓
(12) Expand Hawaii's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.	✓		
(13) Promote economically competitive activities that increase Hawaii's agricultural self-sufficiency.	✓		
(14) Promote and assist in the establishment of sound financial programs for diversified agriculture.	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			✓
(16) Facilitate the transition of agricultural lands in economically nonfeasible agricultural production to economically viable agricultural uses.			✓
Discussion: The visitor industry provides an unequaled showcase for Hawai'i's unique agricultural products, especially those produced in the diversified agriculture sector. As part of the HHV, the proposed project will contribute to this powerful marketing tool by exposing its guests to the best agricultural products Hawai'i has to offer.			
Section 226-8: Objective and policies for the economy-visitor industry.			
(a) Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawaii's economy.			
(b) To achieve the visitor industry objective, it shall be the policy of this State to:			
(1) Support and assist in the promotion of Hawaii's visitor attractions and facilities.	✓		
(2) Insure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people.	✓		
(3) Improve the quality of existing visitor destination areas.	✓		
(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.	✓		
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawaii's people.	✓		
(6) Provide opportunities for Hawaii's people to obtain job training and education that will allow for upward mobility within the visitor industry.	✓		
(7) Foster a recognition of the contribution of the visitor industry to Hawaii's economy and the need to perpetuate the aloha spirit.	✓		
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawaii's cultures and values.	✓		
Discussion: The proposed project contributes to the improvement of the Waikīkī visitor destination area by redeveloping an abandoned hotel property. While some may view the old Waikikian Hotel and its abutting alleyway as quaint reminder of a past era, others view it as an eyesore that contributes nothing more to the quality of life in Waikīkī than a lure for vagrants. In redeveloping the property, the proposed project will benefit the Waikīkī community at large and vastly improve the character of the property itself. It will provide new employment opportunities for Hawai'i's residents and offer a new destination for visitors to enjoy.			

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Section 226-9: Objective and policies for the economy-federal expenditures.			
(a) Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawaii's economy;			
(b) To achieve the federal expenditures objective, it shall be the policy of this State to:			
(1) Encourage the sustained flow of federal expenditures in Hawaii that generates long-term government civilian employment.			✓
(2) Promote Hawaii's supportive role in national defense.			✓
(3) Promote the development of federally supported activities in Hawaii that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawaii's environment.			✓
(4) Increase opportunities for entry and advancement of Hawaii's people into federal government service.			✓
(5) Promote federal use of local commodities, services, and facilities available in Hawaii.			✓
(6) Strengthen federal-state-county communication and coordination in all federal activities that affect Hawaii.			✓
(7) Pursue the return of federally controlled lands in Hawaii that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.			✓
Discussion: Not applicable to the proposed project.			
Section 226-10: Objective and policies for the economy-potential growth activities.			
(a) Planning for the State's economy with regard to potential growth activities shall be directed towards achievement of the objective of development and expansion of potential growth activities that serve to increase and diversify Hawaii's economic base.			
(b) To achieve the potential growth activity objective, it shall be the policy of this State to:			
(1) Facilitate investment and employment in economic activities that have the potential for growth such as diversified agriculture, aquaculture, apparel and textile manufacturing, film and television production, and energy and marine-related industries.	✓		
(2) Expand Hawaii's capacity to attract and service international programs and activities that generate employment for Hawaii's people.	✓		
(3) Enhance and promote Hawaii's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts.	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(4) Accelerate research and development of new energy- related industries based on wind, solar, ocean, and underground resources and solid waste.			✓
(5) Promote Hawaii's geographic, environmental, social, and technological advantages to attract new economic activities into the State.	✓		
(6) Provide public incentives and encourage private initiative to attract new industries that best support Hawaii's social, economic, physical, and environmental objectives.	✓		
(7) Increase research and the development of ocean-related economic activities such as mining, food production, and *scientific research.*			✓
(8) Develop, promote, and support research and educational and training programs that will enhance Hawaii's ability to attract and develop economic activities of benefit to Hawaii.			✓
(9) Foster a broader public recognition and understanding of the potential benefits of new, growth-oriented industry in Hawaii.			✓
(10) Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawaii's social, economic, physical, and environmental objectives.			✓
(11) Increase research and development of businesses and services in the telecommunications and information industries.			✓
Discussion: The development of the proposed project with vacation ownership units will help expose the entire HHV, as well as Waikīkī and the State, to Hilton's international vacation ownership program. This will help increase Hawai'i's international exposure. As discussed above, the continuing success of Hawai'i's visitor industry also provides a direct benefit to Hawai'i's diversified agriculture businesses.			
Section 226-10.5: Objectives and policies for the economy-information industry.			
(a) Planning for the State's economy with regard to the information industry shall be directed toward the achievement of the objective of positioning Hawaii as the leading dealer in information businesses and services in the Pacific Rim;			
(b) To achieve the information industry objective, it shall be the policy of this State to:			
(1) Encourage the continued development and expansion of the telecommunications infrastructure serving Hawaii to accommodate future growth in the information industry;			✓
(2) Facilitate the development of new business and service ventures in the information industry which will provide employment opportunities for the people of Hawaii;			✓
(3) Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry;			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(4) Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people;			✓
(5) Provide opportunities for Hawaii's people to obtain job training and education that will allow for upward mobility within the information industry;			✓
(6) Foster a recognition of the contribution of the information industry to Hawaii's economy; and			✓
(7) Assist in the promotion of Hawaii as a broker, creator, and processor of information in the Pacific.			✓
Discussion: While not directly applicable to the telecommunications sector, the proposed project will be developed with state of the art communications infrastructure.			
Section 26-11: Objectives and policies for the physical environment-landbased, shoreline, and marine resources.			
(a) Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:			
(1) Prudent use of Hawaii's land-based, shoreline, and marine resources.	✓		
(2) Effective protection of Hawaii's unique and fragile environmental resources.	✓		
(b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:			
(1) Exercise an overall conservation ethic in the use of Hawaii's natural resources.	✓		
(2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.	✓		
(3) Take into account the physical attributes of areas when planning and designing activities and facilities.	✓		
(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.	✓		
(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			✓
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawaii.			✓
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			✓
(8) Pursue compatible relationships among activities, facilities, and natural resources.			✓
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: Although the proposed project is located inland of the man-made Hilton Lagoon and will have no direct impact upon the ocean shoreline, it will contribute to the prudent use of shoreline and marine resources by offering an attractive recreational alternative for beach goers in the form of a new large area swimming pool. Waikīkī Beach is recognized as one of the world's premier beach destinations and visitors to the proposed project will undoubtedly visit it during a portion of their stay. But having an attractive pool situated in close proximity to their lodgings will help to a certain degree in reducing visitor-related impacts upon the beach. In addition, the proposed project will be constructed in a manner that will ensure that it will have no physical impacts upon the beach or the nearshore water quality.			
Section 226-12: Objective and policies for the physical environment-scenic, natural beauty, *and historic resources.*			
(a) Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawaii's scenic assets, natural beauty, and multi-cultural/historical resources.			
To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to:			
(1) Promote the preservation and restoration of significant natural and historic resources.			✓
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			✓
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	✓		
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.			✓
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	✓		
Discussion: Due to the elongated shape of the Waikikian property and its location between the densest high-rise residential development in Waikīkī and the Hilton Lagoon, it is not possible to view either the mountains or the ocean from most of the property. The proposed project will have a direct impact upon ocean horizon views from some of the residential towers inland of the Waikikian property. This is unavoidable for any new development in excess of six stories. However, the proposed structure has been sited in such a way as to ensure that the ocean views of its closest neighbor, the Renaissance Ilikai Waikiki (Ilikai), are not impacted. Because most of the Waikikian property was formerly submerged in nearshore waters, no significant natural, archaeological, historical, or cultural resources have been identified or are known to be associated with it.			
Section 226-13: Objectives and policies for the physical environment-land, air, and water quality.			
(a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:			
(1) Maintenance and pursuit of improved quality in Hawaii's land, air, and water resources.	✓		
(2) Greater public awareness and appreciation of Hawaii's environmental resources.	✓		
(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:			

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(1) Foster educational activities that promote a better understanding of Hawaii's limited environmental resources.			✓
(2) Promote the proper management of Hawaii's land and water resources.	✓		
(3) Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters.	✓		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawaii's people.	✓		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	✓		
(6) Encourage design and construction practices that enhance the physical qualities of Hawaii's communities.	✓		
(7) Encourage urban developments in close proximity to existing services and facilities.	✓		
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawaii's people, their cultures and visitors.	✓		
Discussion: The proposed project indirectly benefits Hawai'i's natural resources by promoting the development of new visitor units in an existing urban area on a property that is designated for that use. In addition, the project replaces a former hotel. The proposed project will not have a detrimental effect upon air quality in the area because it will not generate a significant volume of vehicular traffic. Operating as a vacation ownership program for free and independent travelers, it will not generate a demand for tour buses, and consequently, will help to ensure that the air quality of the area is maintained. In and of itself, the proposed project has very little impact on traffic conditions because it does not generate much traffic. However, the proposed widening of Dewey Lane will result in increased traffic on it because it will attract vehicles that would otherwise use Rainbow Drive or Hobron Lane to access Ala Moana Boulevard. This will result in a redistribution of traffic flow in the locale of the HHV, but no significant change in air quality. In a similar vein, the project-related traffic will have no significant impact upon noise quality in the area. The proposed buildings will be constructed in full compliance with the applicable building codes to ensure the safety of their occupants during natural disasters.			
Section 226-16: Objective and policies for facility systems-water. (a) Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities. (b) To achieve the facility systems water objective, it shall be the policy of this State to:			
(1) Coordinate development of land use activities with existing and potential water supply.	✓		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.			✓
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			✓
(5) Support water supply services to areas experiencing critical water problems.			✓
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.			✓
Discussion: It has been determined that there are adequate water resources available to support the proposed project.			
Section 226-17: Objectives and policies for facility systems-transportation (a) *Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of* the following objectives:			
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	✓		
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.	✓		
(b) To achieve the transportation objectives, it shall be the policy of this State to:			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;			✓
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;	✓		
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;	✓		
(4) Provide for improved accessibility to shipping, docking, and storage facilities;			✓
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;			✓
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;	✓		
(7) Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;			✓
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;	✓		
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment;	✓		
(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;	✓		
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and	✓		
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.	✓		
Discussion: Hilton is supportive of the City's goals to encourage increased transit ridership, especially in the Waikīkī area. Of Hilton's 1,577 current full-time employees, approximately 945 use the existing parking garage (indicating their reliance upon the automobile as their primary source of transportation). The City's proposed BRT program will benefit Hilton employees by offering a convenient alternative for commuting to and from work. The proposed project will be completed after the BRT program is proposed for implementation in Waikīkī. Therefore, the new employees generated by the project will also benefit from the BRT program.			
Section 226-18: Objectives and policies for facility systems-energy			
(a) Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;			✓
(2) Increased energy self-sufficiency where the ratio of indigenous to imported energy use is increased;			✓
(3) Greater energy security in the face of threats to Hawaii's energy supplies and systems; and			✓
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use.			✓
(b) To achieve the energy objectives, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable energy services to accommodate demand. (c) To further achieve the energy objectives, it shall be the policy of this State to:			✓
(1) Support research and development as well as promote the use of renewable energy sources;			✓
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;			✓
(4) Promote all cost-effective conservation of power and fuel supplies through measures including: (A) Development of cost-effective demand-side management programs; (B) Education; and (C) Adoption of energy-efficient practices and technologies;	✓		
(5) Ensure to the extent that new supply-side resources are needed, the development or expansion of energy systems utilizes the least-cost energy supply option and maximizes efficient technologies;			✓
(6) Support research, development, and demonstration of energy efficiency, load management, and other demand-side management programs, practices, and technologies;	✓		
(7) Promote alternate fuels and energy efficiency by encouraging diversification of transportation modes and infrastructure;	✓		
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications; and	✓		
(9) Support actions that reduce, avoid, or sequester Hawaii's greenhouse gas emissions through agriculture and forestry initiatives.			✓
Discussion: As part of the HHV, the proposed project will also participate in Hilton's ongoing efforts to improve energy efficiency. The proposed project will utilize the most modern and efficient technology for conserving energy in the building.			
Section 226-18.5: Objectives and policies for facility systems-telecommunications. (a) Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people. (b) To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand. (c) To further achieve the telecommunications objective, it shall be the policy of this State to:			
(1) Facilitate research and development of telecommunications systems and resources;			✓
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;			✓
(3) Promote efficient management and use of existing telecommunications systems and services; and	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(4) Facilitate the development of education and training of telecommunications personnel.			✓
Discussion: While not entirely applicable, the proposed development will incorporate the latest technologies in telecommunications.			
Section 226-19: Objectives and policies for socio-cultural advancement-housing			
(a) Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawaii's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low-, low- and moderate-income segments of Hawaii's population.			✓
(2) The orderly development of residential areas sensitive to community needs and other land uses.			✓
(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawaii's people.			✓
To achieve the housing objectives, it shall be the policy of this State to:			
(1) Effectively accommodate the housing needs of Hawaii's people.			✓
(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.			✓
(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			✓
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			✓
(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			✓
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			✓
(7) Foster a variety of lifestyles traditional to Hawaii through the design and maintenance of neighborhoods that reflect the culture and values of the community.			✓
(8) Promote research and development of methods to reduce the cost of housing construction in Hawaii.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: Because no housing development is proposed as part of the project, these particular goals, objectives, and policies are not directly applicable to the project			
Section 226-20: Objectives and policies for socio-cultural advancement-health. (a) Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:			
(1) Fulfillment of basic individual health needs of the general public.	✓		
(2) Maintenance of sanitary and environmentally healthful conditions in Hawaii's communities.	✓		
(b) To achieve the health objectives, it shall be the policy of this State to:			
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.	✓		
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.	✓		
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.	✓		
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.	✓		
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.	✓		
(6) Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.			✓
Discussion: Promoting the health of its employees and guests is important to HHV. As part of the HHV, employees of the new project will enjoy the full range of benefits available to Hilton employees. Guests of the proposed project will also have access to the recently completed Kalia Holistica Hawaii Center and Mandara Spa. The proposed project will be constructed in full compliance with DOH standards and regulations. The project includes a new connection to the existing wastewater collection system to ensure that environmentally healthful and sanitary conditions are maintained at the property			
Section 226-21: Objective and policies for socio-cultural advancement-education (a) Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations. (b) To achieve the education objective, it shall be the policy of this State to:			

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.			✓
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.			✓
(3) Provide appropriate educational opportunities for groups with special needs.			✓
(4) Promote educational programs which enhance understanding of Hawaii's cultural heritage.			✓
(5) Provide higher educational opportunities that enable Hawaii's people to adapt to changing employment demands.			✓
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.			✓
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.			✓
(8) Emphasize quality educational programs in Hawaii's institutions to promote academic excellence.			✓
(10) Support research programs and activities that enhance the education programs of the State.			✓
Discussion: The policies for education are not directly applicable to the proposed project.			
Section 226-23: Objective and policies for socio-cultural advancement-leisure. (a) Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations. (b) To achieve the leisure objective, it shall be the policy of this State to:			
(1) Foster and preserve Hawaii's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.	✓		
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.	✓		
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.	✓		
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.	✓		
(5) Ensure opportunities for everyone to use and enjoy Hawaii's recreational resources.	✓		

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.	✓		
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawaii's people.			✓
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			✓
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawaii's population to participate in the creative arts.			✓
(10) Assure adequate access to significant natural and cultural resources in public ownership.			✓
Discussion: As part of the HHV, visitors staying at the new proposed project will be able to participate in the numerous cultural and artistic programs available at the resort. The provision of the new swimming pool will increase the recreational resources available to the resort's guests. The architectural and landscape design of the proposed project are intended to compliment the character of the village and communicate a Hawaiian sense of place.			
Section 226-24: Objective and policies for socio-cultural advancement-individual rights and personal well-being: (a) Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations. (b) To achieve the individual rights and personal well- being objective, it shall be the policy of this State to:			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			✓
(2) Uphold and protect the national and state constitutional rights of every individual.	✓		
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			✓
(4) Ensure equal opportunities for individual participation in society.	✓		
Discussion: As an employer and as a host, Hilton fully supports the individual rights and personal well-being of its employees and guests.			
Section 226-25 Objective and policies for socio-cultural advancement-culture. (a) Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawaii's people. (b) To achieve the culture objective, it shall be the policy of this State to:			

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(1) Foster increased knowledge and understanding of Hawaii's ethnic and cultural heritages and the history of Hawaii.	✓		
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawaii's people and which are sensitive and responsive to family and community needs.	✓		
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawaii.	✓		
(4) Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawaii's people and visitors.	✓		
Discussion: The essential design theme and character of the HHV is a celebration of Hawaiian culture, including native Hawaiian culture and the multi-cultural character of modern Hawai'i. These themes will be extended to the proposed project.			
Section 226-26 Objectives and policies for *socio-cultural advancement-public safety.*			
(a) Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:			
(1) Assurance of public safety and adequate protection of life and property for all people.			✓
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.			✓
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawaii's people.			✓
(b) To achieve the public safety objectives, it shall be the policy of this State to:			
(1) Ensure that public safety programs are effective and responsive to community needs.			✓
(2) Encourage increased community awareness and participation in public safety programs.			✓
(c) To further achieve public safety objectives related to criminal justice, it shall be the policy of this State to:			
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			✓
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			✓
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			✓

Table 7-1: Hawai'i Revised Statutes - Hawai'i State Planning Act – Chapter 226 Part I. Overall Theme, Goals Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(d) To further achieve public safety objectives related to emergency management, it shall be the policy of this State to:			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.			✓
(2) Enhance the coordination between emergency management programs throughout the State.			✓
Discussion: Policies related to public safety are primarily the responsibility of government agencies and are not directly applicable to the proposed project.			
Section 226-27 Objectives and policies for socio-cultural advancement-government. (a) Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:			
(1) Efficient, effective, and responsive government services at all levels in the State.			✓
(2) Fiscal integrity, responsibility, and efficiency in the state government and county governments.			✓
(b) To achieve the government objectives, it shall be the policy of this State to:			
(1) Provide for necessary public goods and services not assumed by the private sector.			✓
(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.			✓
(3) Minimize the size of government to that necessary to be effective.			✓
(4) Stimulate the responsibility in citizens to productively participate in government for a better Hawaii.			✓
(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.			✓
(6) Provide for a balanced fiscal budget.			✓
(7) Improve the fiscal budgeting and management system of the State.			✓
(8) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			✓
Discussion: Policies related to the operation of government are primarily the responsibility of government and are not directly applicable to the proposed project.			

7.3.2 Hawai'i State Planning Act – Part II: Planning, Coordination and Implementation

Part II of the Planning Act primarily addresses internal government policies to help streamline, coordinate, and implement various plans and processes between governmental agencies. It seeks to eliminate or consolidate burdensome or duplicative governmental requirements imposed on business, where public health, safety and welfare would not be adversely affected.

7.3.3 Hawai'i State Planning Act - Part III: Priority Guidelines

Part III of the Planning Act establishes overall priority guidelines to address areas of statewide concern (HRS Section 226-101). The overall direction and focus are on improving the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action (HRS Section 226-102). The following table, identified as Table 7-B, contains the Priority Guidelines of HRS Section 226, and the relationship and applicability, if any, of each Section to the proposed project.

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	**Proposed Project**		
	Supportive	**Non-Supportive**	**Not-Applicable**
Section 226-101: Establishes overall priority guidelines to address areas of statewide concern.			
Section 22-102: Overall direction. 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.			
Section 26-103 Economic priority guidelines.			
(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawaii's people and achieve a stable and diversified economy:			
(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.			
(A) Encourage investments which:			
(i) Reflect long term commitments to the State;	✓		
(ii) Rely on economic linkages within the local economy;	✓		
(iii) Diversify the economy;	✓		
(iv) Reinvest in the local economy;	✓		
(v) Are sensitive to community needs and priorities, and	✓		
(vi) Demonstrate a commitment to provide management opportunities to Hawaii residents.	✓		
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			✓
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			✓
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			✓

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(5) Streamline the building and development permit and review process, and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where public health, safety and welfare would not be adversely affected.			✓
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawaii's small-scale producers, manufacturers, and distributors.			✓
(7) Continue to seek legislation to protect Hawaii from transportation interruptions between Hawaii and the continental United States.			✓
(8) Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:			✓
(A) An industry that can take advantage of Hawaii's unique location and available physical and human resources.	✓		
(B) A clean industry that would have minimal adverse effects on Hawaii's environment.	✓		
(C) An industry that is willing to hire and train Hawaii's people to meet the industry's labor needs at all levels of employment.	✓		
(D) An industry that would provide reasonable income and steady employment.	✓		
(9) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.			✓
(10) Enhance the quality of Hawaii's labor force and develop and maintain career opportunities for Hawaii's people through the following actions:			
(A) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.			✓
(B) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			✓
(C) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			✓
(D) Promote career opportunities in all industries for Hawaii's people by encouraging firms doing business in the State to hire residents.			✓
(E) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities.			✓
(F) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			✓
(b) Priority guidelines to promote the economic health and quality of the visitor industry:			
(1) Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawaii's residents and visitors.	✓		
(2) Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.	✓		

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(3) Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.	✓		
(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawaii's significant natural, scenic, historic, and cultural resources.	✓		
(5) Develop and maintain career opportunities in the visitor industry for Hawaii's people, with emphasis on managerial positions.	✓		
(6) Support and coordinate tourism promotion abroad to enhance Hawaii's share of existing and potential visitor markets.	✓		
(7) Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.	✓		
(8) Support law enforcement activities that provide a safer environment for both visitors and residents alike.	✓		
(9) Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.	✓		
(c) Priority guidelines to promote the continued viability of the sugar and pineapple industries:			
(1) Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			✓
(2) Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawaii.			✓
(3) Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			✓
(d) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:			
(1) Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			✓
(2) Assist in providing adequate, reasonably priced water for agricultural activities.			✓
(3) Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			✓
(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			✓
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawaii's agricultural community.			✓
(6) Seek favorable freight rates for Hawaii's agricultural products from interisland and overseas transportation operators.			✓
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.	✓		
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			✓

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			✓
(10) Support the continuation of land currently in use for diversified agriculture.	✓		
(e) Priority guidelines for water use and development:			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.	✓		
(2) Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.	✓		
(3) Increase the support for research and development of economically feasible alternative water sources.			✓
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			✓
(f) Priority guidelines for energy use and development:			
(1) Encourage the development, demonstration, and commercialization of renewable energy sources.			✓
(2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.	✓		
(3) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			✓
(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.			✓
(g) Priority guidelines to promote the development of the information industry:			
(1) Establish an information network that will serve as the catalyst for establishing a viable information industry in Hawaii.			✓
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			✓
(3) Encourage the development of small businesses in the information field such as software development, the development of new information systems and peripherals, data conversion and data entry services, and home or cottage services such as computer programming, secretarial, and accounting services.			✓
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			✓
(5) Encourage research activities, including legal research in the information and telecommunications fields.			✓
(6) Support promotional activities to market Hawaii's information industry services.			✓
Section 226-104 Population growth and land resources priority guidelines.			
(a) Priority guidelines to effect desired statewide growth and distribution:			

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(1) Encourage planning and resource management to insure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawaii's people.	✓		
(2) Manage a growth rate for Hawaii's economy that will parallel future employment needs for Hawaii's people.	✓		
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.			✓
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.			✓
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			✓
(6) Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			✓
(7) Support the development of high technology parks on the neighbor islands.			✓
(b) Priority guidelines for regional growth distribution and land resource utilization:			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.	✓		
(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			✓
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			✓
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			✓
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.			✓
(6) Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.	✓		
(7) Pursue rehabilitation of appropriate urban areas.	✓		
(8) Support the redevelopment of Kakaako into a viable residential, industrial, and commercial community.			✓
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.	✓		

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(10) Identify critical environmental areas in Hawaii to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			✓
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			✓
(12) Utilize Hawaii's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	✓		
(13) *Protect and enhance Hawaii's shoreline, open spaces, and scenic resources.*	✓		
Section 226-105 Crime and criminal justice. Priority guidelines in the area of crime and criminal justice:			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.	✓		
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			✓
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.	✓		
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			✓
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			✓
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			✓
Section 226-106 Affordable housing. Priority guidelines for the provision of affordable housing:			
(1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low-and moderate-income and gap-group households.			✓
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.	✓		
(3) Improve information and analysis relative to land availability and suitability for housing.			✓
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs.			✓
(5) Encourage continued support for government or private housing programs that provide low interest mortgages to Hawaii's people for the purchase of initial owner-occupied housing.			✓
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.			✓

Table 7-2: Hawai'i Revised Statutes Hawai'i State Planning Act – Chapter 26 Part III: Priority Guidelines	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(7) Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			✓
(8) Give higher priority to the provision of quality housing that is affordable for Hawaii's residents and less priority to development of housing intended primarily for individuals outside of Hawaii.			✓
Section 226-107 Quality education. Priority guidelines to promote quality education:			
(1) Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;			✓
(2) Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;			✓
(3) Initiate efforts to improve the quality of education by improving the capabilities of the education work force;			✓
(4) Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities;			✓
(5) Increase and improve the use of information technology in education by the availability of telecommunications equipment for:			✓
(A) The electronic exchange of information;			✓
(B) Statewide electronic mail; and			✓
(C) Access to the Internet.			✓
Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;			✓
(6) Pursue the establishment of Hawaii's public and private universities and colleges as research and training centers of the Pacific;			✓
(7) Develop resources and programs for early childhood education;			✓
(8) Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and			✓
(9) Strengthen and expand educational programs and services for students with special needs.			✓

7.4 STATE FUNCTIONAL PLANS

The Planning Act called for the creation of functional plans to set specific objectives, establish policies, and implement actions for a particular field of activity. These functional plans further identified those organizations responsible in carrying out the actions, the implementing timeframe, and the proposed budgets. The most current functional plans and the relationship, if any, to the proposed project are discussed in the following sections.

7.4.1 State Agricultural Functional Plan (1991)

The 1991 State Agricultural Functional Plan identified four major issues vital to the economic growth and success of the agriculture industry. Of the four main issues, the issue areas related to the proposed project are (1) *Industry Research and Development Production, Marketing, Consumption, Research/ Development/Technology Transfer and Finance*; and (2) *Services and Infrastructure, Legislation, Information, and Public Image, Human Resources, Transportation, and Infrastructure.*

One of the governing policies of the functional plan for Agriculture is to develop capabilities to convert Hawaii-grown crops into potential new value/added products for the local, visitor industry, and export markets. The plan encourages the promotion of effective marketing for Hawaii's agricultural commodities and the fostering of increased public awareness and understanding of the contribution and benefits of agriculture as a major sector of Hawaii's economy.

DEBDT and private organizations have been delegated with the task of implementing actions to develop linkages between the tourism and agricultural industries. The Tourism Functional Plan encourages the continued development of a diverse range of tourism products and programs focusing on niche marketing, which includes *Agritourism* – an appreciation for Hawaii's agricultural products, settings, and lifestyles.

The proposed project will provide market links and exposure for Hawaii's agricultural products to a broad range of national and international travelers. Further consumption of agricultural products in retail shops, restaurants, and markets will have positive effects on agricultural and related industries.

7.4.2 State Educational Functional Plan (1989)

The 1989 State Educational Functional Plan reflects the Department of Education's (DOE) strategy to address the goals, policies, and priority guidelines of the Planning Act and the goals of the Board of Education (BOE). All of the implementing actions are to be undertaken by the DOE. One of the main objectives of the Educational Functional Plan is to develop and implement a comprehensive plan to attain a peak-performing workforce that is capable, qualified, and highly motivated.

The State Education Functional Plan outlines actions to be taken by the State DOE to improve the public school system and to attend to various societal needs and trends. The plan is not directly applicable to the proposed project.

7.4.3 State Higher Educational Functional Plan (1991)

The State Higher Education Functional Plan specifies the objectives, policies, and high priority implementing actions that the State's post-secondary education community will follow. It is not directly relevant to the proposed project.

7.4.4 State Employment Functional Plan (1990)

The 1990 State Employment Functional Plan's objectives, policies, and implementing actions address four major issue areas: (1) Education and Preparation Services for Employment; (2) Job Placement; (3) Quality of Worklife; and (3) Employment Planning Information and Coordination.

The proposed project would provide new employment opportunities for Hawaii residents, and would create short- and long-term jobs in resort development, architecture, engineering, planning, finance, landscaping, interior design, consulting, construction, utilities, furnishing and equipment, sanitation services, transportation, travel services, car rentals, restaurant, catering, foods, beverage supply, entertainment, recreation, advertising, printing/publishing, retail, health, insurance, laundry services, oil/gas supply, wholesaling, security services, administration, etc. Hotels work with hundreds of suppliers, from small business retailers to local farmers. (Hawaii Tourism Authority. 1999. WTTC Hawaii Tourism Report.)

Recent research by the HTA indicates that the tourism industry supports over 181,050 jobs or one in every three jobs in Hawaii, and generates $2.0 billion in taxes, or 27 percent of total taxation for the State. Payroll and taxes comprise the majority of hotel expenses, both of which remain in the state. Visitors spent in 2000 an estimated $11 billion in Hawaii, an increase of 11.5 percent over the previous year. The tourism industry not only affects those in the industry but "every resident of the State benefits directly and indirectly from every visitor dollar spent." (Hawaii Tourism Authority, Department of Business Economic Development and Tourism. 2000. *Annual Report to the Hawaii State Legislature.)*

The State's economic development policy encourages providing quality jobs through business expansion and by attracting new businesses. At the same time, the State "seeks to achieve a quality of life in the workplace that will promote worker productivity and spur business expansion and diversification." The State recognizes that businesses must have the conscience to manage employees and community relationships as assets. "The quality of worklife which is promoted by labor and health laws and improved employer-employee relations brings about the productive and stable workforce that is necessary in achieving competitiveness." (State DLIR. 1990. *Employment Functional Plan).*

The proposed project is consistent with the Employment Functional Plan by providing employment in the visitor industry and supporting related activities. The proposed project will be included in Hilton's employee training and skill-upgrading programs for new hires and long-term employees

7.4.5 State Energy Functional Plan (1991)

The 1991 State Energy Functional Plan's primary objective is to promote energy efficiency through conservation; alternate and renewable energy resources; education, legislation; and integrated energy management and development programs.

The proposed project will adhere to energy conservation standards, and will be planned to promote energy efficiency whenever possible and feasible.

7.4.6 State Health Functional Plan (1989)

The 1989 State Health Functional Plan identifies six issue areas: (1) Health Promotion and Disease Prevention; (2) Communicable Diseases Prevention and Control; (3) Special Populations with Impaired Access to Health Care; (4) Healthcare Services (Acute, Long-term, Primary and Emergent) for Rural Communities; (5) Environmental Health and Protection; and (6) Department of Health (DOH) Leadership.

The proposed project will create 500 new operational jobs, and Hilton, as a matter of Hawaii State law, must provide health insurance coverage, temporary disability insurance, and workers compensation for all its part-time (over 20 hours) and full-time employees. Additionally, because a majority of hotel workers in Hawaii belong to labor unions, adequate wages and additional benefits must be paid. Hilton must also

adhere to applicable federal and state health and safety laws relating to overall work-place conditions. These factors would contribute to the overall well-being and quality of life for a number of people. In turn, the proposed project may help to alleviate the burden on the State to provide health care, welfare, and/or unemployment benefits for the additional Hawaii residents that would be employed by Hilton.

Concerns regarding environmental health and protection issues, such as air quality, noise impacts, and disposal of wastewater and solid waste from expanding urban areas may arise as a result of the proposed project. However, Hilton will seek to mitigate these issues (see Chapters Three and Four) and will support and abide by all State laws, plans and policies to ensure adequate protection of Hawaii's fragile environment. Hilton is well aware that the excellent quality of air and recreational and drinking waters in Hawaii are part of the natural resources that serve to both enhance the health of Hawaii's people as well as to attract visitors.

7.4.7 State Historic Preservation Functional Plan (1991)

The State Historic Functional Plan identifies issues, policies, and implementing actions that seek to preserve and protect the unsurpassable beauty, history, and culture of the Hawai'ian islands. Hawaii's natural scenic beauty, clean environment, and rich multi-cultural heritage (including historic/cultural sites) are reasons visitors are attracted to the State.

"The success or failure of our present economy will be determined by how well Hawai'i's identity is preserved, enhanced and interpreted among ourselves and communicated to others. Hawai'i is competing with other destinations which are also focusing on cultural preservation as a tool for tourism marketing." Current efforts in cultural preservation are fragmented. Emphasis must be placed on the coordination of the various entities involved in the protection, preservation, interpretation, and marketing of Hawai'i's cultural and historic resources. There is a need for more government and private sector support of heritage preservation efforts and communication of these to visitors and residents. State of Hawaii, DBEDT. 1991. *Tourism Functional Plan.*

No significant historical, archaeological, or cultural resources have been identified on the project site. Excavation activities associated with the proposed construction will be conducted in compliance with State law and policies related to historic preservation.

7.4.8 State Housing Functional Plan (1989)

The 1989 State Housing Functional Plan addresses the issues of (1) home ownership for Hawaii residents; (2) rental housing; (3) preservation of housing stock; and (4) a housing information system.

The Plan is not directly applicable to the proposed project.

7.4.9 State Recreation Functional Plan (1991)

The 1991 State Recreation Functional Plan focuses on six issue areas: (1) Ocean and Shoreline Recreation ; (2) Mauka, Urban, and Other Recreation; (3) Public Access to the Shoreline and Upland Recreation Areas; (4) Resource Conservation and Management, (5) Management of Recreation Programs. Facilities; and (6) Wetlands Protection and Management.

Outdoor recreational activities are a major reason visitors travel to Hawaii and also a major component of a desired quality of life for residents. Growing commercial uses of parks and ocean areas have resulted in increasing tension and conflict between private users (generally residents) and commercial patrons (generally tourists).

The Recreational Functional Plan identifies and addresses the following issues of concern:

- Saturation of beach park capacity in the ocean and shoreline.
- Water safety.
- Resolution of conflicts between different recreational activities, and increased use of public recreation areas for commercial activities and the increased use of popular recreation areas by tourists.
- Problems and needs related to inadequate boating facilities.
- Environmental degradation of the ocean and shoreline.
- Management of shoreline accessways.

The proposed project is consistent with the plan by including a new recreational resource that provides an alternative to the use of Waikīkī Beach. The project will help to improve the general community's access to the Waikīkī shoreline by removing the existing Lagoon Tower swimming pool and providing pedestrian access across the resulting landscaped area.

7.4.10 State Tourism Functional Plan (1991)

The 1991 State Tourism Functional Plan focused on six issue areas: (1) Growth; (2) Physical Development: Topics of Concern; (3) Environmental Resources and Cultural Heritage; (4) Community, Visitor and Industry Relations; (5) Employment and Career Development; and (6) Marketing.—However, many of the implementing actions of the plan were not carried out due to economic conditions.

In 1998, the Legislature and Governor Benjamin Cayetano, through Act 156, SLH 1998, established the Hawaii Tourism Authority under the State DBEDT. The formation of the HTA stemmed from seven years of a stagnant economy. Key initiatives of the Act changed the way tourism had been perceived and funded:

- Hotel Tax – Transient Accommodations Tax (TAT) was increased from 6 percent to 7.25 percent and was broadened to include time share accommodation.
- Dedicated Tourism Funding – 2.75 percentage points of the TAT was dedicated to create and annual tourism fund of approximately $50 to $60 million.
- Hawaii Tourism Authority – A cabinet level executive board was established to oversee the new tourism fund, create a vision for tourism and administer tourism development from a statewide perspective. The thirteen-member board (eleven voting, two non-voting) is representative of all sectors of the visitor industry, the business community, the general public, and all four counties of the state; and is Hawaii's first real tourism partnership between business and government.

The HTA's primary responsibilities included developing a *Tourism Strategic Plan* for Hawaii, tourism marketing, performance measurement, and accountability of expenditures. The mission statement of the HTA is "to manage the strategic growth of Hawaii's visitor industry in a manner consistent with the economic goals, cultural values, and community interests of the people of Hawaii." A draft Tourism Strategic Plan "for discussion purposes only" titled, *Ke Kumu – Strategic Directions for Hawaii's Visitor Industy* was prepared by the HTA in June 1999. (Hawaii Tourism Authority. June 29,1999. *Ke Kumu – Strategic Directions for Hawaii's Visitor Industry).*

The HTA's Draft *Tourism Strategic Plan* identifies seven strategic initiatives:

1. Communication and Community Relations: Implement a communication, education, and outreach plan to enhance understanding of, support for, and participation in tourism by the community, visitor industry and government agencies.

2. Marketing: Increase promotional presences and brand identity to more globally competitive levels to optimize performance in each major market area.

3. Events: Develop and support events that generate cost effective awareness of the Hawaii brand through national and international exposure.

4. Product Development: Develop new tourism events, experiences and attractions relating to agriculture, culture, education, health and wellness, nature, sports and technology to complement Hawaii's traditional resort product and assist in overall economic diversification. Develop community-based tourism programs.

5. Airlift: Facilitate growth in airlift to Hawaii in a way that is profitable to the air carriers.

6. Infrastructure and Support Services: Be a strong advocate for investments in infrastructure and support services to strengthen tourism and enhance resident qualify of life, particularly the revitalization of Waikīkī and other key tourist destination areas.

7. Regulations and Investment Incentives: Support changes in laws, regulations and capital spending to enable development of alternative and diversified products and new attractions while sustaining Hawaii's natural and cultural resources, and community values.

According to the HTA *Annual Report to the Hawaii State Legislature* (2000), Hawaii has experienced dramatic growth in tourism. Visitors spent in 2000 an estimated $11 billion in Hawaii, an increase of 11.5 percent over the previous year. Tourism accounts for 26 percent of the Gross State Product and 27 percent of total tax revenues. The primary source of revenue into the community is through visitor expenditures and related capital investments. Tourism generates $1 billion in state and federal income taxes, $350 million in general excise taxes, $150 million in accommodation taxes, and $33 million in car rental taxes. These tax revenues are used for health, education, public safety, infrastructure, and natural resource management programs for the community. The tourism industry not only affects those in the industry but "every resident of the State benefits directly and indirectly from every visitor dollar spent." Tourism's past and current growth has contributed to a general improvement in Hawaii residents' standard of living, improved health conditions, greater mobility, and a broader range of opportunities. (Hawaii Tourism Report, Department of Business Economic Development and Tourism. 2000. *Annual Report to the Hawaii State Legislature.)*

The proposed project represents the redevelopment of an existing hotel property, and as such, helps to promote the ongoing effort to revitalize Waikīkī as a visitor destination area. This has the effect of relieving development pressure on agricultural and rural open space areas.

Hilton is committed to working with local residents to ensure that the resort is sensitive to area concerns. During the environmental impact assessment scoping process, members of Hilton management and its consultants met with residents of neighboring condominium properties as well as other Waikīkī organizations. Because the proposed project will require major development permits, upcoming public hearings will provide the community with a several forums to express their concerns. Active citizen participation and government input contributes to a well-planned project.

7.4.11 State Transportation Functional Plan (1991)

The 1991 State Transportation Functional Plan addresses the issues of (1) congestion; (2) economic development; (3) funding; and (4) education, and relates primarily to the administration and implementation of transportation systems by the State Department of Transportation (DOT).

The issue area directly related to the proposed project is on economic development. A major objective of the plan is to support the "development of a transportation infrastructure that supports economic development initiatives." Policies of the plan further include supporting State economic development initiatives and the support of tourism and economic development.

The proposed project is supportive of State initiatives for tourism and economic development. Hilton will work closely with the State DOT, and City officials to ensure that transportation systems proposed for the project are consistent and supportive of government objectives and policies.

7.4.12 Water Resources Development Functional Plan (1991)

The 1991 State Water Resources Development Functional Plan's objectives and policies are directed primarily to State and County agencies responsible for the management of the water resources.

The provision of water infrastructure for the project will be done in cooperation with the appropriate State and County agencies.

7.4.13 State Conservation Lands Functional Plan (1991)

The Conservation Lands Functional Plan primarily addresses governmental policies and programs directed at the preservation of conservation lands and the judicious use of the State's natural resources. The proposed project is located entirely on land designated as Urban by the State LUC. Although the seaward boundary of the subject property abuts the Hilton Lagoon, which is designated as Conservation District (General Subzone), no impacts to the Conservation District are anticipated.

7.4.14 State Human Services Functional Plan (1989)

The Human Services Functional Plan is targeted to coordinating the efforts of public and private agencies involved in the provision of human services. It is not directly applicable to the proposed project.

7.5 COASTAL ZONE MANAGEMENT ACT (CHAPTER 205-A HRS)

Federal Coastal Zone Management (CZM) enforcement authority (Public Law 92-583), as amended, has been delegated to the State (Chapter 205A, Hawaii Revised Statutes, as amended). Other than the review of federal applicants, federal permits, or federal activities, State CZM review authority has been delegated to the county level through the Special Management Area (SMA) controls.

7.6 HAWAII WATER CODE

HRS Chapter 174C, as amended, the State Water Code, was adopted by the State Legislature in 1987 to "protect, control, and regulate the use of Hawai'i's water resources for the benefit of its people." The Water Code is administered by the Commission on Water Resource Management, DLNR. The Code's policies include the protection of water resources, maintenance of ecological balance and scenic quality with regard to the development of new resources, improvement of water quality, and the establishment of comprehensive water planning statewide. A major element of the State Water Code is the development of the Hawaii Water Plan.

The proposed project will not require the development of new water resources. It is located in a mature urban area and represents the redevelopment of a former hotel property. The proposed project will comply with the Code's policies to protect the quality of state waters.

7.7 STATE OF HAWAII WATER PLAN

The State Water Plan (HRS Section 174) consists of four parts: (1) a water resource protection plan prepared by the commission; (2) water use and development plans for each *county prepared* by each separate county and adopted by ordinance, setting forth the allocation of water to land use in that county; (3) a state water projects plan prepared by the agency which has jurisdiction over such projects in conjunction with other state agencies; and (4) a water quality plan prepared by the DOH.

The proposed project is consistent with the applicable policies of the Hawaii Water Plan concerning the protection of nearshore water quality.

7.8 CITY & COUNTY OF HONOLULU PLANS AND CONTROLS

7.8.1 General Plan

The General Plan for the City is a statement of objectives and policies that set forth the long-range aspirations of O'ahu residents and the strategies of action to achieve them. It is the focal point of a comprehensive planning process that addresses various issues affecting the City. The following Table shows the relationship, if any, of Hilton's proposed project to the General Plan.

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
I. POPULATION			
Objective A: To control the growth of Oahu's resident and visitor populations in order to avoid social, economic, and environmental disruptions			
Policy 1: Participate in State and Federal programs which seek to develop social, economic, legal, and environmental controls over population growth.			✓
Policy 2: Seek a balance between the rate of inmigration and the rate of outmigration by reducing			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
inmigration.			
Policy 3: Support Federal policies providing for a more even distribution of immigrants throughout the country			✓
Policy 4: Seek to maintain a desirable pace of physical development through City and County regulations.			✓
Policy 5: Encourage family planning.			✓
Policy 6: Publicize the desire of the City and County to limit population growth.			✓
Objective B: To plan for the future population growth.			
Policy 1: Allocate efficiently the money and resources of the City and County in order to meet the needs of Oahu's anticipated future population			✓
Policy 2: Provide adequate support facilities to accommodate future growth in the number of visitors to Oahu	✓		
Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.			
Policy 1: Facilitate the full development of the primary urban center.	✓		
Policy 2: Encourage development within the secondary urban center at Kapolei and the Ewa and Central Oahu urban-fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center			✓
Policy 3: Manage physical growth and development in the urban-fringe and rural areas so that: (a) an undesirable spreading of development is prevented; and (b) their population densities are consistent with the character of development and environmental qualities desired for such areas.			✓
Policy 4: Seek a year 2010 distribution of Oahu's residential population which would be in accord with the following table:	✓		

Location	% of Year 2010 Islandwide Population
Primary Urban Center	45.1% – 49.8%
'Ewa	12.0% - 13.3%
Central O'ahu	14.9% - 16.5%
East Honolulu	5.3% - 5.8%
Koolaupoko	11.0% - 12.2%
Koolauloa	1.3% - 1.4%
North Shore	1.6% - 1.8%
Waianae	3.8% - 4.2%
	95.0% - 105.0%

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: The proposed project represents the redevelopment of an abandoned hotel property in Waikīkī. It will contribute to increased visitor arrivals in Waikīkī by providing up to 350 new visitor units, and will therefore add to the existing visitor population. However, the proposed units can be accommodated under the existing Waikīkī Hotel Room Cap of 32,800 units. Therefore, the project is consistent with the City's policies regarding visitor population in Waikīkī. With regard to the adequacy of support facilities, any required improvements to infrastructure needed to support the project will be privately funded. Finally, the redevelopment of the Waikikian property is consistent with the General Plan's policies to facilitate the full development of the Primary Urban Center			
PART II. ECONOMIC ACTIVITY			
Objective A: To promote employment opportunities that will enable all the people of Oahu to attain a decent standard of living.			
Policy 1: Encourage the growth and diversification of Oahu's economic base.	✓		
Policy 2: Encourage the development of small businesses and larger industries which will contribute to the economic and social well- being of Oahu residents.	✓		
Policy 3: Encourage the development in appropriate locations on Oahu of trade, communications, and other industries of a nonpolluting nature.			✓
Policy 4: Encourage the development of local, national, and world markets for the products of Oahu-based industries			✓
Policy 5: Encourage the wider distribution of available employment opportunities through such methods as shortening the work week and reducing the use of overtime.	✓		
Policy 6: Encourage the continuation of a significant level of Federal employment on Oahu.			✓
Objective B: To maintain the viability of Oahu's visitor industry			
Policy 1: Provide for the long-term viability of Waikiki as Oahu's primary resort area by giving the area priority in visitor industry related public expenditures.	✓		
Policy 2: Provide for a high quality and safe environment for visitors and residents in Waikiki.	✓		
Policy 3: Encourage private participation in improvements to facilities in Waikiki.	✓		
Policy 4: Prohibit major increases in permitted development densities in Waikiki.		✓	
Policy 5: Prohibit further growth in the permitted number of hotel and resort condominium units in Waikiki.		✓	
Policy 6: Permit the development of secondary resort areas in West Beach, Kahuku, Makaha, and Laie.			✓
Policy 7: Manage the development of secondary resort areas in a manner which respects existing lifestyles and the natural environment, and avoids substantial increases in the cost of providing public services in the area.			✓
Policy 8: Preserve the well-known and widely publicized beauty of Oahu for visitors as well as residents.	✓		
Policy 9: Encourage the visitor industry to provide a high level of service to visitors.	✓		
Objective C: To maintain the viability of agriculture on Oahu.			
Policy 1: Assist the agricultural industry to ensure the continuation of agriculture as an important source of income and employment.			✓
Policy 2: Support agricultural diversification in all agricultural areas on Oahu.	✓		

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 3: Support the development of markets for local products, particularly those with the potential for economic growth.	✓		
Policy 4: Provide sufficient agricultural land in Ewa, Central Oahu, and the North Shore to encourage the continuation of sugar and pineapple as viable industries.			✓
Policy 5: Maintain agricultural land along the Windward, North Shore, and Waianae coasts for truck farming, flower growing, aquaculture, livestock production, and other types of diversified agriculture.			✓
Policy 6: Encourage the more intensive use of productive agricultural land.			✓
Policy 7: Encourage the use of more efficient production practices by agriculture, including the efficient use of water.			✓
Policy 8: Encourage the more efficient use of non-potable water for agricultural use.			✓
Objective D: To make full use of the economic resources of the sea.			
Policy 1: Assist the fishing industry to maintain its viability.			✓
Policy 2: Encourage the development of aquaculture, ocean research, and other ocean- related industries.			✓
Policy 3: Focus the development of ocean related economic activities in the Northwestern Hawaiian Islands on those which are compatible with preserving the area's unique environmental, marine, and wildlife assets.			✓
Objective E: To prevent the occurrence of large scale unemployment.			
Policy 1: Encourage the training and employment of present residents for currently available and future jobs.	✓		
Policy 2: Make full use of State and Federal employment and training programs.	✓		
Policy 3: Encourage the provision of retraining programs for workers in industries with planned reductions in their labor force.			✓
Objective F: To increase the amount of Federal spending on Oahu.			
Policy 1: Take full advantage of Federal programs and grants which will contribute to the economic and social well-being of Oahu's residents.			✓
Policy 2: Encourage the Federal government to pay for the cost of public services used by Federal agencies.			✓
Policy 3: Encourage the Federal government to lease new facilities rather than construct them on tax-exempt public land.			✓
Policy 4: Encourage the military to purchase locally all needed services and supplies which are available on Oahu.			✓
Objective G: To bring about orderly economic growth on Oahu.			
Policy 1: Direct major economic activity and government services to the primary urban center and the secondary urban center at Kapolei.	✓		
Policy 2: Permit the moderate growth of business centers in the urban-fringe areas.			✓
Policy 3: Maintain sufficient land in appropriately located commercial and industrial areas to help ensure a favorable business climate on Oahu.			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 4: Encourage the continuation of a high level of military-related employment in the Hickam-Pearl Harbor, Wahiawa, Kailua-Kaneohe, and Ewa areas.			✓
Discussion: The proposed project will contribute to the viability of the visitor industry by redeveloping an existing hotel property and adding over 500 new jobs in Waikīkī. The density proposed for the project is consistent with density bonuses provided in the City's Land Use Ordinance (LUO) as well as the Waikīkī Visitor Unit Cap. By promoting the redevelopment of an existing hotel property in a mature urban area, the project indirectly helps to preserve agricultural land in rural areas from development pressure. It also contributes to the market for diversified agricultural products.			
PART III. NATURAL ENVIRONMENT			
Objective A: To protect and preserve the natural environment.			
Policy 1: Protect Oahu's natural environment, especially the shoreline, valleys, and ridges, from incompatible development.	✓		
Policy 2: Seek the restoration of environmentally damaged areas and natural resources.	✓		
Policy 3:Retain the Island's streams as scenic, aquatic, and recreation resources.			✓
Policy 4: Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive land forms, and existing vegetation.	✓		
Policy 5: Require sufficient setbacks of improvements in unstable shoreline areas to avoid the future need for protective structures.			✓
Policy 6: Design surface drainage and flood-control systems in a manner which will help preserve their natural settings.	✓		
Policy 7: Protect the natural environment from damaging levels of air, water, and noise pollution.	✓		
Policy 8: Protect plants, birds, and other animals that are unique to the State of Hawaii and the Island of Oahu.	✓		
Policy 9: Protect mature trees on public and private lands and encourage their integration into new developments.	✓		
Policy 10: Increase public awareness and appreciation of Oahu's land, air, and water resources.	✓		
Policy 11: Encourage the State and Federal governments to protect the unique environmental, marine, and wildlife assets of the Northwestern Hawaiian Islands.			✓
Objective B: To preserve and enhance the natural monuments and scenic views of Oahu for the benefit of both residents and visitors.			
Policy 1: Protect the Island's well-known resources: its mountains and craters; forests and watershed areas; marshes, rivers, and streams; shoreline, fishponds, and bays; and reefs and offshore islands.	✓		
Policy 2: Protect Oahu's scenic views, especially those seen from highly developed and heavily travelled areas.	✓		
Policy 3: Locate roads, highways, and other public facilities and utilities in areas where they will least obstruct important views of the mountains and the sea.			✓
Policy 4: Provide opportunities for recreational and educational use and physical contact with: Oahu's natural environment.	✓		

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: The proposed project is generally consistent with the General Plan's objectives and policies to protect and preserve the natural environment. It will not be a significant source of air, water, or noise pollution. No unique or endangered plant, bird, or animal habitats will be impacted by the project. The project will impact views of the ocean from some residential units located in towers on the mauka side of Ala Moana Boulevard. It will also impact mountain views from some units in the Ilikai. However, it will not impact scenic views from highly developed and heavily traveled areas. Although the project will be plainly visible from Ala Moana Boulevard in both the Diamond Head direction between the Ala Wai Bridge and Dewey Lane, and in the makai direction between Kalakaua Avenue and Kalia Road, no scenic views will be impacted. For example, the view from Ala Wai Bridge looking along Ala Moana Boulevard in the Diamond Head direction is already limited by the existing Hilton Parking Structure and the Tapa Tower. From this viewing perspective, the proposed project will be situated in front of the Tapa Tower, and consequently, no scenic views are impacted. From Ala Moana Boulevard between Kalakaua and Kalia, the proposed project will block views of the sky as seen in the corridor between the Ilikai and the Kalia and Lagoon Towers. However, because ocean and the horizon cannot be seen from this view perspective due to the presence of the abandoned Waikikian Hotel building, no important scenic views of the ocean will be lost. As viewed from the public parking lot on the makai side of the Hilton Lagoon and the Ala Wai Boat Harbor looking back through the same corridor between the Ilikai and the Lagoon Tower, the proposed building will block a small portion of the Koolau mountain range as seen over some of the buildings on the mauka side of Ala Moana Boulevard. However, due to the existing density and height of buildings in the area, the resulting loss of a view of the mountains from this specific location is not considered to be a significant impact because it is not believed to be a scenic vista of the mountains which is valued by area residents or visitors.			
IV. HOUSING			
Objective A: To provide decent housing for all the people of Oahu at prices they can afford.			
Policy 1: Develop programs and controls which will provide decent homes at the least possible cost.			✓
Policy 2: Streamline approval and permit procedures for housing and other development projects.			✓
Policy 3: Encourage innovative residential development which will result in lower costs, added convenience and privacy, and the more efficient use of streets and utilities.			✓
Policy 4: Establish public, and encourage private, programs to maintain and improve the condition of existing housing.			✓
Policy 5: Make full use of State and Federal programs that provide financial assistance for low- and moderate-income homebuyers.			✓
Policy 6: Expand local funding mechanisms available to pay for government housing programs.			✓
Policy 7: Provide financial and other incentives to encourage the private sector to build homes for low- and moderate-income residents.			✓
Policy 8: Encourage and participate in joint public-private development of low- and moderate-income housing.			✓
Policy 9: Encourage the preservation of existing housing which is affordable to low- and moderate-income persons.			✓
Policy 10: Promote the construction of affordable dwellings which take advantage of Oahu's year-round moderate climate.			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 11: Encourage the construction of affordable homes within established low-density communities by such means as "ohana" units, duplex dwellings, and cluster development.			✓
Policy 12: Encourage the production and maintenance of affordable rental housing.			✓
Policy 13: Encourage the provision of affordable housing designed for the elderly and the handicapped.			✓
Policy 14: Encourage equitable relationships between landowners and leaseholders, between landlords and tenants, and between condominium developers and owners.			✓
Objective B: To reduce speculation in land and housing.			
Policy 1: Encourage the State government to coordinate its urban-area designations with the developmental policies of the City and County			✓
Policy 2: Discourage private developers from acquiring and assembling land outside of areas planned for urban use.			✓
Policy 3: Seek public benefits from increases in the value of land owing to City and State developmental policies and decisions.			✓
Policy 4: Require government-subsidized housing to be delivered to appropriate purchasers and renters.			✓
Policy 5: Prohibit the selling or renting of government-subsidized housing for large profits.			✓
Objective C: To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.			
Policy 1: Encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes.			✓
Policy 2: Encourage the fair distribution of low- and moderate-income housing throughout the Island.			✓
Policy 3: Encourage residential development near employment centers.			✓
Policy 4: Encourage residential development in areas where existing roads, utilities, and other community facilities are not being used to capacity			✓
Policy 5: Discourage residential development where roads, utilities, and community facilities cannot be provided at a reasonable cost.			✓
Policy 6: Preserve older communities through self-help, housing-rehabilitation, improvement districts, and other governmental programs.			✓
Discussion: Because the proposed project does not include residential development, this section of the General Plan is not directly applicable.			
V. TRANSPORTATION AND UTILITIES			
Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.			✓
Policy 1: Develop and maintain an integrated ground-transportation system consisting of the following elements and their primary purposes:			✓
a. Public transportation—for travel to and from work, and travel within Central Honolulu;			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
b. Roads and highways—for commercial traffic and travel in non-urban areas;			✓
c. Bikeways—for recreational activities and trips to work, schools, shopping centers, and community facilities; and			✓
d. Pedestrian walkways—for getting around Downtown and Waikiki, and for trips to schools, parks, and shopping centers.	✓		
Policy 2: Provide transportation services to people living within the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.			✓
Policy 3: Provide transportation services outside the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a system of express- and feeder-buses as well as through the highway system with limited to moderate improvements sufficient to meet the needs of the communities being served.			✓
Policy 4: Improve transportation facilities and services in the Ewa corridor and in the trans-Koolau corridors to meet the needs of Ewa and Windward communities.			✓
Policy 5: Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.	✓		
Policy 6: Consider both environmental impact as well as construction and operating costs as important factors in planning alternative modes of transportation.			✓
Policy 7: Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.	✓		
Policy 8: Make available transportation services to people with limited mobility: the young, the elderly, the handicapped, and the poor.			✓
Policy 9: Promote programs to reduce dependence on the use of automobiles.	✓		
Policy 10: Discourage the inefficient use of the private automobile, especially in congested corridors and during peak-hours.	✓		
Policy 11: Make public, and encourage private, improvements to major walkway systems.	✓		
Policy 12: Encourage the provision of separate aviation facilities for small civilian aircraft.			✓
Policy 13: Facilitate the development of a second deep-water harbor to relieve congestion in Honolulu Harbor.			✓
Objective B: To meet the needs of the people of Oahu for an adequate supply of water and for environmentally sound systems of waste disposal.			
Policy 1: Develop and maintain an adequate supply of water for both residents and visitors.			✓
Policy 2: Develop and maintain an adequate supply of water for agricultural and industrial needs.			✓
Policy 3:Encourage the development of new technology which will reduce the cost of providing water and the cost of waste disposal.			✓
Policy 4: Encourage a lowering of the per-capita consumption of water and the per-capita production of waste.	✓		
Policy 5: Provide safe, efficient, and environmentally sensitive waste-collection and waste disposal services.	✓		

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 6: Support programs to recover resources from solid-waste and recycle wastewater.	✓		
Policy 7: Require the safe disposal of hazardous waste.	✓		
Objective C: To maintain a high level of service for all utilities.			
Policy 1: Maintain existing utility systems in order to avoid major breakdowns.	✓		
Policy 2: Provide improvements to utilities in existing neighborhoods to reduce substandard conditions.	✓		
Policy 3: Plan for the timely and orderly expansion of utility systems.	✓		
Policy 4: Increase the efficiency of public utilities by encouraging a mixture of uses with peak periods of demand occurring at different times of the day.	✓		
Objective D: To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.			
Policy 1: Give primary emphasis in the capital-improvement program to the maintenance and improvement of existing roads and utilities.			✓
Policy 2:Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu.	✓		
Policy 3: Encourage the study and use of telecommunications as an alternative to conventional transportation facilities.			✓
Policy 4: Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.	✓		
Policy 5: Require the installation of underground utility lines wherever feasible.	✓		
Policy 6: Seek improved taxing powers for the City and County in order to provide a more equitable means of financing transportation and utility services.			✓
Discussion: The proposed project is consistent with the General Plan's transportation and utility policies. The project will have a negligible impact upon the existing capacity of arterial roadways. While the City's proposed BRT plan will not directly benefit the project's visitors because the system does not link Waikīkī to the airport, it will benefit the project's operational employees by providing a transit alternative for commuting to work. The proposed expansion of Dewey Lane will help to alleviate some congestion at the intersections of Ala Moana with Hobron Lane and with Kalia Road. While traffic on Dewey Lane will increase as the result of the proposed improvements, the resulting impacts are not determined to be significant because they will result in no significant deterioration of air quality, noise quality, or traffic movements in the area. The proposed project also enhances pedestrian access by providing a new safe route from Ala Moana Boulevard to Waikīkī Beach. All utility connections and ancillary infrastructure required for the project will be privately funded. The project will have no significant impact upon other government provided utilities or services.			
VI. ENERGY			
Objective A: To maintain an adequate, dependable, and economical supply of energy for Oahu residents.			
Policy 1: Develop and maintain a comprehensive plan to guide and coordinate energy conservation and alternative energy development and utilization programs on Oahu.			✓
Policy 2: Establish economic incentives and regulatory measures which will reduce Oahu's dependence on petroleum as its primary source of energy.			✓
Policy 3: Support programs and projects which contribute to the attainment of energy self-sufficiency on Oahu.	✓		

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 4: Promote and assist efforts to establish adequate petroleum reserves within Hawaii's boundaries.			✓
Policy 5: Give adequate consideration to environmental, public health, and safety concerns, to resource limitations, and to relative costs when making decisions concerning alternatives for conserving energy and developing natural energy resources.	✓		
Policy 6: Work closely with the State and Federal governments in the formulation and implementation of all City and County energy-related programs.			✓
Objective B: To conserve energy through the more efficient management of its use.			
Policy 1: Ensure that the efficient use of energy is a primary factor in the preparation and administration of land use plans and regulations.	✓		
Policy 2: Provide incentives and, where appropriate, mandatory controls to achieve energy-efficient siting and design of new developments.			✓
Policy 3: Carry out public, and promote private, programs to more efficiently use energy in existing buildings and outdoor facilities.	✓		
Policy 4: Promote the development of an energy-efficient transportation system.	✓		
Objective C: To fully utilize proven alternative sources of energy.			
Policy 1: Encourage the use of commercially available solar energy systems ~in public facilities, institutions, residences, and business developments.	✓		
Policy 2: Support the increased use of operational solid waste energy recovery and other biomass energy conversion systems.	✓		
Objective D: To develop and apply new, locally available energy resources.			
Policy 1: Support and participate in research, development, demonstration, and commercialization programs aimed at producing new, economical, and environmentally sound energy supplies from:			✓
a. solar insolation;			✓
b. biomass energy conversion;			✓
c. wind energy conversion;			✓
d. geothermal energy; and			✓
e. ocean thermal energy conversion.			✓
Policy 2: Secure State and Federal support of City and County efforts to develop new sources of energy			✓
Objective E: To establish a continuing energy information program.			
Policy 1: Supply citizens with the information they need to fully understand the potential supply, cost, and other problems associated with Oahu's dependence on imported petroleum.			✓
Policy2: Foster the development of an energy conservation ethic among Oahu residents.	✓		
Policy 3: Keep consumers informed about available alternative energy sources and their costs and benefits.			✓
Policy 4: Provide information concerning the impact of public and private decisions on future energy use.	✓		

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: The project supports the General Plan policies related to the conservation of energy and alternative energy sources to the extent practicable.			
VII. PHYSICAL DEVELOPMENT AND URBAN DESIGN			
Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.			
Policy 1: Plan for the construction of new public facilities and utilities in the various parts of the Island according to the following order of priority: first, in the primary urban center; second, in the secondary urban center at Kapolei; and third, in the urban-fringe and rural areas.	✓		
Policy 2: Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.	✓		
Policy 3: Phase the construction of new developments so that they do not require more regional supporting services than are available.	✓		
Policy 4: Require new developments to provide or pay the cost of all essential community services, including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development.	✓		
Policy 5: Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.	✓		
Policy 6: Encourage the clustering of developments to reduce the cost of providing utilities and other public services.	✓		
Policy 7: Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.	✓		
Policy 8: Locate community facilities on sites that will be convenient to the people they are intended to serve.	✓		
Policy 9: Exclude from residential areas, uses which are major sources of noise and air pollution.	✓		
Policy 10: Establish danger zones to exclude incompatible uses from hazardous areas surrounding airfields, electromagnetic-radiation sources, and storage places for fuel and explosives.			✓
Policy 11: Prohibit new airfields, electromagnetic-radiation sources, and storage places for fuel and explosives from locating on sites where they will endanger or disrupt nearby communities.			✓
Objective B: To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.			
Policy 1: Stimulate development in the primary urban center by means of the City and County's capital-improvement program and State and Federal grant and loan programs.			✓
Policy 2: Provide for the expanded development of low-rise multi-unit housing.			✓
Policy 3: Encourage the establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses.	✓		
Policy 4: Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.	✓		
Policy 5: Encourage the development of attractive residential communities in downtown and			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
other business centers.			
Policy 6: Maintain and improve downtown as the financial and office center of the Island, and as a major retail center.			✓
Policy 7: Provide for the continued viability of the Hawaii Capital District as a center of government activities and as an attractive park-like setting in the heart of the City.			✓
Policy 8: Foster the development of Honolulu's waterfront as the State's major port and maritime center, as a people-oriented mixed-use area, and as a major recreation area.			✓
Policy 9: Facilitate the redevelopment of Kakaako as a major residential, as well as commercial and light-industrial area.			✓
Objective C: To develop a secondary urban center in Ewa with its nucleus in the Kapolei area.			
Policy 1: Allocate funds from the City and County's capital-improvement program for public projects that are needed to facilitate development of the secondary urban center at Kapolei.			✓
Policy 2: Encourage the development of a major residential, commercial, and employment center within the secondary urban center at Kapolei. -			✓
Policy 3: Encourage the continuing development of Barbers Point as a major industrial center.			✓
Policy 4: Coordinate plans for the development of the secondary urban center at Kapolei with the State and Federal governments and with the sugar industry.			✓
Policy 5: Cooperate with the State and Federal governments in the development of a deep water harbor at Barbers Point.			✓
Policy 6: Encourage the development of the Ewa Marina Community as a major residential and recreation area emphasizing recreational boating activities through the provision of a major marina and a related maritime commercial center containing light-industrial, commercial, and visitor accommodation uses.			✓
Objective D: To maintain those development characteristics in the urban-fringe and rural areas which make them desirable places to live.			
Policy 1: Develop and maintain urban-fringe areas as predominantly residential areas characterized by generally low rise, low density development which may include significant levels of retail and service commercial uses as well as satellite institutional and public uses geared to serving the needs of households.			✓
Policy 2: Coordinate plans for developments within the Ewa and Central Oahu urban-fringe areas with the State and Federal governments and with the sugar, pineapple, and other emerging agricultural industries.			✓
Policy 3: Establish a green belt in the Ewa and Central Oahu areas of Oahu in the Development Plans.			✓
Policy 4: Maintain rural areas as areas which are intended to provide environments supportive of lifestyle choices which are dependent on the availability of land suitable for small to moderate size agricultural pursuits, a relatively open and scenic setting, and/or a small town, country atmosphere consisting of communities which are small in size, very low density and low rise in character, and may contain a mixture of uses.			✓
Objective E: To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.			
Policy 1: Prepare and maintain a comprehensive urban-design plan for the Island of Oahu.			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 2: Integrate the City and County's urban-design plan into all levels of physical planning and developmental controls.	✓		
Policy 3: Encourage distinctive community identities for both new and existing districts and neighborhoods.	✓		
Policy 4: Require the consideration of urban-design principles in all development projects.	✓		
Policy 5: Require new developments in stable, established communities and rural areas to be compatible with the existing communities and areas.	✓		
Policy 6: Provide special design standards and controls that will allow more compact development and intensive use of lands in the primary urban center.	✓		
Policy 7: Promote public and private programs to beautify the urban and rural environments.	✓		
Policy 8: Preserve and maintain beneficial open space in urbanized areas.	✓		
Policy 9: Design public structures to meet high aesthetic and functional standards and to complement the physical character of the communities they will serve.			✓
Policy 10: Establish a review process to evaluate the design of major development projects.			✓
Objective F: To promote and enhance the social and physical character of Oahu's older towns and neighborhoods.			
Policy 1: Encourage new construction to complement the ethnic qualities of the older communities of Oahu.			✓
Policy 2: Encourage, wherever desirable, the rehabilitation of existing substandard structures.	✓		
Policy 3: Provide and maintain roads, public facilities, and utilities without damaging the character of older communities.	✓		
Policy 4: Seek the satisfactory relocation of residents before permitting their displacement by new development, redevelopment, or neighborhood rehabilitation.			✓
Discussion: The proposed project is consistent with the policies to promote development in the Primary Urban Center. Because the project will not be a major source of air or noise pollution, it will be generally compatible with the neighboring high-rise residential development. The project is also consistent with the policy to provide for more compact development and intensive use of urban lands because by utilizing the allowable height limit for the property, it maximizes the amount of open space that can be retained. The project is generally compatible with the existing physical and social character of the surrounding community. The proposed building height, although higher than some older buildings, is consistent with the allowable height limit to which other buildings in the area have been constructed. Unlike many of the neighboring residential buildings, the proposed development will minimize its building footprint in order to maximize open space on the subject property. Finally, as part of the HHV, the proposed development will be developed to be compatible with the rest of the village in terms of its architectural character and landscape design themes.			
VIII. PUBLIC SAFETY			
Objective A: To prevent and control crime and maintain public order.			
Policy 1: Provide a safe environment for residents and visitors on Oahu.	✓		
Policy 2: Provide adequate criminal justice facilities and staffing for City and County law-enforcement agencies.			✓
Policy 3: Emphasize improvements to police and prosecution operations which will result in a higher proportion of wrongdoers who are arrested, convicted, and punished for their crimes.			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 4: Keep the public informed of the nature and extent of criminal activity on Oahu.			✓
Policy 5: Establish and maintain programs to encourage public cooperation in the prevention and solution of crimes.			✓
Policy 6: Seek the help of State and Federal law-enforcement agencies to curtail the activities of organized crime syndicates on Oahu.			✓
Policy 7: Conduct periodic reviews of criminal laws to ensure their relevance to the community's needs and values.			✓
Policy 8: Cooperate with other law-enforcement agencies to develop new methods of fighting crime.			✓
Policy 9: Encourage the improvement of rehabilitation programs and facilities for criminals and juvenile offenders.			✓
Objective B: To protect the people of Oahu and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions.			✓
Policy 1: Keep up-to-date and enforce all City and County safety regulations			✓
Policy 2: Require all developments in areas subject to floods and tsunamis to be located and constructed in a manner that will not create any health or safety hazard.	✓		
Policy 3: Participate with State and Federal agencies in the funding and construction of flood-control projects.			✓
Policy 4: Cooperate with State and Federal agencies to provide tsunami warning and protection for Oahu.	✓		
Policy 5: Cooperate with State and Federal agencies to provide protection from war, civil disruptions, and other major disturbances.	✓		
Policy 6: Reduce hazardous traffic conditions.	✓		
Policy 7: Provide adequate fire protection and effective fire prevention programs.	✓		
Policy 8: Provide adequate search and rescue and disaster response services.			✓
Policy 9: Design safe and secure public buildings.	✓		
Policy 10: Provide adequate staff to supervise activities at public facilities.			✓
Policy 11: Develop civil defense plans and programs to protect and promote public health, safety and welfare of the people.	✓		
Policy 12: Provide educational materials on civil defense preparedness, fire protection, traffic hazards and other unsafe conditions.	✓		
Discussion: Redevelopment of the subject property will help to improve the safety of the Dewey Lane area by eliminating the abandoned Waikikian Hotel, which is considered to be a lure for vagrancy and crime. The project will be constructed in compliance will all applicable building codes to ensure that public health and safety are protected, especially during times of natural emergencies			
IX. HEALTH AND EDUCATION			
Objective A: To protect the health of the people of Oahu.			
Policy 1: Encourage the provision of health-care facilities that are accessible to both employment and residential centers.			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Policy 2: Encourage prompt and adequate ambulance and first-aid services in all areas of Oahu.	✓		
Policy 3: Coordinate City and County health codes and other regulations with State and Federal health codes to facilitate the enforcement of air-, water-, and noise- pollution controls.			✓
Objective B: To provide a wide range of educational opportunities for the people of Oahu.			
Policy 1: Support education programs that encourage the development of employable skills.	✓		
Policy 2: Encourage the provision of informal educational programs for people of all age groups.	✓		
Policy 3: Encourage the after-hours use of school buildings, grounds, and facilities.			✓
Policy 4: Encourage the construction of school facilities that are designed for flexibility and high levels of use.			✓
Policy 5: Facilitate the appropriate location of learning institutions from the preschool through the university levels.			✓
Objective C: To make Honolulu the center of higher education in the Pacific.			
Policy I: Encourage continuing improvement in the quality of higher education in Hawaji.	✓		
Policy 2: Encourage the development of diverse opportunities in higher education.			✓
Policy 3: Encourage research institutions to establish branches on Oahu.			✓
Discussion: As the General Plan's policies for health and education are directly largely to public and private agencies, they are not directly applicable to the proposed project.			
X. CULTURE AND RECREATION			
Objective A: To foster the multiethnic culture of Hawaii.			
Policy 1: Encourage the preservation and enhancement of Hawaii's diverse cultures.	✓		
Policy 2: Encourage greater public awareness, understanding, and appreciation of cultural heritage and contributions to Hawaii made by the City's various ethnic groups.	✓		
Policy 3: Encourage opportunities for better interaction among people with different ethnic, social, and cultural backgrounds.	✓		
Policy 4: Encourage the protection of the ethnic identities of the older communities of Oahu.			✓
Objective B: To protect Oahu's cultural, historic, architectural, and archaeological resources.			
Policy 1: Encourage the restoration and preservation of early Hawaiian structures, artifacts, and landmarks.	✓		
Policy 2: Identify, and to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance.	✓		
Policy 3: Cooperate with the State and Federal governments in developing and implementing a comprehensive preservation program for social, cultural, historic, architectural, and archaeological resources.	✓		
Policy 4: Promote the interpretive and educational use of cultural, historic, architectural, and archaeological sites, buildings, and artifacts.	✓		
Policy 5: Seek public and private funds, and public participation and support, to protect social, cultural, historic, architectural, and archaeological resources.	✓		
Policy 6: Provide incentives for the restoration, preservation, and maintenance of social, cultural,			✓

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
historic, architectural, and archaeological resources.			
Objective C: To foster the visual and performing arts.			
Policy 1: Encourage and support programs and activities for the visual and performing arts.	✓		
Policy 2: Encourage creative expression and access to the arts by all segments of the population.	✓		
Policy 3: Provide permanent art in appropriate City public buildings and places.	✓		
Objective D: To provide a wide range of recreational facilities and services that are readily available to all residents of Oahu.			
Policy 1: Develop and maintain community-based parks to meet the needs of the different communities on Oahu.			✓
Policy 2: Develop and maintain a system of regional parks and specialized recreation facilities.			✓
Policy 3: Develop and maintain urban parks, squares, and beautification areas in high density urban places.	✓		
Policy 4: Encourage public and private botanic and zoological parks on Oahu to foster an awareness and appreciation of the natural environment.			✓
Policy 5: Encourage the State to develop and maintain a system of natural resource-based parks, such as beach, shoreline, and mountain parks.	✓		
Policy 6: Provide convenient access to all beaches and inland recreation areas.	✓		
Policy 7: Provide for recreation programs which serve a broad spectrum of the population.			✓
Policy 8: Encourage ocean and water-oriented recreation activities that do not adversely impact on the natural environment.	✓		
Policy 9: Require all new developments to provide their residents with adequate recreation space.	✓		
Policy 10: Encourage the private provision of recreation arid leisure-time facilities and services.	✓		
Policy 11: Encourage the after-hours, weekend, and summertime use of public schools facilities for recreation.			✓
Policy 12: Provide for safe and secure use of public parks, beaches, and recreation facilities.	✓		
Policy 13: Encourage the safe use of Oahu's ocean environments.	✓		
Policy 14: Encourage the State and Federal governments to transfer excess and underutilized land to the City and County for public recreation use.			✓
Discussion: As part of the HHV, the proposed project will participate in the village's ongoing programs and activities which support the preservation and enhancement of the native Hawaiian culture and the cultures of Hawaii's diverse ethnic groups. No historic, archaeological, or cultural resources have been identified on the project site. Therefore, no significant historical or cultural resources will be impacted by the project. The project will improve pedestrian access to the beach from Ala Moana Boulevard as well as vehicular access to and from the Ala Wai Boat Harbor. It will also include a new recreational amenity for the village in the form of a large swimming pool. It is anticipated that the pool will help to offset to some degree the impact of the project's visitors upon Waikīkī Beach by providing an attractive alternative.			

Table 7-3: General Plan – Objectives and Policies City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
XI: GOVERNMENT OPERATIONS AND FISCAL MANAGEMENT			
Objective A: To promote increased efficiency, effectiveness, and responsiveness in the provision of government services by the City and County of Honolulu.			
Policy 1: Maintain City and County government services at the level necessary to be effective.			✓
Policy 2: Promote consolidation of State and City and County functions whenever more efficient and effective delivery of government programs and services can be achieved.			✓
Policy 3: Ensure that government attitudes, actions, and services are sensitive to community needs and concerns.			✓
Policy4: Prepare, maintain, and publicize policies and plans which are adequate to guide and coordinate City programs and regulatory responsibilities.			✓
Objective B: To ensure fiscal integrity, responsibility, and efficiency by the City and County government in carrying out its responsibilities.			
Policy 1: Provide for a balanced budget.			✓
Policy 2: Allocate fiscal resources of the City and County to efficiently implement the policies of the General Plan and Development Plans.			✓
Discussion: While Hilton supports the General Plan's policies related to government operations and management, they are not directly applicable to the proposed project.			

7.8.2 Primary Urban Center Development Plan

The proposed project lies within the Primary Urban Center (PUC), which includes communities from Waialae-Kahala to Pearl City. It is the most populated part of the State and is O'ahu's largest employment center. "In keeping with the policies of the general plan, the PUC shall efficiently accommodate more intensive commercial, governmental, residential, and recreational functions in a manner that safeguards and adds to the existing amenities of the City's urban environment." (Ordinance No. 81-79, as amended.)

The Ordinance outlines the desired three-dimensional implications of the land use pattern depicted on the land use map to be implemented through public and private actions:

Table 7-4: Article 2. Primary Urban Center: Part I: Development Plan: Special Provisions For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
(1) The overall pattern of urban development within the PUC shall continue to be linear, running parallel with the shoreline and bounded by mountainous conservation lands and the sea.	✓		
(2) Medium and higher density residential uses shall occur along the coastal plain, near the major travel corridors, with maximum heights primarily occurring			✓

Table 7-4: Article 2. Primary Urban Center: Part I: Development Plan: Special Provisions For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
within the central urban core. Medium- and high-rise residential buildings shall be sufficiently spaced for recreational and visual purposes. Suburban low-density, low-rise residential development shall remain along the lower mountain ridges and inner valley floors, and in the coastal areas of Kahala and Diamond Head.			
(3) Commercial uses shall continue to be located along the major roadways, with the exception that small neighborhood oriented commercial uses may be located within low-density residential and apartment areas. Apartments in mixed use with commercial shall be permitted, subject to appropriate zoning regulations and where: (A) public facilities and services are adequate to serve mixed uses; (B) the area is accessible by major transportation corridors; and (C) such uses are compatible with adjacent uses, within the special areas designated in Section 24-2.2(b) of this development plan.			✓
(4) Major industrial centers and complexes shall be located near major transportation facilities such as Honolulu Harbor, the Airport, and the H-l Freeway. Areas designated Industrial shall be isolated or buffered from other uses to avoid the negative impact of industrial uses.			✓
(5) Waikiki shall continue to be maintained as Hawaii's primary visitor destination area, with emphasis on improving the quality of the environment and discouraging further high density development in the area. New hotel development may be permitted outside of Waikiki in areas where it will not significantly disrupt existing lifestyles, alter the natural environment, or raise the cost of providing public services in the area. Such areas include the Downtown, Ala Moana, and Airport special areas. Additional sites may be designated in accordance with adopted amendment procedures. Sufficient hotel sites may be provided outside of Waikiki to accommodate about 5,000 visitor units.	✓	✓	
(6) To promote a more pleasing and attractive urban setting and to maintain a strong sense of the nearness of open space and nature, a strong mauka-makai orientation shall be promoted through the establishment and preservation of mauka-makai view corridors and open space belts along streams. Panoramic views, views of major landmarks, and viewplanes from Waikiki to the mountains shall also be protected.			✓
(7) Adequate amounts of recreational facilities and public parks shall be provided for active and passive recreation, particularly in areas where redevelopment or other activities create opportunities for new urban open spaces.	✓		
(8) The visual impact of taller structures along major roadways and pedestrian corridors shall be minimized through the use of appropriate building setbacks, plantings adjacent to walkways, and open space areas.	✓		

Discussion: ~~Although the proposed project conflicts with the policy of the Primary Urban Center Development Plan to restrict new high density development in Waikīkī, the policy itself is contradicted by the 1997 amendments to the Waikīkī Special Design District rules in the LUO which promote the redevelopment and revitalization of Waikīkī and offer density bonuses for projects which provide public~~

~~benefits.~~ The proposed project seeks to redevelop an existing hotel property to its highest and best use in order to maximize open space on the property and improve vehicular and pedestrian circulation in the immediate area. An extensive public benefit package is included in the proposed project in compliance with Section 21-9.80-4(d) of the LUO, to compensate for the project's increased density.

~~In addition, the proposed project conflicts with the policy that promotes a strong mauka-makai orientation. In order to maximize the amount of open space on the project site, which is particularly important in this instance due to the elongated character of the property, it is proposed that the structure be oriented on the same axis as the recently completed Kalia Tower. This configuration will impact ocean views from some apartment units on the mauka side of Ala Moana Boulevard. However, the proposed building location has been selected, in part, to ensure that no ocean views from the Ilikai are impacted. Relocating the building further makai to minimize mountain view impacts on the Ilikai will result in ocean views from the Ilikai being impacted.~~

In relation to Section 24-2.2. *Urban Design Principles And Controls For The Primary Urban Center*, the proposed Plan conforms to the specific urban design considerations, applicable to the Waikīkī area, as follows:

Table 7-5: Article 2. Primary Urban Center: Part I: Section 24-2.2. Urban Design Principles And Controls For The Primary Urban Center	***Proposed Project***		
	Supportive	**Non-Supportive**	**Not Applicable**
(1) Open Space. The visibility, preservation, enhancement and accessibility of open space areas, as defined in Section 24-1.4 of the development plan common provisions, shall be given high priority in the design of adjacent and nearby developments in the Primary Urban Center. These areas include, but are not limited to the steep slopes of valley and ridge areas, streams and the shoreline areas, Diamond Head, Punchbowl, Ala Wai Canal, Kewalo Basin, and Ala Wai Yacht Harbor.	✓		
(2) Public Views. In order to promote pleasing and attractive urban living environments, and to protect and enhance the remaining natural environment of urban areas, views of landmarks and the natural environment from public places may be identified and protected by the Department of Land Utilization. Important views to be protected include, but are not limited to the following:			
(A) Panoramic, mauka and makai, and continuous views of the Koolau and Waianae mountain ranges, ridges, valleys, and coastline and the sea.		✓	
(B) Views of natural landmarks, such as Diamond Head, Punchbowl, Pearl Harbor, major streams and forest areas.	✓		
(C) Views of unique agriculturally developed areas.			✓
(D) Prominent views of historically and architecturally significant urban areas, places and buildings, such as the Hawaii Capital Complex, Thomas Square, Academy of Arts, and Chinatown area.			✓
(E) Views to the mountains from streets and other public areas in Waikiki, especially from those streets and public areas diamond head of Launiu Street.			✓

Table 7-5: Article 2. Primary Urban Center: Part I: Section 24-2.2. Urban Design Principles And Controls For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
(3) Height Controls. Except as specified in Section 24.2.2(b) of this ordinance, general height limits for buildings shall be as follows: Preservation 25 feet; Agricultural 25 feet; Residential 25 feet; Low Density Apartment 30 feet; Medium Density Apartment 150 feet; High Density Apartment 350 feet; Residential Emphasis Mixed Use 150 feet; Commercial 60 feet; Commercial Emphasis Mixed Use 150 feet; Industrial 60 feet; Commercial-Industrial Emphasis; Mixed Use 60 fee The application of these general height limits shall be governed by the provisions set forth in Section 24-1.4(d) of the development plan common provisions.	✓		

Note: Requirements for other land use areas have been omitted.

Discussion: As discussed above, the proposed project will impact some ocean views from residential units situated on the mauka side of Ala Moana Boulevard. However, it will not impact views of Diamond Head or views of the mountains from Ala Moana Boulevard or Dewey Lane. The project will impact mountain views from the edge of the public parking lot on the makai side of the Hilton Lagoon and from a small portion of the Ala Wai Boat Harbor, but this impact is not considered to be significant because the beach area is not generally recognized as a valued place from which to view the mountains. The generally high density of the development area and the allowable height limit of 350 feet extending mauka of the Hilton Lagoon to Kalia Road and mauka of Ala Moana to Ena Road has resulted in most of the mountain views being blocked from this area of the beach.

The density controls and guiding provisions applicable to the Waikīkī area and the proposed Plan are as follows:

Table 7-5: Article 2. Primary Urban Center: Part I: Section 24-2.2. Urban Design Principles And Controls For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
Waikiki. Waikiki is the area generally bounded by the Ala Wai Canal, the shoreline, Kapahulu Avenue, and includes the Ala Wai Golf Course, Ala Wai School and Ala Wai Park. It contains major concentrations of resort, commercial and apartment uses. The intent of the following statements is to enhance the attractiveness and quality of Hawaii's primary tourist destination area and its residential areas.			
(A) In general, resort and related commercial activities shall be concentrated in the areas makai of Kuhio Avenue and Ala Moana Boulevard. Apartments intended for Honolulu's residents who prefer a higher density urban living environment shall be located mauka of Kuhio Avenue and in the Hobron Lane area.	✓		
(B) Resort facilities shall be developed to support a destination area of 32,800 visitor units in the Waikiki special area. This figure shall be an absolute cap and shall be reviewed in 1997 and every five (5) years thereafter to assure that the economic viability of	✓		

Table 7-5: Article 2. Primary Urban Center: Part I: Section 24-2.2. Urban Design Principles And Controls For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
Waikiki as a tourist destination area is maintained.			
(C) Any additional high-density development shall be discouraged, unless accompanied by public amenities.	✓		
(D) The general height limits for the area shall be as provided in the Waikiki Special Design District.	✓		
(E) Existing views of the mountains, ocean, and Diamond Head from streets, pedestrian corridors and major public places shall be preserved through more stringent development controls in terms of height, bulk, siting, and setback. Such views shall be enhanced by appropriate landscaping requirements for private developments along view corridors and the appropriate landscaping of related streets.	✓		
(F) Landscaping along mauka-makai roadways that provide visual access to the mountains and the sea from Waikiki shall be selected and situated to minimize the visual dominance of the paved surfaces and to maintain existing mauka and makai views along these roadways.	✓		
(G) The present open space nature and character of dominant physical features along the perimeter of this area shall be preserved and enhanced. These features directly contribute to the present attractiveness and quality of the area as well as to the surrounding communities. They include the Ala Wai Canal, Ala Wai Field, Ala Wai Golf Course, Kapiolani Park, Honolulu Zoo, Ala Wai Yacht Harbor, and the views of Diamond Head and the ocean. All public and private developments or improvements shall be designed to preserve and enhance the visual and physical access to these features.	✓		
(H) The open space character of Fort DeRussy shall be preserved.	✓		
(I) A public open space network shall be established in Waikiki, including public plazas in the Resort Mixed use areas and along the Alanui Hele, or great path system, comprised of smaller neighborhood open spaces linked by pedestrian pathways running ewa-diamond head mid-block in apartment areas. Public open spaces shall be integrated into the street-based pedestrian traffic network.	✓		
(J) Public pedestrian access to the shoreline shall be increased in number, size, and attractiveness.	✓		
(K) Waikiki Beach shall be widened and public pedestrian access along the beach shall be improved.	✓		
(L) Public walkways along the makai bank of the Ala Wai Canal shall be widened and improved. Public pedestrian access to and along the mauka bank shall also be increased and improved.			✓
(M) The pedestrian traffic network within the area shall be substantially improved to recognize the unique visitor destination area requirements. Special consideration shall be given to pedestrian safety, comfort, and enjoyment since walking constitutes a major activity for the visitor, within this area. Sidewalks along Ala Moana Boulevard, Kalakaua Avenue, Kuhio Avenue, and other important streets for pedestrian circulation shall be widened and enhanced.	✓		
(N) Alternative modes of transportation and pedestrian-oriented amenities shall be	✓		

Table 7-5: Article 2. Primary Urban Center: Part I: Section 24-2.2. Urban Design Principles And Controls For The Primary Urban Center	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
encouraged in Waikiki to improve pedestrian access and minimize traffic congestion. Use of private automobiles within Waikiki shall be discouraged.			
(O) Activities, sites and facilities that create and perpetuate a Hawaiian sense of place shall be encouraged through a partnership of the community, business and government.	✓		
(P) A pedestrian trail system shall be established with markers to identify the location of significant cultural and historic sites. Programs and activities that accurately and respectfully exhibit or portray Hawaiian culture and the history of Waikiki shall be encouraged.	✓		
(Q) The Ala Wai Canal and adjacent area is an important natural, recreational, and open space resource to be protected, preserved and enhanced for its scenic, environmental, and recreational qualities.			✓
(R) Actions shall be promoted that are consistent with the long-term economic strength and viability of Waikiki.	✓		
(S) Actions shall be encouraged and undertaken that integrate Waikiki's cultural and historic heritage with its physical improvement and future development so as to promote and maintain Waikiki as a unique world class tourist destination.	✓		
(T) A viable residential community shall be supported in Waikiki and a compatible mixture of resident and visitor activities shall be permitted so as to preserve the integrity of residential communities.	✓		
(U) The special circumstances in Waikiki that tend to increase criminal activities shall be recognized, and enhanced public safety measures and programs shall be provided to assure a safe environment for Waikiki residents and visitors alike.	✓		
(V) Infrastructure for Waikiki shall be provided and maintained through public and private partnerships, to the extent feasible, so as to provide adequate capacity for existing and planned visitor, residential and commercial needs.	✓		

Discussion: The proposed project includes up to 350 units. On January 13, 1999, the Director of the City's DPP submitted a report to the Honolulu City Council, entitled *Waikiki Visitor Unit Cap Evaluation* in fulfillment of the 1997 review requirement. The report identifies the available remaining resort facility capacity in Waikīkī as 1,487 units (as of 1996). It appears that the 1999 report counted the 132-unit Waikikian Hotel. It notes that there was an increase in hotel units between 1991 and 1996. The reports says that the 395 rooms added by the Hale Koa Hotel expansion were offset by a loss of 61 rooms among three other hotels, resulting in a net increase of 334 rooms. Removing the Waikikian's 132 units from the inventory would result in an increase in the available capacity to 1,619 units. Since 1996, the 453-unit Kalia Tower at HHV has been completed, thereby lowering the current available number of visitor units to 1,166.

The report is silent on the issue of whether or not time share units are specifically considered to be visitor units. However, it does include a definition of terms. According to the report, "A unit intended for occupancy by local residents is referred to as a living quarter and is not considered to be a visitor unit." Thus, under this definition, it would appear that since a time share unit is not intended to be occupied by a

"local resident", it is a visitor unit. Under this definition, the recent conversion of the Lagoon Apartments at HHV from apartment units to 285 vacation ownership units must also be charged against the cap. This leaves 881 available visitor units under the 32,800 unit cap, assuming there have been no other changes to the visitor unit count, and assuming the report counted the 132 Waikikian units. If the report did not count the units (and failed to report it), the available capacity would be 749 units. Either way, it appears that there is sufficient capacity remaining under the room cap for the 350 units proposed under the preferred alternative.

It is also unclear as to the meaning of "any additional high density development" under item C. If the term means additional density beyond the 32,800 visitor unit cap, than the project is compatible because it is accommodated by the room cap. If the term means any additional density in Waikīkī irrespective of the unit cap, than the project would not be viewed as compatible unless it is accompanied by public amenities. The proposed project includes ~~three~~four major public amenities: 1) the significant retention of open space on the subject property, 2) the expansion of Dewey Lane to include a new pedestrian walkway, ~~and~~ a new signalized intersection at Ala Moana Boulevard, and a mauka-makai corridor from Ala Moana Boulevard to the beach, as well as improved vehicular access between the Ala Wai Boat Harbor and Ala Moana Boulevard, ~~and~~ 3) enhanced pedestrian circulation around the mauka side of the Hilton Lagoon~~.~~, and 4) the design, construction, and maintenance of a 12,000-square-foot pedestrian plaza at the intersection of Dewey Lane and Ala Moana Boulevard. The provision of these elements constitute a much needed public benefit in the area.

Finally, with regard to the encouragement of alternate modes of transportation and pedestrian oriented amenities in Waikīkī, in addition to the improved pedestrian beach access discussed above, Hilton also supports the implementation of the BRT system as a means of reducing reliance upon private automobiles. In the meantime, Hilton continues to implement a bus pass program at the village to encourage its employees to use public transportation to and from work.

7.9 WAIKĪKĪ SPECIAL DESIGN DISTRICT (PLANNED DEVELOPMENT - RESORT)

The proposed Plan falls within the district boundaries and land use control system of Section 21-9.80 of the LUO, Waikīkī Special District. The primary purpose for the creation of the Waikīkī Special District is to maintain the economic, social and physical well-being of Waikīkī, which serves as the anchor for the State's tourist industry; functions as a major world tourist destination, and serves as a vital employment center and home for thousands of residents. The objectives of the Waikīkī Special District and the Plan's conformance to these objectives are as follows:

Table 7-6: Land Use Ordinance, Section 21-9.80-1 – Waikīkī Special District Objectives	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
(a) Promote a Hawaiian sense of place at every opportunity.	✓		
Discussion: A Hawaiian sense of place can be communicated architecturally through a combination of three principal elements: building design, landscaping, and building material. The proposed building design continues the theme established by the Tapa Tower and the new Kalia Tower. The ground floor will have a very high ceiling to enhance a feeling of open space and facilitate the movement of air through the building, achieving a continuity of the natural elements of sunlight, shadow, and wind. In so doing, the human experience of moving from outside the building to inside the building is made less abrupt: it is softened: there is less feeling of enclosure. The landscape theme will greatly enhance this experience, not only through the use of tropical plants, but more so through the use of water. Flowing water is an intrinsic element of the Hawaiian environment. Its presence, experienced through sight, sound, and smell, will help to extend a Hawaiian sense of place through the ground floor of the building into the pedestrian plaza and the landscaped grounds of the property. The sensation of water is an essential part of the HHV experience and it will be continued onto the Waikikian property. In a similar vein, the vaulted ceiling of the building, combined with the continuity of landscaping, will help to draw the sensations of rain mist, humid air, sunlight, and shadows into the built environment. Finally, the selection of building materials will be limited to textured surfaces, rather than slick marble or similar surfaces which are artificial to the Hawaiian environment.			
(b) Guide development and redevelopment in Waikiki with due consideration to optimum community benefits. These shall include the preservation, restoration, maintenance, enhancement and creation of natural, recreational, educational, historic, cultural, community and scenic resources.	✓		
Discussion: The principal community benefit associated with the proposed project is the restoration of the property to enhance the sense of open space in the area. Given the property's narrow width, elongated character, and proximity to the unslightly Ilikai podium wall with its painted plywood panels and its unattractive service ramps, this is no small challenge. The transformation of Dewey Lane from an unlit and ill maintained alley to a pedestrian oriented street will greatly aid in bringing the City's vision of a pedestrian promenade along the Ala Wai Boat Harbor closer to a reality. As stated in the 1992 Waikīkī Master Plan, the streets of Waikīkī are an important element of open space in the district. By providing an attractive pedestrian corridor between Ala Moana Boulevard and the Ala Wai Boat Harbor, and complimenting it with the restoration of natural landscaping along the mauka side of the Hilton Lagoon, Hilton hopes to provide the residents of the Hobron Lane/Ena Road community with direct pedestrian access to the boat harbor and Waikīkī Beach. The height and proximity of the existing buildings surrounding Dewey Lane should not be viewed as a limitation or constraint to improving the lane and achieving this goal. From a design perspective, the key will be to draw the pedestrians' attention away from the buildings and to the tropical landscaping and canopy trees along the lane that can contribute to the creation of a more intimate human-scale setting. It has been suggested that one of the keys to the successful transformation of the HHV from a low rise waterside village of the 1950s to the multi-tower resort of the 1990s has been its ability to maintain an intimate tropical feeling for its guests. The height of the towers is of minimal importance for the pedestrians at ground level. Their focus is on the character of the pavement, the design treatment of the shop facades, the lush landscaping, the water features, the art, the informal seating areas, and most of all, the people surrounding them. From the human perspective, the sense of intimacy created by the combination of building design and landscaping helps people to interact with one another and with their surroundings. An important element of this is a sense of security and safety. A major design objective of the ~~preferred~~ Mitigative Alternative is to minimize the so-called building footprint in order to retain the maximum amount of open space possible on the narrow elongated property. Since the property,			

Table 7-6: Land Use Ordinance, Section 21-9.80-1 – Waikīkī Special District Objectives	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
in and of itself, contains no natural, recreational, historic, cultural, or scenic resources, the development program focuses on transforming it into a beautifully landscaped extension of the HHV. By setting the proposed building on the mauka end of the property, and retaining the remainder in open space, a sense of entry can be established that invites the visitor or community resident toward the beach, leaving the clamor of Ala Moana Boulevard behind. Once past the main building, pedestrians would be attracted toward the makai end by views of the Hilton Lagoon and its surrounding sandy beach.			
(c) Support the retention of a residential sector in order to provide stability to the neighborhoods of Waikiki.			✓
Discussion The proposed vacation ownership project will function as a hotel land use within the HHV. The Hilton property is separated from Waikīkī's residential sector by Ala Moana Boulevard. The neighboring Ilikai is situated in the Resort Mixed Use precinct and contains a mix of condominium apartments and hotel units. Approximately 42 percent of the development's 1,011 units service hotel guests. The proposed project will have no significant impact upon the stability of the residential sector on the mauka side of Ala Moana Boulevard or upon the Ilikai.			
(d) Provide for a variety of compatible land uses which promote the unique character of Waikiki, emphasizing mixed uses.	✓		
Discussion: In addition to the vacation ownership units, the proposed project will include 11,000 square feet of retail/commercial space, including a wedding chapel and a small restaurant. The ~~preferred~~ Mitigative aAlternative also includes a new recreational amenity: a large swimming pool.			
(e) Support efficient use of multimodal transportation in Waikiki, reflecting the needs of Waikiki workers, businesses, residents, and tourists. Encourage the use of public transit rather than the private automobile, and assist in the efficient flow of traffic.	✓		
Discussion: Hilton supports the City's implementation of the BRT plan because it will provide Hilton employees with a viable transit alternative. Unfortunately, the BRT plan does not provide a direct link between Waikīkī and the airport, so it will not have any significant benefit for arriving or departing guests. The proposed widening of Dewey Lane and the provision of an improved intersection with Ala Moana Boulevard will improve traffic flow in and around the HHV significantly. But Hilton will not be the only one to benefit. The residents of the Ilikai utilizing their porte cochere for drop-off and pick-up will benefit by improved access to the Honolulu-bound lanes of Ala Moana. They will also benefit from reduced traffic at the intersection of Hobron Lane and Ala Moana. This reduction is brought about largely by the provision of a more direct access from the Ala Wai Boat Harbor to Ala Moana Boulevard via Dewey Lane. The residents of the community on the mauka side of Ala Moana Boulevard will benefit by having a more direct pedestrian crossing to Dewey Lane and improved access to Waikīkī Beach.			
(f) Provide for the ability to renovate and redevelop existing structures which otherwise might experience deterioration. Waikiki is a mature, concentrated urban area with a large number of nonconforming uses and structures. The zoning requirements of this special district should not, therefore, function as barriers to desirable restoration and redevelopment lest the physical decline of structures in Waikiki jeopardize the desire to have a healthy, vibrant, attractive and well-designed visitor destination.	✓		
Discussion: The proposed project will redevelop the Waikikian property. This includes the demolition of the existing Waikikian Hotel structure rather than its renovation. Renovation was eliminated as a viable alternative due to small size of the building and its lack of ocean views.			

Table 7-6: Land Use Ordinance, Section 21-9.80-1 – Waikīkī Special District Objectives	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
(g) Enable the city to address concerns that development maintain Waikiki's capacity to support adequately, accommodate comfortably, and enhance the variety of worker, resident and visitor needs.	✓		
Discussion: The proposed development will result in the net increase of about 218 units on the Waikikian property (350 minus 132 former Waikikian units). This increase is well within the range of allowable units remaining under the Waikīkī visitor unit cap. Thus, the proposed project will not have a negative impact upon the overall capacity of Waikīkī as established by the Primary Urban Center Development Plan. As discussed elsewhere in this EIS, the infrastructure serving the subject property generally has sufficient capacity to accommodate the proposed project.			
(h) Provide opportunities for creative development capable of substantially contributing to rejuvenation and revitalization in the special district, and able to facilitate the desired character of Waikiki for areas susceptible to change.	✓		
Discussion: As a vacant and underutilized property in a Resort Mixed Use Precinct with an allowable height limit of 350 feet, the Waikikian property is long overdue for redevelopment. Therefore, the current proposal should come as no surprise to surrounding property owners. Hilton's acquisition of it will enable a creative design to be implemented which would otherwise not be available: the construction of a portion of the building over ~~the existing parking structure~~ the property boundary as a means of reducing the building footprint and maximizing open space. Hilton believes that this design, coupled with the proposed improvements to Dewey Lane and the addition of pedestrian access around the mauka side of Dewey Lane will together provide a catalyst for further pedestrian-oriented improvements to the Ala Wai Boat Harbor.			
(i) Encourage architectural features in building design which complement Hawaii's tropical climate and ambience, while respecting Waikiki's urbanized setting. The provision of building elements such as open lobbies, lanais, and sunshade devices is encouraged.	✓		
Discussion: The ground floor levels of the proposed structure will continue the ambience of open air, sunshine, shade, landscaping and flowering plants, art and sculpture of Hawai'i that is represented at the HHV The view of the ~~outdoor courtyard~~ pedestrian plaza along Ala Moana provides the residents and visitors a view of coconut and shade trees in front of the low rise parking structure. The double pitch roofs of the retail buildings ~~in front of the garage~~ will have double hipped roofs similar to the new structures at the recently completed Kalia Tower. ~~In the background of this building, the open side of the parking structure will have planter boxes and/or awning shades similar to the lower portion of the Kalia Tower.~~ The high-rise tower will be similar in the visual appearance of the adjacent Kalia Tower. The balconies will provide shade to the guest room lanais. ~~In addition, the tower will have a gentle curve similar to the shape of Hawaiian sailing canoes.~~			
(j) Maintain, and improve where possible: mauka views from public viewing areas in Waikiki, especially from public streets; and a visual relationship with the ocean, as experienced from Kalakaua Avenue, Kalia Road and Ala Moana Boulevard. In addition, improve pedestrian access, both perpendicular and lateral, to the beach and the Ala Wai Canal.	✓		

Table 7-6: Land Use Ordinance, Section 21-9.80-1 – Waikīkī Special District Objectives	Proposed Project		
	Supportive	Non-Supportive	Not Applicable
Discussion: The proposed project will have no impact on mountain views from public roadways because the mountains cannot be seen from Dewey Lane due to the height of buildings on the mauka side of Ala Moana Boulevard. Similarly, due to the presence of the existing Waikikian Hotel building and the configuration of the Ala Wai Boat Harbor and the Hilton Lagoon, the ocean cannot be viewed from Ala Moana Boulevard. Demolition of the abandoned hotel building will not improve ocean views. With regard to pedestrian access, the proposed project includes elements which improve both perpendicular and lateral public beach access.			
(k) Maintain a substantial view of Diamond Head from the Punchbowl lookouts by controlling building heights in Waikiki that would impinge on this view corridor.	✓		
Discussion: The proposed structure has no impact on views of Diamond Head from the Punchbowl lookouts.			
(l) Emphasize a pedestrian-orientation in Waikiki. Acknowledge, enhance and promote the pedestrian experience to benefit both commercial establishments and the community as a whole. Walkway systems shall be complemented by adjacent landscaping, open spaces, entryways, inviting uses at the ground level, street furniture, and human-scaled architectural details. Where appropriate, open spaces should be actively utilized to promote the pedestrian experience.	✓		
Discussion: As discussed above, enhancing the pedestrian experience is a principal benefit of the proposed project.			
(m) Provide people-oriented, interactive, landscaped open spaces to offset the high-density urban ambience. Open spaces are intended to serve a variety of objectives including visual relief, pedestrian orientation, social interaction, and fundamentally to promote a sense of "Hawaiianness" within the district. Open spaces, pedestrian pathways and other ground level features should be generously supplemented with landscaping and water features to enhance their value, contribute to a lush, tropical setting and promote a Hawaiian sense of place.	✓		
Discussion: The acquisition of the subject property by Hilton ensures that the landscaping design will be an extension of that already in place at the HHV.			
(n) Support a complementary relationship between Waikiki and the convention center.	✓		
Discussion: The provision of a full intersection with Dewey Lane will significantly improve the physical relationship between the HHV and the Convention Center by providing a new pedestrian crossing on Ala Moana Boulevard.			

Projects within the boundaries of the Waikīkī Special District may apply for Planned Development-Resort (PD-R) and Planned Development-Commercial (PD-C) special permits. "The purpose of the PD-R and PD-C options is to provide opportunities for creative redevelopment not possible under a strict adherence to the development standards of the special district. Flexibility may be provided for project density, height, precinct transitional height setbacks, yards, open space and landscaping when timely, demonstrable contributions benefiting the community and the stability, function, and overall ambiance and appearance of Waikīkī are produced (Section 21-9.80-1)."

PD-R and PD-C projects shall be subject to the following requirements:

Table 7-7: Land Use Ordinance, Section 21-9.80-4 – Waikīkī Special District General Requirements and Design Controls	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(1) PD-R and PD-C Applicability.	✓		
(A) PD-R projects shall only be permitted in the resort mixed use precinct, and PD-C projects shall only be permitted in the resort-commercial precinct.	✓		
(B) The minimum project size shall be one acre. Multiple lots may be part of a single PD-R or PD-C project, including lots which may not be adjoining lots.	✓		
Lots not adjoining one another may be part of a single project, provided:			
(i) Each lot has minimum lot size of 20,000 square feet;			✓
(ii) The lots are separated only by a street or right-of-way which is not a major street as shown on Exhibit 21-9.15; and			✓
(iii) The lots are under a single ownership. When non adjoining lots are involved, bridges or other design features connecting the separated lots are strongly encouraged, to unify the project site. Multiple lots that are part of an approved single PD-R or PD-C project shall be considered and treated as one zoning lot for purposes of the project, provided that no conditional use permit (Type 1) for a joint development shall be required therefor.			✓
(2) PD-R and PD-C Use Regulations. Permitted uses and structures shall be as enumerated for the underlying precinct in Table 21-9.6(A).	✓		
(3) PD-R and PD-C Site Development and Design Standards. The standards set forth by this subdivision are general requirements for PD-R and PD-C projects. When, in the paragraphs below, the standards are stated to be subject to modification or reduction, such modification or reduction shall be for the purpose of accomplishing a project design consistent with the goals and objectives of the Waikiki special district and this subsection (d).	✓		
(A) Maximum project floor area shall not exceed an FAR of 4.0, except:	✓		
(i) If the existing FAR is greater than 3.33, then an increase in maximum density by up to 20 percent may be allowed, up to but not exceeding a maximum FAR of 5.0; or			✓
(ii) If the existing FAR is greater than 5.0, then the existing FAR may be the maximum density. In computing project floor area, the FAR may be applied to the zoning lot area, plus one-half the abutting right-of-way area of any public street or alley. Floor area devoted to acceptable public uses within the project, such as a museum or performance area (e.g., stage or rehearsal area), may be exempt from floor area calculations. The foregoing maximum densities may be reduced.			✓
(B) Maximum building height shall be 350 feet, but this standard may be reduced.	✓		
(C) Precinct transitional height setbacks shall be as set forth in Table 21-9.6(B), but these standards may be modified.	✓		
(D) Minimum yards shall be 15 feet, but this standard may be modified.	✓		
(E) Minimum open space shall be at least 50 percent of the zoning lot area, but this standard may be modified when beneficial public open spaces and related amenities are provided.	✓		

Table 7-7: Land Use Ordinance, Section 21-9.80-4 – Waikīkī Special District General Requirements and Design Controls	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(F) Landscaping requirements shall be as set forth in subsection (f), but these standards may be modified.	✓		
(G) Except as otherwise provided in this subdivision, all development and design standards applicable to the precinct in which the project is located shall apply.	✓		
(F) Approval by Director. Upon council approval of the conceptual plan for the PD-R or PD-C project, the application for the project, as approved in concept by the council, shall continue to be processed by the director as provided under Section 21-2.110-2. Additional documentation may be required by the director as necessary. The following criteria shall be used by the director to review applications:			
(i) The project shall conform to the approved conceptual plan and any conditions established by the council in its resolution of approval	✓		
(ii) The project also shall implement the objectives, guidelines, and standards of the Waikiki special district and this subsection (d)	✓		
(iii) The project shall exhibit a Hawaiian sense of place. The document "Restoring Hawaiianness to Waikiki" (July 1994) and the supplemental design guidebook to be prepared by the director should be consulted by applicants as a guide for the types of features which may fulfill this requirement	✓		
(iv) The project shall demonstrate a high level of compliance with the design guidelines of this special district and this subsection (d);	✓		
(v) The project shall contribute significantly to the overall desired urban design of Waikiki;	✓		
(vi) The project shall reflect appropriate "contextual architecture";	✓		
(vii)The project shall demonstrate a pedestrian system, open spaces, landscaping and water features (such as water gardens and ponds) which are integrated and prominently conspicuous throughout the project site at ground level;	✓		
(viii)The open space plan shall provide useable open spaces, green spaces, water features, public places and other related amenities that reflect a strong appreciation for the tropical environmental setting reflective of Hawaii;	✓		
(ix) The system of proposed pedestrian elements shall contribute to a strong pedestrian orientation which shall be integrated into the overall design of the project, and shall enhance the pedestrian experience between the project and surrounding Waikiki areas; and project	✓		
(x) The parking management plan shall minimize impacts upon public streets where possible, shall enhance local traffic circulation patterns, and shall make appropriate accommodations for all anticipated parking and loading demands. The approved parking management plan shall constitute the off-street parking and loading requirements for the project.	✓		
(5) Applications for approval of a PD-R or PD-C project must be accepted for review by the department by December 31, 2001, in order to be considered. No applications shall be accepted after that date.	✓		

Note: N/A = Not applicable.

7.10 WAIKĪKĪ MASTER PLAN

The Plan conforms to the goals and policies for the Waikīkī Master Plan as follows:

Table 7-8: Waikīkī Master Plan City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
OVERALL GOALS			
Enhance the financial viability of Waikiki as a visitor industry by enhancing the physical environment of Waikiki.	✓		
Provide incentives to stimulate redevelopment and creation of more public open space.			✓
Accommodate moderate growth in visitor unit inventory while observing the principle "no substantial increase in density."	✓		
Preserve and enhance existing residential neighborhoods, accommodating moderate growth in the number of residential units and encouraging affordable housing where feasible.	✓		
Stabilize vehicular traffic and parking at or below current levels.	✓		
URBAN DESIGN GOALS AND POLICIES			
Redefine Waikiki as a series of distinct resort districts, residential neighborhoods, and open spaces, each with a unique form and density, allowing residents and visitors to orient themselves within the existing environment and in relation to historic Waikiki.	✓		
Develop variety and contrast among districts and neighborhoods using existing and new features.	✓		
Develop a name and identity for each district and neighborhood which reflects its history.	✓		
Increase the visibility and interpretation of Waikiki's history and culture through a program of monuments, markers and an interpretative trail and by guiding the design of public and private structures and landscaping.	✓		
Improve beaches and parks on the edges of Waikiki and make them more accessible by foot.	✓		
Widen Waikiki Beach and add a pathway meeting the Americans with Disabilities Act along the mauka edge of the beach.	✓		
Create a great park embracing Waikiki by linking the Ala Wai park lands with Kapiolani Park redeveloping the Ala Wai Golf Course to incorporate a range of cultural and active and passive recreation uses; and making Ala Wai park lands accessible by pedestrian bridge.			✓
Increase open space within Waikiki.	✓		
Secure major public open spaces in conjunction with the redevelopment of large, strategically located sites, giving special emphasis to those within Waikiki's core area (between Kalakaua and Kuhio).			✓
Redevelop Ft DeRussy as a major park.			✓
To link the mauka residential neighborhoods, develop a landscaped ewa-Diamond			✓

Table 7-8: Waikīkī Master Plan City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Head pedestrian pathway system midway between Kuhio Avenue and Ala Wai Boulevard.			
Promote building design which responds to Hawaii's climate, relates to human scale, preserves significant public views, and reduces perceptions of crowding.	✓		
Create architectural design standards to enhance the aesthetic of Waikiki and impart a greater sense of Hawaiiana in the built environment.	✓		
Limit building mass especially in taller structures, by restricting allowable floor area and establishing standards for building dimensions and spacing	✓		
Reduce the perceived building mass and conserve energy by adopting standards and incentives for roof and facade articulation and natural ventilation, particularly at ground level.	✓		
Enhance the perception of open space at the ground level by requiring view corridors from streets to interior open spaces, the shoreline and the mountains.	✓		
Require low building elements along street fronts and public pathways to establish a human scale at ground level.	✓		
Encourage local materials and Hawaiian motifs; prohibit garish colors and signs.	✓		
TRANSPORTATION GOALS AND POLICIES			
Make public transit more effective in meeting the needs of visitors, residents, and visitor industry employees.	✓		
Establish a surface bus/people mover system to shuttle residents, visitors and employees between Waikiki and a mufti-modal bus / rapid transit / park-and-ride facility Ewa of Waikiki.			✓
Establish a private-sector shuttle van service linking peripheral parking sites with hotels and rental car vendors.	✓		
Develop parking management programs to reduce traffic and long-term parking demand in Waikiki.	✓		
Develop off-site parking of about 3,000 spaces Ewa of Waikiki (as part of a multi-modal transportation facility) and about 500 spaces on the Diamond Head side of Waikiki.			✓
Promote use of off-site parking by hotel employees and other long-term parkers.	✓		
Establish a resident parking program and other management measures to reduce long-term parking.	✓		
Enhance vehicular circulation to reduce congestion without adversely affecting pedestrian safety and the environment	✓		
Establish a one-way circulation system between the Ala Moana Boulevard and Kalakaua Avenue gateways (subject to engineering feasibility studies).			✓
Widen Kalia Road to four lanes ewa of Saratoga Road and make Kalia Road two ways between Saratoga and Lewers Street.	✓		
Seek cooperation from property owners to develop a second roadway linking Saratoga Road, Lewers Street and the Sheraton Royal Hawaiian property in conjunction with			✓

Table 7-8: Waikīkī Master Plan City and County of Honolulu	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
redevelopment of the Saratoga-Beachwalk-Lewers area.			
Develop an improved connection between the H- I Freeway and the multi-modal transportation facility ewa of Waikiki; abandon plans for direct access from H-I to Waikiki.			✓
Enhance pedestrian circulation to increase the safety, comfort and enjoyment of the resident and visitor population.	✓		
Reduce street widths in consideration of anticipated daily volume capacities in order to provide additional rights-of-way for pedestrian circulation and amenities on major streets, including Ala Moana Boulevard, Kuhio Avenue, and Kalakaua Avenue.	✓		
Close or re-route local streets which are not essential for vehicular circulation and can be reused as open space or redeveloped with private projects (incorporating pedestrian walkways).			✓
MANAGEMENT GOALS AND POLICIES			
Improve management of Waikiki services and improvements.			✓
Establish a City office mandated to implement master-planned projects and other capital improvements in Waikiki and to coordinate among Federal, State, and City agencies.			✓
Establish a private non-profit entry, supported by district property owners, to provide enhanced maintenance services and support special events within Waikiki.			✓

Note: N/A = Not applicable.

7.11 SPECIAL MANAGEMENT AREA

Pursuant to HRS 205A, the Legislature established special controls on developments within an area along the shoreline. The purpose was to avoid permanent loss of valuable resources and the foreclosure of management options, and to ensure adequate access, by dedication or other means, to public owned or used beaches, recreation areas, and natural reserves. The Legislature further declared as a matter of State policy its duty to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawai'i. The proposed Plan's conformance with the objectives and policies of Section 205A-2 are shown below:

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
OBJECTIVES.			
(1) Recreational resources; (A) Provide coastal recreational opportunities accessible to the public.	✓		
Discussion: The principal coastal recreational resources in the area are Waikīkī Beach and the Ala Wai Boat Harbor. The proposed project improves access to these coastal recreational opportunities by providing a new paved pedestrian walkway from Ala Moana Boulevard to Holomoana Street where none now exists. This improvement constitutes a new mauka-makai public access to Waikīkī Beach and the Ala Wai Boat Harbor. The proposed project also includes a new pedestrian pathway around the mauka side of the Hilton Lagoon. The new pathway will cross an area that is currently inaccessible to the public because it is occupied by a private gated swimming pool deck. Under the proposed project, the swimming pool and the gated fence will be removed and the entire pool deck will be converted to a landscaped area over which the public path will cross. The result of this improvement is the creation of unencumbered lateral public access along the entire Waikīkī Beach. The proposed tower, retail outlets, wedding chapel and renovated Rainbow porte-cochere, restaurant, new swimming pool will not impede public access to existing coastal recreational opportunities. All of these facilities are situated mauka of the Hilton Lagoon and mauka of the proposed public pathway around the inland side of the lagoon.			
(2) Historic resources; (A) Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.	✓		
Discussion: No historic, archaeological, or cultural resources were identified in the project area. If archaeological sites are discovered during construction, those sites will be surveyed and assessed for any further data recovery or preservation actions.			
(3) Scenic and open space resources; (A) Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.	✓		
Discussion: Waikīkī Beach and the Hilton Lagoon constitute the principal scenic and open space resources in the vicinity of the project. These resources will not be adversely impacted by the project. The proposed project will be constructed on a property that extends mauka from these resources and was formerly occupied by a hotel and restaurant. The new tower and restaurant will be located in the same general location as their predecessors. The proposed project will improve open space resources by widening the existing alley into a two-lane roadway, thereby adding additional open space pursuant to the urban design policies of the Waikīkī Master Plan. The proposed wedding chapel and renovated Rainbow porte-cochere will not impact open space or scenic resource because they will be located in an existing built up area that is mauka of the Hilton Lagoon. The proposed retail facilities will be situated along the base of the new tower and under an elevated porte-cochere. Consequently, these facilities will not detract from the additional open space created along the widened Dewey Lane. With regard to the specific Waikikian properties proposed for redevelopment, the project will feature approximately 55 percent of the property in open space. As part of the larger HHV resort, this project will result in the creation of greater open space along the shoreline area by expanding the so-called Great Lawn.			
(4) Coastal ecosystems; (A) Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.	✓		

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: Waikīkī Beach is valued for its off-shore biological resources and as an economic resource for the entire State of Hawai'i. A portion of the coastal waters are protected as a Marine Life Conservation District and a Fisheries Management Area. At its closest point, the project site is approximately 600 feet mauka of the certified shoreline of Waikīkī Beach and is not anticipated to disrupt or impact coastal ecosystems. Because the Hilton Lagoon is generally situated between the HHV and Waikīkī Beach, runoff from the HHV that is not captured by storm drains tends to flow toward the lagoon. The proposed project will minimize additional storm runoff by intercepting it and directing it to storm drains. Any potential adverse impacts to coastal marine ecosystems resulting from project construction will be minimized through implementation of best management practices. The presence of the proposed wedding chapel and restaurant on the mauka side of the lagoon is not anticipated to result in any significant adverse impacts to the lagoon or to Waikīkī Beach.			
(5) Economic uses; (A) *Provide public or private facilities and improvements important to* the State's economy in suitable locations.	✓		
Discussion: Development of the subject property will assist the State and the City in their respective goals to ensure the long-term economic health of Waikīkī as a vistitor destination area. The proposed project's vacation ownership units will help to diversify the visitor unit inventory at the HHV. The project includes significant improvements privately funded improvements to public infrastructure, including the widening of Dewey Lane and the provision of a signalized intersection where Dewey Lane joins Ala Moana Boulevard. The provision of a new paved mauka-makai pedestrian access route between Ala Moana Boulevard and Holomoana Street represents an important contribution to the quality of life for the surrounding community.			
(6) Coastal hazards; (A) Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.	✓		
Discussion: The entire project will be built in accordance with flood control standards. No significant flood hazards are anticipated. The makai portion of the project site is situated within the tsunami evacuation zone, but no habitable structures will be located in this area. The proposed restaurant, wedding chapel and Rainbow porte-cochere renovations will be located in the tsunami evacuation zone. No stream flooding, erosion, or subsidence is known to occur at the Waikikian properties or the HHV.			
(7) Managing development; (A) Improve the development review process, communication, and public participation in the management of coastal resources and hazards.	✓		
Discussion: Preparation of this FEIS has provided and continues to provide the public with the opportunity to participate in the review of development proposals in the project area. The project will also require a SMA Use Permit application which will be subject to public review and agency approval.			
(8) Public participation; (A) Stimulate public awareness, education, and participation in coastal management.	✓		
Discussion: The Chapter 343 EIS process, as well as the public review process portion of the SMA application allows the public to be informed of project's environmental management plans, especially as they relate to the project's relationship to coastal resources.			
(9) Beach protection; (A) Protect beaches for public use and recreation.	✓		
Discussion: The proposed project will preserve and enhance the public's use of Waikīkī Beach and the Ala Wai Boat Harbor by improving public pedestrian access to these recreational resources. The proposed tower, restaurant, swimming pool, wedding chapel and Rainbow porte-cochere renovation, and retail spaces will not impact the public's use of Waikīkī Beach. The inclusion of public restrooms in the proposed restaurant will enhance the public's use of Waikīkī Beach in the vicinity of the HHV.			

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(10) Marine resources; (A) Implement the State's ocean resources management plan.	✓		
Discussion: The 1991 Hawaii Ocean Resources Management Plan is essentially a policy document focused on improving coordination among County, State, and Federal agencies in ten specific sectors, including research and education; ocean recreation; harbors; fisheries; marine ecosystem protection; beaches and coastal erosion; waste management; aquaculture; energy; and marine minerals. With the exception of Policy D under Harbors, the government agencies are identified in the plan as taking the lead in implementing the remainder actions recommended in the plan. Policy D pertains to minimizing and mitigating impacts of harbor development and operation on ecological and cultural resources. The proposed project does not include any elements related to harbor development or operation. Nevertheless, the applicant is generally supportive of the goal of the management plan.			
POLICIES			
(1) Recreational resources			
(A) Improve coordination and funding of coastal recreational planning and management; and	✓		
(B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:			
(i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;	✓		
(ii) Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;			✓
(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;	✓		
(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;	✓		
(v) Ensuring public recreational use of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;	✓		
(vi) Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;			✓
(vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and	✓		
(viii) 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.	✓		
(2) Historic resources;			
(A) Identify and analyze significant archaeological resources;	✓		

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and	✓		
(C) Support state goals for protection, restoration, interpretation, and display of historic resources.	✓		
(3) Scenic and open space resources;			
(A) Identify valued scenic resources in the coastal zone management area;	✓		
(B) Ensure 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.	✓		
(4) Coastal ecosystems;			
(A) Improve the technical basis for natural resource management;	✓		
(B) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;	✓		
(C) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and			✓
(D) 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.	✓		
(5) Economic uses;			
(A) Concentrate coastal dependent development in appropriate areas;			✓
(B) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and			✓
(C) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:			✓
(i) Use of presently designated locations is not feasible;			✓
(ii) Adverse environmental effects are minimized; and			✓
(iii) The development is important to the State's economy.			✓
(6) Coastal hazards;			
(A) Develop and communicate adequate information about storm wave, tsunami, flood,	✓		

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
erosion, subsidence, and point and non-point source pollution hazards;			
(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and non-point source pollution hazards;	✓		
(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program;	✓		
(D) Prevent coastal flooding from inland projects; and			✓
(E) Develop a coastal point and non-point source pollution control program.			✓
(7) Managing development;			
(A) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;			✓
(B) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and			✓
(C) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the public to facilitate public participation in the planning and review process.	✓		
(8) Public participation;			
(A) Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;			✓
(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and			✓
(C) Organize workshops, policy dialogues, and site- specific mediations to respond to coastal issues and conflicts.			✓
(9) Beach protection;			
(A) Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;	✓		
(B) Prohibit construction of private erosion- protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and	✓		
(C) Minimize the construction of public erosion- protection structures seaward of the shoreline.	✓		
(10) Marine resources;			
(A) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;	✓		
(B) Assure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;	✓		
(C) Coordinate the management of marine and coastal resources and activities management	✓		

Table 7-9: Hawai'i Revised Statutes – Section 205A-2 Coastal Zone Management Program; Objectives and Policies	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
to improve effectiveness and efficiency;			
(D) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;			✓
(E) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and	✓		
(F) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.	✓		

Note: N/A = Not applicable.

Under authority conferred by HRS Chapter 205A-2, the City established regulations and procedures that apply to all lands within the special management area of the City. The Plan's conformance to the Revised Ordinances of the City (ROH), Chapter 25, are shown below:

Table 7-10: Revised Ordinances of the City and County of Honolulu (1990) Chapter 25 - Special Management Area	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(a) All development in the special management area shall be subject to reasonable terms and conditions set by the council to ensure that:			
(1) Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas and natural reserves is provided to the extent consistent with sound conservation principles;	✓		
Discussion: The proposed widening of Dewey Lane, the addition of a new pedestrian walkway along the lane, and the addition of a pedestrian access route across the area presently occupied by the Lagoon Tower swimming pool all ensure that access to Waikīkī Beach will not only be maintained but will be significantly improved.			
(2) Adequate and properly located public recreation areas and wildlife preserves are reserved;	✓		
Discussion: The proposed project will be complimentary to the Ala Wai Boat Harbor and to Waikīkī Beach.			
(3) Provisions are made for solid and liquid waste treatment, disposition and management which will minimize adverse effects upon special management area resources; and	✓		
Discussion: As discussed elsewhere in this EIS, once the Ala Moana Relief Sewer line is completed later this year (2001), the wastewater collection system serving the 'Ewa end of Waikīkī will have adequate capacity to accommodate the proposed development. No adverse effects resulting from solid waste collection and removal are anticipated either during construction or operation of the proposed project.			

Table 7-10: Revised Ordinances of the City and County of Honolulu (1990) Chapter 25 - Special Management Area	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
(4) Alterations to existing land forms and vegetation; except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger of floods, landslides, erosion, siltation or failure in the event of earthquake.	✓		
Discussion: The proposed project has no significant impact upon scenic and recreational amenities in the area. Although the project will impact views of the sky from public streets and some recreational areas, it will not impact ocean views. With the exception of a small area, viewed from the edge of the public parking lot on the makai side of Hilton Lagoon, from which the top of the Koolau mountain range is visible over the existing parking structure, the proposed project will not impact mountain views.			
(b) *No development shall be approved* unless the council has first found that:			
(1) The development will not have any substantial, adverse environmental or ecological effect except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health and safety, or compelling public interest. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect and the elimination of planning options;	✓		
Discussion: No substantial adverse environmental or ecological effects have been identified or are anticipated as the result of the construction or operation of the proposed project.			
(2) The development is consistent with the objectives and policies set forth in Section 25-3.1 and area guidelines contained in HRS Section 205A-26;	✓		
Discussion: The proposed project is consistent with the objectives and policies of Chapter 205A as well as the review guidelines discussed herein.			
(3) The development is consistent with the county general plan, development plans and zoning. Such a finding of consistency does not preclude concurrent processing where a development plan amendment or zone change may also be required.	✓		
Discussion: The proposed project is generally consistent with the O'ahu General Plan, the Primary Urban Center Development Plan, and the Waikīkī Special Design District regulations as discussed in this chapter			
(c) The council shall seek to minimize, where reasonable:			
(1) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;			✓
Discussion: The project involves no dredging, filling or alteration of any bay, estuary, salt marsh, river mouth, slough or lagoon.			
(2) Any development which would reduce the size of any beach or other area usable for public recreation;	✓		
Discussion: The project will not result in the reduction of the size of any beach or public recreation area			
(3) Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management area and the mean high tide line where there is no beach;	✓		

Table 7-10: Revised Ordinances of the City and County of Honolulu (1990) Chapter 25 - Special Management Area	Proposed Project		
	Supportive	Non-Supportive	Not-Applicable
Discussion: The project will not reduce or impose restrictions on any public access to tidal areas, submerged lands, beaches or mean high tide lines.			
(4) Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and			✓
Discussion: Because the subject property is essentially flat, the proposed project will result in very little alterations to existing land forms.			
(5) Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.	✓		
Discussion: The proposed development will have no significant impact upon water quality, the Hilton Lagoon, fisheries or fishing grounds, wildlife habitats, or existing or potential agricultural activities.			

Note: N/A = Not applicable.

7.12 SIGNIFICANCE CRITERIA

Section 11-200-12 of the Hawai'i Administrative Rules establishes thirteen (13) significance criteria which agencies shall use in evaluating a project's impacts. Following is a discussion of how the proposed project relates to the thirteen criteria.

Pursuant to subparagraph 12, ...*an action shall be determined to have a significant effect on the environment if it:*

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;

Discussion: No significant natural resouces or habitats have been identified on the project site. The existing vegetation on the Waikikian property will be evaluated by a landscape architect and an arborist to determine which plants/trees are suitable for preservation and incorporation into the proposed project's landscaping, and which are suitable for relocation to new locations.

No historic or archaeological resources have been identified on the project site. No cultural resources are known to be associated with the project site.

(2) Curtails the range of beneficial uses of the environment;

Discussion: The range of beneficial uses of the property's environment is defined to some degree by its physical setting and the existing land use controls which dictate its usage. The subject property is situated in the Urban District and is zoned for resort development. The proposed action is consistent with these designations. The applicant believes that the inclusion of improved vehicular access and pedestrian access in the proposed action will be beneficial to the community by improving vehicular circulation within the

HHV and improving pedestrian access from a major public thoroughfare (Ala Moana Boulevard) to Waikīkī Beach.

(3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;

Discussion: The stated purpose of Chapter 344 is to establish a state policy which will encourage productive and enjoyable harmony between people and their environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of humanity, and enrich the understanding of the ecological systems and natural resources important to the people of Hawai'i. It is anticipated that the proposed project will be able to comply with the policies, goals, and guidelines of Chapter 344.

(4) Substantially affects the economic or social welfare of the community or State;

Discussion: It has been determined as the result of in depth studies that the proposed project will have no significant or adverse impact upon air quality or noise quality at the subject property or the surrounding area. It has also been determined that once current improvements to the wastewater collection system are completed later this year, the system will have sufficient capacity to accommodate the proposed project.

(5) Substantially affects public health;

Discussion: No significant effects on public health are anticipated. Changes in air quality resulting from increased traffic will not exceed State DOH standards.

(6) Involves substantial secondary impacts such as population changes or effects on public facilities;

Discussion: The proposed project will have a secondary effect in terms of new household formation on O'ahu as the result of the new job opportunities provided by the project. Table 6-26 in Chapter Six estimates between 80 and 159 new households will be formed in 2006. However, this represents less than 2 percent of the average annual household growth rate of 6,000 units during the 1990s. Therefore, this secondary impact is not considered to be substantial. With regard to public facilities, the proposed project will not require the substantial expansion of public services or facilities to support the project.

(7) Involves a substantial degradation of environmental quality;

Discussion: The proposed project will not result in a degradation of environmental quality on or around the project site. The redevelopment of the Waikikian property focuses upon replacing land uses that previously occupied the property (hotel, parking, retail/commercial, and a restaurant). Although the proposed project will achieve a higher density than the previous uses, it will provide more open space than the previous uses. While the physical impacts of the proposed development are greater than those of the previous uses, due to the increase in density, the projected impacts are well within the range of existing conditions and do not result in the degradation or deterioration of overall environmental quality.

(8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions;

Discussion: Development of the Waikikian property as part of the HHV represents the first physical expansion of the resort since the acquisition of the Diamond Head Apartments. Thus, the project will have a cumulative effect on the area. The project provides the applicant with the opportunity to improve

vehicular and pedestrian circulation within the entire resort and to improve the availability of recreational resources available to resort guests. Within the context of the resort, these improvements represent commitments for actions that extend beyond the limits of the subject property.

(9) Substantially affects a rare, threatened, or endangered species, or its habitat.

Discussion: No rare, threatened, or endangered species or habitats have been identified on the project site.

(10) Substantially affects air or water quality or ambient noise levels;

Discussion: The proposed project is not anticipated to increase storm water runoff from the project site because it includes less impermeable surface area than the for Waikikian Hotel, Tahitian Lanai Restaurant, and their associated parking areas. Because the makai third of the Waikikian property which presently drains toward the Hilton Lagoon will consist largely of a swimming pool and landscaped area, the amount of surface runoff to the lagoon is anticipated to decrease. Thus, no substantial effects on water quality are anticipated.

Technical analyses included in this EIS indicate that the proposed project will not substantially affect air quality or ambient noise levels. While traffic along Dewey Lane will increase, at its highest levels it will not have a substantive impact upon air quality and noise quality as defined by State Department of Health standards.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;

Discussion: A small area at the makai end of the Waikikian property includes a portion of beach fronting the Hilton Lagoon. The project will affect this area by improving pedestrian access around the lagoon. The project does not effect any other environmentally sensitive areas.

(12) Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or,

Discussion: Although views of the sky are not identified as important scenic vistas or viewplanes in county or state plans, it should be noted that the project will impact views of the sky between the Ilikai and the Kalia Tower from Ala Moana Boulevard between Dewey Lane and Kalakaua Avenue, as well as from a portion of Fort DeRussy. Given the presence of the existing abandoned hotel building and a few large canopy trees, the shape of the Waikikian property, and the configuration of Ala Moana Boulevard, it is not currently possible to see the ocean or the horizon from Ala Moana Boulevard or Fort DeRussy across the subject property or down Dewey Lane. Thus, although the proposed development will impact sky views from Ala Moana Boulevard, it will not result in the loss of any ocean or shoreline views which are regulated under the LUO because none now exist. Views of the mountains are not generally visible from the subject property or Dewey Lane because of the height of existing buildings on the mauka side of Ala Moana Boulevard. The proposed project will impact views of the mountains from a small portion of the edge of the public parking lot immediately makai of the Hilton Lagoon and from a small portion of the Ala Wai Boat Harbor. However, this impact is not considered to be substantial because of the small amount of the mountain top that is sometimes visible when not obscured with clouds and because of the small size of the area from which it can be seen. In other words, the loss of this particular view is not considered to be significant.

It should also be noted that the project will impact ocean views from many units in the apartment buildings and hotels on the mauka side of Ala Moana Boulevard that presently can see the ocean between

the Ilikai and the Lagoon Tower over the top of the existing Waikikian Hotel. However, these views are not identified as scenic vistas or view planes regulated by the City or the State.

(13) Requires substantial energy consumption.

Discussion: The electrical energy demand of the proposed project will not exceed the existing capacity of the electrical vault in the Lagoon Tower or the Ena substation. Therefore, no substantial improvements related to the provision of electrical power will be required

7.13 STATE ENVIRONMENTAL IMPACT STATEMENT REQUIREMENTS

Pursuant to HRS Section 343-3, an environmental impact statement shall be required if a proposed action may have a significant effect on the environment. Draft and final statements shall be prepared and submitted by the applicant or its agent to the Office of Environmental Quality Control (OEQC) or as determined. The draft statement shall be made available for public review and comment for a period of forty-five days, and shall include comments and responses received in response to the Environmental Impact Statement Preparation Notice (EISPN). The OEQC shall inform the public of the availability of the draft statement for public review and comments pursuant to Section 343-3. The agent shall respond in writing to comments received during the review and prepare a final statement. The office, when requested by the agency, may make a recommendation as to the acceptability of the final statement.

Acceptance of a required final statement shall be a condition precedent to implementation of the proposed action. Accordingly, this Environmental Impact Statement for the proposed project has been prepared and is submitted pursuant to the provisions of HRS Chapter 343.

7.14 JOINT DEVELOPMENT OF TWO OR MORE LOTS

As set forth in Section 21-5.380 of the LUO, whenever two or more zoning lots are developed in accordance with the provisions of Section 21-5.380, they shall be considered and treated as one zoning lot. The section goes on to state that property owners or lessees who believe that joint development of their property would result in more efficient use of land shall apply for a conditional use permit to undertake such development.

Since the early 1980s, files of the City indicate that the HHV is considered a single zoning lot. Under the proposed Waikikian Plan, the new vacation ownership tower, the new elevated porte-cochere, and the new swimming pool will straddle the property boundary between the Waikikian properties and the HHV. Off-site parking provided in the lower floors of the new tower will be physically connected to the existing HHV Parking Structure. The new elevated porte-cochere replaces an existing porte-cochere serving Lagoon Tower, and facilitate the expansion of the Great Lawn between the Rainbow and Lagoon Towers. Pedestrians, private passenger vehicles, and service vehicles generated by the development of the new tower will likely utilize the existing roadways and pedestrian routes throughout the HHV. The new wedding chapel will require the reconstruction of the existing HHV Lobby and a portion of the Rainbow Tower porte-cochere and service area, and the new swimming pool will replace an existing swimming pool and will be available for use by guests throughout the HHV.

The applicant has not yet determined whether a joint development agreement fulfills the objectives of the project. Therefore, the matter remains unresolved.

Chapter Eight

Contextual Issues

CHAPTER EIGHT
CONTEXTUAL ISSUES

8.1 RELATIONSHIP BETWEEN SHORT-TERM USES AND MAINTENANCE OF LONG-TERM PRODUCTIVITY

The proposed Hilton Hawaiian Village (HHV) Waikikian Development Plan (Plan) involves the redevelopment of an area that has been used for resort purposes for over 40 years but was vacated in the early 1990s. No short-term exploitation of resources that will have negative long-term consequences has been identified. The proposed project will be high quality in character and developed to last decades.

The principal long-term benefits of the Plan include increased visitor facilities to meet increasing demand for those services in Waikīkī. The preservation of open space on the property will also add to the long-term benefits of the immediate area for both residents and visitors. The maintenance and enhancement of underutilized properties in Waikīkī as a primary visitor destination area is considered to be a long-term benefit in terms of helping to meet State of Hawai'i (State) and City and County of Honolulu (City) policies and objectives for the visitor industry as a whole.

The long-term productivity of the site will be significantly enhanced over both its present condition and its former use with implementation of the Plan. Because the Plan results in no actual change to the hotel and commercial uses associated with the property since the mid 1950s, no reasonable land-use options have been foreclosed by the proposal.

Socioeconomic benefits will also result in the form of increased job opportunities and increased tax revenues. Direct, full-time employment opportunities and temporary construction employment will be generated by the Plan. These will have beneficial secondary effects upon the local, regional, and statewide economy, including indirect, induced employment in those services and industries that support construction and visitor industry operations. Public revenues from excise, personal, real property, and hotel room taxes are expected to more than offset any expenses associated with the expansion of public services to meet the requirements of the Plan.

8.2 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Major resource commitments include potable water, the land on which the project is to be located, as well as money, construction materials, manpower, and energy. The impacts of using those resources should be weighed against the expected positive socioeconomic benefits to be derived from the Plan versus the consequences of taking no action or of adopting another, less beneficial use of the property.

The project will significantly improve the pedestrian experience and access between Ala Moana Boulevard and Waikīkī Beach. The resort quality landscaping to be maintained will greatly improve the aesthetic character of the area over the present condition.

The project does not call for a commitment of government supplied services or facilities over an above that which would be required and necessary even without the proposed project. The project will add to the tax revenues of the State and the City.

8.3 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

Construction of the proposed project will produce impacts, which are considered to be unavoidable. The loss of mature trees on the site will be unavoidable, but minimized to the extent possible by adhering to the basic landscape concept to create an area of tropical lushness and to replace the mature trees onto other areas of the Hilton property whenever possible. Tree loss will be offset by additional landscaping both within the interior of the site and on the perimeter. If it is impossible to relocate trees, the possibility exists of donating them to the City for use in parks or other open space areas.

During the short term, air quality in the immediate vicinity of the project site will be affected by dust and automotive pollutants during construction. Some degradation of air quality within the immediate vicinity of the project site is expected during construction activities. These effects will be monitored on-site and all appropriate governmental requirements regarding control of fugitive dust and other pollutants will be followed. Frequent watering of exposed areas of soil and roadways and the cleaning of construction equipment can help to minimize fugitive dust problems.

A temporary degradation of the acoustic environment will also occur. Audible construction noise will likely be unavoidable during the construction period. Mitigation of construction noise to inaudible levels will not be practical in all cases, due to the intensity of construction noise sources, and due to the exterior nature of the work. As a means of mitigating some of the most significant noise impacts of a large-scale construction project such as this, no piles will be driven. Building supports will consist of drilled caissons. Properly muffled construction equipment will be utilized on the job site. Adherence to State Department of Health (DOH) construction noise limits and curfew times applicable on O'ahu are standard noise mitigation measures which will be employed during construction activities. Noisy construction activities will not be allowed on weekends or holidays, during the early morning and during the late evening periods under DOH permit procedures. The Hilton's management will endeavor to work together closely with employees, retailers, area residents, and guests to mitigate problems associated with construction activities.

No public coastal views will be affected by the project because the coast cannot now be seen from adjoining public places. Following construction, a change in the visual landscape from the Ala Moana corridor (in the makai direction from Kalakaua Avenue and in the Diamond Head direction from Atkinson Drive) will be unavoidable. The proposed tower will have a negative impact upon the existing views of the ocean from those properties on the mauka side of Ala Moana Boulevard which presently have a line of sight between the Renaissance Ilikai and the Lagoon Tower and between the Rainbow Tower and the Alii Tower. However, no ocean views from the neighboring Renaissance Ilikai will be impacted.

8.4 OFFSETTING CONSIDERATIONS OF GOVERNMENTAL POLICIES

As discussed in the previous chapter, the proposed project is generally consistent with the applicable Hawai'i State Plan, the various State Functional Plans, the County General Plan, various Development Plan goals, policies, and standards, the Land Use Ordinance's provisions for the Waikīkī Special Design District, and Chapter 205A, Hawai'i Revised Statutes, as amended. The benefits derived from the public revenues generated by the project would more than offset the public costs of government services and facilities that would be required to support the project. In addition, the public benefits derived from improving the ground-level pedestrian experience and public views along Dewey Lane should be considered against the loss of some private views. Finally, the redevelopment of an underutilized and abandoned property in the heart of Waikīkī to its highest and best use and full economic potential in fulfillment of the long-term goal of revitalizing the visitor industry of Waikīkī should be considered against the loss of some private views.

8.5 UNRESOLVED ISSUES

The applicant will continue to work with the various State and County agencies, surrounding residents, area retailers, as well as elected officials, to assure that the final development plans meet the developer's project objectives and satisfactorily address issues that remain unresolved to date. Some of these unresolved issues include:

- The form and content of a joint development agreement, if needed, to allow construction of the ~~Preferred~~ Mitigative Alternative;
- The potential transfer of the jurisdiction over Ala Moana Boulevard from the State Department of Transportation to the City, and its implications upon proposed improvements to the intersection of Dewey Lane and Ala Moana Boulevard;
- The final lane configuration of the BRT system, the selection of vehicle propulsion technology, and the BRT station design and location on Ala Moana Boulevard and Kalia Road.

  Consultation with the City's Department of Transportation has been ongoing in order to assess potential direct and indirect impacts of the Waikikian project with the BRT. As of the writing of this Final EIS, we are advised by the City's Department of Transportation Services that the BRT is still moving forward on the same alignment, but the design elements of lane configuration are being refined. As a result of the public outreach efforts to date, several alternative design concepts are presently being reviewed in terms of BRT lane location and street/median landscaping along the alignment. The previous BRT proposal included a concept that converted center lanes of Ala Moana Boulevard for two-way BRT operation and retained two lanes on each direction for the general purpose traffic. The current design concepts include a curbside operation for BRT and three lanes for general purpose traffic in the Diamond Head direction on Ala Moana Booulevard between the Ala Wai bridge and Kalia Road.

  The final lane configurations of the system; the selection of vehicle propulsion technology; and the station design and location on Ala Moana Boulevard and Kalia Road will all be addressed by the City in its Final EIS for the BRT. The BRT Final EIS is presently scheduled for publication in early 2002. Therefore, these issues remain unresolved for the Waikikian Final EIS.
- The ongoing discussions involving the possible privatization of the Ala Wai Boat Harbor and the resolution of public parking issues related to harbor and recreational activities;
- The impending dredging of the Ala Wai Canal and the Hilton Lagoon and their short-term and long-term impacts on improving water quality in nearshore areas and within the Ala Wai Boat Harbor;
- The expiration in 2008 of the 50-year lease between the City and the U.S. Army for the use of the existing 24-inch sewer line located under Fort DeRussy near Ala Moana Boulevard, and its implications upon the future wastewater collection capacity of the system serving the hotels, condominiums and businesses located in the Kalia Road/Ala Moana/Hobron vicinity;
- The City's proposed but as of now non-funded plans to improve the 36-inch sewer force main under Kapiolani Boulevard which routes wastewater from Waikīkī to the Honolulu Wastewater Treatment Plant;
- The recent approval by the State Legislature to fund a study of the carrying capacity for tourism in the State. The approval directed the report to be presented prior to the convening of the 2002/2003 legislature, resulting in its completion some time after this EIS is finalized.

- At the time of the writing of this EIS, the July 1999 Public Review Draft of the Primary Urban Center Development Plan has been shelved, according to City staff, and a new round of public meetings are being conducted. Staff anticipates that a new public review draft reflecting public input may be circulated for review sometime in the fall of 2001. Therefore, the current PUC Development Plan remains in force until a revised DP is adopted by the City Council. Because it is not possible at this point in time to determine when a revised PUC Development Plan may be adopted, the relationship between the proposed project and the to-be-revised DP remains unresolved.
- At the time of the writing of this EIS, the Outrigger Hotels had not yet released its ~~announcement of its~~its Final EIS for renovation of its Waikīkī properties.

Chapter Nine

Parties Consulted and those who Participated in the Preparation of the EIS

CHAPTER NINE
PARTIES CONSULTED AND THOSE WHO PARTICIPATED IN THE PREPARATION OF THE ENVIRONMENTAL IMPACT STATEMENT

9.1 CONSULTED PARTIES

The City and County of Honolulu, on behalf of Hilton Hotels Corporation (Hilton), submitted to the Office of Environmental Control (OEQC) an Environmental Impact Statement Preparation Notice (EISPN) for the proposed Hilton Hawaiian Village – Waikikian Development Plan (Plan). The OEQC on April 8, 2001 published in its Bulletin a summary of the EISPN to officially notify the public of Hilton's proposed Plan. Applicant and/or its representatives sent by U.S. mail and/or personally distributed at various meetings copies of the EISPN to the parties listed below. Those parties marked with an "**" requested verbally or in writing to be listed as a consulted party. Those parties that are underlined provided written ~~comments.~~ comments on the EISPN. All comment letters received, together with the applicant's responses, are attached to the end of this chapter.

The Draft EIS was published on July 23, 2001. Forty-five comment letters and two e-mails were received, and their names are identified in italics below. The DEIS comments and the applicant's responses follow the EISPN comments and responses.

FEDERAL GOVERNMENT

John Jeffries, General Manager, Fort DeRussy - U.S. Army Pacific Headquarters, Hale Koa Hotel

James Pennaz, U.S. Army Corps of Engineers

STATE OF HAWAII

Honorable Benjamin J. Cayetano, Governor, Office of the Governor

Honorable Les Ihara Jr., State Senator, The Senate - District 10

Honorable Carol Fukunaga, State Senator, The Senate - District 12

Seiji F. Naya, Ph.D., Director, Department of Business, Economic Development and Tourism

David E. Blane, Director, Office of Planning, Department of Business, Economic Development and Tourism

Maurice H. Kaya, Division Head, Energy Resources and Technology Division, Department of Business, Economic Development and Tourism

John T. Harrison, Environmental Center, University of Hawaii

Robert Fishman, Chief Executive Officer, Hawaii Tourism Authority, Department of Business, Economic Development and Tourism

Bruce S. Anderson, Ph.D., Director, Department of Health

Gary Gill, Deputy Director, Environmental Health Administration, Department of Health

Genevieve K.Y. Salmonson, Director, Office of Environmental Quality Control, Department of Health

Nancy Heinrich, Office of Environmental Quality Control, Department of Health

Gilbert Coloma-Agaran, Chair, Department of Land and Natural Resources

Stephen L. Thompson, Division of Boating and Ocean Recreation, Department of Land and Natural Resources

Haunani Apoliona, Chairperson, Office of Hawaiian Affairs

Don Hibbard, Ph.D., Administrator, State Historic Preservation Division, Department of Land and Natural Resources

Harry Yada, Acting Administrator, Land Management Division, Department of Land and Natural Resources

Brian Minaai, Director, Department of Transportation

Raynard C. Soon, Chairperson, Department of Hawaiian Home Lands

Edward Teixeira, Vice Director of Civil Defense, Civil Defense Division, Department of Defense

Anthony J.H. Ching, Executive Officer, Land Use Commission, Department of Business, Economic Development and Tourism

Gordon Matsuoka, State Public Works Engineer, Public Works Division, Department of Accounting and General Services

Colin Kippen, Deputy Administrator, Hawaiian Rights, Office of Hawaiian Affairs

Jim Moncur, Director, Environmental Center, University of Hawaii

Waikiki-Kapahulu Public Library

CITY AND COUNTY OF HONOLULU

Honorable Jeremy Harris, Mayor, Office of the Mayor

Rene Mansho, Councilmember, Honolulu City Council - District 1

Steve Holmes, Councilmember, Honolulu City Council - District II

John Henry Felix, Councilmember, Honolulu City Council - District III

Duke Bainum, Councilmember, Honolulu City Council - District IV

Andrew Mirikitani, Councilmember, Honolulu City Council - District V

John C. Yoshimura, Chairman, Honolulu City Council - District VI

Romy Cachola, Councilmember, Honolulu City Council - District VII

Gary Okino, Councilmember, Honolulu City Council - District VIII

John DeSoto, Councilmember, Honolulu City Council - District IX

Clifford S. Jamile, Manager & Chief Engineer, Board of Water Supply

Timothy E. Steinberger, P.E., Acting Director, Department of Environmental Services

Attilio K. Leonardi, Fire Chief, Fire Department

Lee D. Donohue, Police Chief, Police Department

William D. Balfour, Director, Department of Parks & Recreation

Randall Fujiki, Director, Department of Planning and Permitting

Cheryl Soon, Director, Department of Transportation Services

COMMUNITY ORGANIZATIONS

Robert Rusforth, Harbor Master, Ala Wai Boat Harbor

Stanley Hong, President, The Chamber of Commerce of Hawaii

Murray Towill, President, Hawaii Hotel Association

Tony Vericella, President and Chief Executive Officer, Hawaii Visitors & Convention Bureau

Janet Mandrell, Public Liaison, The Makai Society

Mary Steiner, Chief Executive Officer, The Outdoor Circle

Rick Egged, President, Waikiki Improvement Association

Sam Bren, Chairman, Waikiki Neighborhood Board

Tom Brower, President, Waikiki Residents Association

UTILITY COMPANIES

Kirk Tomita, Senior Environmental Scientist, Hawaiian Electric Company, Inc.

Charles E. Calvert, The Gas Company

Harlan Hashimoto, Environmental Affairs, Verizon

CONDOMINIUM ASSOCIATIONS, APARTMENT BUILDINGS AND HOTELS

Toni Magbanua, Representating 10 AOAOs and 2 Hotels

Board of Directors, Association of Apartment Owners of Ala Wai Plaza *

Board of Directors, Association of Apartment Owners of the Canterbury Place

Board of Directors, Association of Aparment Owners of the Chateau Waikiki

Board of Directors, Association of Apartment Owners of the Discovery Bay *

Board of Directors, Association of Apartment Owners of the Ilikai Apartment Building, Inc.

Board of Directors, Association of Apartment Owners of the Ilikai Marina

Ed Lott, President, Association of Apartment Owners of the Inn on the Park Hotel

Board of Directors, Association of Apartment Owners of the Pomaikai Apartments

Board of Directors, Association of Apartment Owners of the Wailana

Board of Directors, Association of Apartment Owners of the Waipuna

Michael Shimoda, President, Association of Apartment Owners of the Yacht Harbor Towers

Tom Herman, General Manager, Doubletree Alana Waikiki Hotel

Ted McAneeley, General Manager, Hawaii Prince Hotel Waikiki

Carl Wang, General Manager, Holiday Inn - Waikiki

Terry Taylor, General Manager, Island Hostel

Resident Manager, Kalia Inc. *

General Manager, Ohana Waikiki Hobron *

HBK Chong Family LP, Owner, Plaza Apartments

Alan Cambra, General Manager, Renaissance Ilikai Waikiki

Resident Manager, Tradewinds Co-Op *

Resident Manager, Villa on Eaton Square *

Fred Izutsu, General Manager, Waikiki Parkside Hotel

Harry Yee, Catalani Nakanishi & Caliboso

John Ponsen, Pomaikai AOAO

In addition to the responses to the EISPN received above, the following individuals have either written or called to request consulted party status.

PRIVATE CITIZENS

Terry Agnew

Robert C. Archibald

L. Carmen Arzo

Don and Norma Birdsall

Rosella Birdsong*

William E. Boeing Jr.

Donald A. Bremmer

Lucile Brown

Yoshiko T. Brunson (Jackson)

Helen T. Carroll*

Gregg Chatier

Dora and Hong Chin

Larry Chin

S.C. Chou

Donald Clements

Mr. & Mrs. Victor Cole

Mr. and Mrs. Kenneth Darrow

Russ Dearing*

Francis Delany*

Col. & Mrs. Lawrence V. Dennis

Bill Dillmore*

Eugene M. Eng
Ronald, Stella, David & Fred Faught
Ron Faught
Paula Faulkner
Georges and Hilde Gerard
D.L. Gilbertson
Robert Gladwell
Raymond Gruntz
Mr. & Mrs. Ambrose G. Haggerty
Leonora J. Hemphill
Yasuko Hirose
Cindy Fowler Jacobson
Mr. and Mrs. Thomas Jacobson
Len Jaffe*
Jill Jameson
Andrew J. Kalin
Dr. T. Lee Ketchmark
Bill Kruse
Ethel Kusumoto
Tom Lee*
Jim and Susan Lenz
Leta W. Letham
Wayne Lowell
Deva Magdalenna
Dr. Audrey Maurer
Patricia C. Mazure
Lottie McAteer
Richard J. McDougal Ph.D, CMCA
Mr. & Mrs. Andrew McQueeney
Vey McWaters
John E. Michelsen
Bruce M. Middleton
Gary L. Miller
William C. Moore

Wade Morisato
Dean and Su Morrow
John and Carol Mulay*
Gary and Janice Nantkes
Joyce Neville
Gary O'Donnell, AIA
Wilma Parker
Mark David Paulson
Dr. Paul Pedersen
Nancy Pegrum
David W. & Gale S. Perrigo
John Ponsen
Joy Rossum
Koji Sakuma
Ellen K. Scherr
Cheryl Shimasaki *
Douglas and Hayley Simon
Louis V. Solinski
Joseph P. Sousa
Richard F. Stephenson
Cheryl Stevenson
William L. and Helen A. Sweatt
Robert K. Thomas
R.A. Vogtritter
Barbara and Prentiss Wallis
Max Watson
Lea Sasak Watts
LaVonne West
Lavinia Wong
Warren and Evelyn Wong
Wallace D. Woo

9.2 ORGANIZATIONS AND INDIVIDUALS WHO ASSISTED IN THE PREPARATION OF THIS ENVIRONMENTAL IMPACT STATEMENT

The following parties were involved in the preparation of this Environmental Impact Statement:

BELT COLLINS HAWAII LTD.

Anne Mapes, Principal-in-Charge

Lee William Sichter, Project Manager/Author of EIS

Ed Kuniyoshi, Senior Planner

Robin Matsunaga, Civil Engineer

Karon Aoki, Graphic Designer

Diane Yamamoto, Graphic Designer

SUBCONSULTANTS

Terry Brothers, Wilbur Smith Associates, Consultant - Traffic

Paul Cleghorn, Pacific Legacy, Consultant - Archaeology

Yoichi Ebisu, Y. Ebisu & Associates, Consultant - Noise Impacts

John Kirkpatrick, SMS Research, Consultant - Socio-Economic Impacts

Will W. Kochanski, Rowan Williams Davis & Irwin, Inc., Consultant - Wind Impacts

Paul H. Rosendahl , Paul H. Rosendahl, Inc., Consultant - Archaeology

Gary T. Yamamoto, Earth Tech, Consultant - Air Quality

WIMBERLY ALLISON TONG & GOO, INC.

Christoper Walling, Project Manager (all renderings were provided by Wimberly Allison Tong & Goo, Inc.)

Mr. Daniel Dinell
Hilton Hawaiian Village
2005 Kalia Rd.
Honolulu, Hawaii

MAY 7 4 09 PM '01

April 4, 2001

Re: The Waikikian Tower

Dear Mr. Dinell,

I recently purchased a unit in the Pomaikai Condos located at 1804 Ala Moana Blvd. My wife and I are close to retirement and searched extensively for an ocean view condo to live in when we do retire. We closed escrow on the 31st of March paying full priced for our unit principally because it has such a good view of the ocean from our Lanai.

Needless to say, we have been very distressed to hear that your preferred option of the proposed time share tower will eliminate all of the water view we currently have.

We strongly urge you to relook at some of the other alternatives which would still be a good business venture though less profitable, such as a lower rise unit or locating the tower further away from Denny Way so as to not interfere with all of our and neighboring properties' views.

If Hilton seriously cares about hearing from the neighbors and trying to mitigate some of the concerns rather than just going through the motion of trying to look like a good neighbor, than I urge you to seriously consider some of the other alternatives.

I would like to know if Hilton has thought about any fair compensatory actions for the aesthetic and monetary lost that we and others like us are subjected to due to this new high rise tower.

I currently am employed by the U S Environmental Protection Agency and will look forward to closely evaluating the EIS that is being developed for you by Belt Collins. I am concerned about the additional Carbon monoxide emissions loading that will be generated by the additional traffic induced by the new tower. I hope they will run line-source modeling to see the impact on national ambient air quality standads.

I also will closely scrutinize the impact of the additional noise and traffic congestion induced by the new tower on the health and safty of the neighborhood.

Thank you for the opportunity to comment on your expansion. I look forward to hearing from you as well as receiving any correspondence forthcoming on this project. I sincerely hope that Hilton will be a good neighbor and not just looking at maximizing their profits.

Sincerely,

Wallace D. Woo
10062 Broadway Terrace, Oakland, California 94611-1953

BELT COLLINS

June 28, 2001
01P-149

Mr. Wallace D. Woo
100062 Broadway Terrace
Oakland, CA 94611-1953

Dear Mr. Woo:

Hilton Hawaiian Village -Waikikian Development Plan

Thank you for your letter of April 4, 2001 to Mr. Dinell regarding the above-referenced plan. We are in the process of conducting various studies, which include, but are not limited to, visual effects, noise, air quality, and traffic impacts. These studies will be incorporated in the Draft Environmental Impact Statement (DEIS) that we are presently preparing. These studies, whenever possible, will include recommendations on how we can minimize potential adverse effects and enhance potential positive impacts. These recommendations will be incorporated into the design of the project to the maximum extent practical. Additionally, the various alternatives investigated, including various building orientations and layouts, will be fully discussed in the DEIS. The DEIS will also discuss the compensatory public benefits included in this project. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

We will forward for your review a copy of the DEIS.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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2001/ELOG-1498

BENJAMIN J. CAYETANO
GOVERNOR

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
[illegible]

April 6, 2001

RECEIVED
'01 APR 9 AM 9:40
DEPT. OF PLANNING & PERMITTING C & C OF HONOLULU

Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attn: Patrick Seguirant

Dear Mr. Fujiki:

Subject: Environmental Impact Statement Preparation Notice (EISPN) for Waikiki Development Plan

We have the following comments to offer:

Correspondence:

In the draft EIS enclose copies of all correspondence with those consulted during both the pre-consultation phase and the EISPN comment period.

Visual impacts:

Include drawings or renderings of the proposed facilities and any proposed landscaping that show the final appearance of the project.

Figures:

1. TMK map: The TMK map in the EISPN is dated 1932. In the draft EIS enclose a new TMK map or equivalent.

2. Coastal boundaries: Include a map showing the Special Management Area and Shoreline Setback boundaries or indicate them on another map so that the spatial relation between these boundaries and the proposed facilities is clear.

3. Island Map: Include a map of the island with the project site indicated.

Cumulative Impacts:

The environmental impact statement law requires a full disclosure, analysis and discussion of cumulative impacts on all geographically-related projects. Is the Hilton's Kalia Tower under

expansion, or soon to be? In addition to any proposed activity on the property itself, other area projects under construction or in planning must be included in the analysis. Factors should include noise, air quality, water resources, drainage and especially traffic. Related mitigation measures should also be discussed.

Significance criteria:

Criterion #9, "Substantially affects a rare, threatened, or endangered species, or its habitat" is missing from the discussion in section 8 of the EISPN. Be sure to include it in the draft EIS.

Sustainable Building Design:

Please consider applying sustainable building techniques presented in the "Guidelines for Sustainable Building Design in Hawaii." In the draft EIS include a description of any of the techniques you will implement. Contact our office for a paper copy or go to our homepage at http://www.state.hi.us/health/oeqc/guidance/sustainable.htm

Runoff

There will be increased usage on this property from additional activity and density. What measures will you take to prevent construction runoff from entering the nearby lagoon?

Cultural impacts assessment:

Act 50 was passed by the Legislature in April of 2000, mandating an assessment of impacts to local cultural practices by the proposed project. In the draft EIS include the rationale for your claim that no native Hawaiian cultural practices are known to have been associated with or exist on the property. For assistance you may refer to our *Guidelines for Assessing Cultural Impacts*. Contact our office for a paper copy or go to our homepage at http://www.state.hi.us/health/oeqc/index.html. You will also find the text of Act 50 linked to this section of our homepage.

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

GENEVIEVE SALMONSON
Director

c: Lee Sichter, Belt Collins
Peter Schall, Hilton Hotels

BELT COLLINS

June 28, 2001
01P-149

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
236 South Beretania Street, Ste. 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 6, 2001 concerning the above-referenced project. Following are responses to your comments in the order they were presented.

1) All copies of correspondence received during the consultation period will be included in the Draft Environmental Impact Statement (DEIS).

2) The DEIS will include drawings and renderings of the proposed project, including landscaping.

3) The DEIS includes a current Tax Map Key map. Please note that the date to which you refer is the date of the base map. TMK map 2-6-9 also includes in a column on its left side, the dates of all revisions made to the map since 1932. Thus, the most current map still shows a date of 1932.

4) The DEIS will include maps showing the SMA and shoreline setback boundaries.

5) The DEIS will include an island map.

6) The DEIS will address all cumulatively related project. The Kalia Tower was opened about one month ago. The analyses conducted for the proposed project all take into account other recent developments and/or those anticipated to be completed within the project's planning horizon (2005).

7) Significance criteria #9 was inadvertently omitted from the EISPN. The DEIS will include it.

8) The DEIS will include a list of energy saving mitigation measures that are presently being considered. The construction management firm for the proposed development is aware of the guidelines and implements them to the degree practicable as standard procedure.

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9) A silt curtain to intercept suspended solids will be employed during construction. In addition, the excavation of a temporary settling basin on the makai side of the property will be considered.

10) The DEIS will include a cultural impact assessment.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

BRUCE S. ANDERSON, PH.D., M.P.H.
DIRECTOR OF HEALTH

In reply, please refer to:
File:
EPO

April 9, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, 1st Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter Lee,

Subject: Hilton Hawaiian Village Waikikian Development Plan

Thank you for allowing us to review and comment on the subject proposal. We do not have any comments to offer at this time. However, we look forward to reviewing and commenting on the Draft Environmental Impact Statement once that document is forwarded to our office.

Sincerely,

GARY GILL
Deputy Director
Environmental Health Administration

BELT COLLINS

June 28, 2001
01P-149

Mr. Gary Gill, Deputy Director
Environmental Health Administration
Department of Health
PO. Box 3378
Honolulu, Hawaii 96801

Re: Your Reference File: EPO
Hilton Hawaiian Village - Waikikian Development Plan

Dear Mr. Gill:

Thank you for your letter of April 9, 2001, regarding the above-referenced plan. A copy of the DEIS will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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DEPARTMENT OF PARKS AND RECREATION

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: 527-6725 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD T. "SKIPPA" DIAZ
DEPUTY DIRECTOR

April 12, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Thank you for the opportunity to review and comment on the Environmental Impact Statement Preparation Notice relating to the Hilton Hawaiian Village Waikikian Development Plan.

We have no comments at this time. We would appreciate you adding the Department of Parks and Recreation to those agencies that you will continue to consult during the preparation of the Draft Environmental Impact Statement.

Should you have any questions, please contact Mr. John Reid, Planner, at 547-7396.

Sincerely,

W. D. Balfour, Jr.

WILLIAM D. BALFOUR, JR.
Director

WDB:cu
(2-446381)

cc: Mr. Donald Griffin, Department of Design and Construction

BELT COLLINS

June 28, 2001
010-149

Mr. William D. Balfour, Jr., Director
Department of Parks and Recreation
City and County of Honolulu
650 So. King Street, 10th Floor
Honolulu, Hawaii 96813

Dear Mr. Balfour:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 12, 2001, regarding the above-referenced plan. A copy of the Draft Environmental Impact Statement will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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2001/CLOG-1698

April 14, 2001

2001 APR 18 PM 2 51
DEPT OF PLANNING & PERMITTING
CITY & COUNTY OF HONOLULU

City and County of Honolulu
Department of Planning & Permitting
650 South King Street
Honolulu, Hawaii 96813

attention: Patrick Seguirant

Dear Sir;

This letter is in opposition to the plans of the Hilton Hawaiian Village to build on the former Waikikian property.

It seems to me they have done the best they could considering the odd shaped lot. Constructing another high tower where the present 6 story resort building is will be best for Hilton guests as well as the neighborhood, however the subsequent density & 350 foot tall will drastically impact all of us including the Hilton. Could it not be lowered to a more reasonable height?

My main complaint is about widening Kuwili Lane, including it seems, the entrance from

Ala Moana; removing our ~~...~~ and protection of the tiny island which protects us at the Ilikai (and would ~~...~~ Hilton's proposed entrance there) from the heavy traffic on Ala Moana,

Also, bringing tour buses down Kuwili Lane would add immensely to the noise and pollution on that street.

I hope you will seriously consider these points before making your decision.

Yours truly,
Mrs. Vij McWatters
Ilikai Apt. 326
Phone 947-6317

V. McWatters
1777 Ala Moana, Apt. 326
Honolulu, HI. 96815

BELT COLLINS

June 28, 2001
01P-149

Mrs. Vey McWaters
1777 Ala Moana Boulevard, Apt. 326
Honolulu, Hawaii 96815

Dear Mrs. McWaters:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 14, 2001 to the City and County of Honolulu, Department of Planning and Permitting, regarding the above-referenced plan. The alternatives investigated and the various building configurations considered during the planning stages of the project will be described in the Draft Environmental Impact Statement (DEIS). Similarly, a traffic study, a noise study, and an air-quality impact study have been conducted to evaluate the impacts of the plan, and will be included in the DEIS.

We believe the DEIS will help to alleviate some of the concerns that you have expressed, and a copy will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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2nd/Kluc-1730

April 17, 2001

'01 APR 19 PM 2 22
DEPT OF PLANNING and PERMITTING
CITY & COUNTY OF HONOLULU

Mr. Randall Fujiki
Department of Planning
and Permitting
650 King Street
Honolulu, HI 96813

Dear Mr. Fujiki:

I wish to express my strong opposition to the proposed building of a seventh tower by the Hilton Hawaiian Village on the property previously owned by the Tahitian Lanai and the Waikikian Hotel. This area of the proposed construction is already suffering from heavy traffic emitting toxic fumes. Sometimes the traffic actually is in gridlock on Ala Moana Boulevard between Hobron and Kalakaua Avenue. The toxic emissions created by all this traffic is a health hazard to residents in this area. Every day our lanais are covered with a black residue as a result of these emissions.

This is a densely populated area and one of the primary reasons that the owners of these condominiums purchased their property was to enjoy the ocean views. These ocean views are being eroded by the Hilton's continuous building of high towers. The loss of our ocean views will decrease the value of our properties.

We did not object when the Hilton started building the Kalia Tower, even though it does obstruct some of our ocean views. However to build yet another 350-foot tower will result in further obstruction of the views of many of the surrounding residents of the condominiums.

The Hilton Hawaiian Village reports that only 15 percent of the time-shares available in the former Lagoon Apartments have been sold. If they feel that another time-share is necessary, I suggest they acquire another property in a less dense area of Oahu.

The property which is being proposed to construct this 350-foot tower on could better be used to build a nice restaurant and expand the pool; lagoon and entertainment at the Hilton. The Hilton should not be issued a permit to build any structure that is higher than the previous Waikikian Hotel.

Building a 350-foot tower on this property would be detrimental to the health of residents, and additional automobile traffic will make it more difficult for the residents to enter and exit their own buildings. We certainly don't need any more buildings nor traffic in Waikiki.

Lottie McAteer

Lottie McAteer
469 Ena Road Apt #2806
Honolulu, HI 96815

BELT COLLINS

June 28, 2001
01P-149

Mrs. Lottie McAteer
469 Ena Road, Apt. 2806
Honolulu, Hawaii 96815

Dear Mrs. McAteer:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 17, 2001 to the City and County of Honolulu, Department of Planning and Permitting, regarding the above-referenced plan. A Draft Environment Impact Statement (DEIS) is being prepared to describe existing conditions and evaluate the impacts of the proposed project.

The DEIS will specifically address the proposed project's impacts upon traffic, air quality, views, and property values. The document will also present the various alternatives that have been evaluated during the planning process. The purchase of another property elsewhere in Waikiki is beyond the scope of the current project. A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beltcollins.com WEB: www.belcollins.com

MAY-04-2001 FRI 09:55 AM PLANNING & PERMITTING FAX NO. 808 527 6743 P. 06

2001/CLOG-1716

'01 APR 18 PM 3 35

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

The Pomaikai Condominium
1804 Ala Moana Boulevard
Honolulu, Hawaii 96815

17 April 2001

Mr P. Segoirant
City and County Honolulu
Dept. of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96815

Dear Sir;

I was just recently made aware of the Hilton Village's intent to build a new tower fronting to Dewey Lane. As President of the Pomaika'i Board of Directors, I immediately informed our resident owners of the impending plans. The unanimous decision was that issuance of a permit to build this new tower would be a disaster for the immediate neighborhood and Waikiki as a whole.
Basically, the problem stems from poor planning compounded with overbuilding on the part of the Hilton. The Hilton, right now, has an internal traffic mess that will be exacerbated by the additional density . They want to transfer their problem to the city streets in the surrounding area.
The proposed plan will turn the Gateway to Waikiki into a traffic nightmare.There will be three stoplights within a one block span .
The park-like Harbor area which is so attractive to tourists as well as residents will turn into a hotel parking lot and a major entry and egress route for the hotel traffic..
The noise and exhaust pollution will disturb a large segment of the residents in the Gateway area..
The new structure will impact the flow of tradewind air which in turn will further pollute an even larger segment of the Ena Road area.

Please , don't issue a permit for this structure for all our sakes. Keep Hawaii, Hawaiian. Don't make it into a concrete jungle

Sincerely
John Ponsen

BELT COLLINS

June 28, 2001
01P-149

Mr. John Ponsen
The Pomaikai Condominium
1804 Ala Moana Boulevard
Honolulu, Hawaii 96815

Dear Mr. Ponsen:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 17, 2001 to the City and County of Honolulu, Department of Planning and Permitting, regarding the above-referenced plan. The proposed project is intended to replace the 132-unit Waikikian Hotel and will be carefully planned to minimize adverse impacts.

The Draft Environmental Impact Statement (DEIS) will include a detailed traffic study that will address both internal circulation as well as probable impacts on the surrounding streets, including the Ala Wai Boat Harbor area. Other studies describing the potential noise, air quality, and effects of the project on trade wind airflow have been conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE • ENVIRONMENTAL CONSULTING
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FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7781 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

April 18, 2001

Mr. Lee Sichter
Belt Collins Hawaii Limited
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Subject: Environmental Impact Statement Preparation Notice
Hilton Hawaiian Village
Waikikian Development Plan

We received your letter dated March 28, 2001, regarding the above-mentioned project. The Honolulu Fire Department (HFD) requests that the following be complied with:

1. Provide a private water system where all appurtenances, hydrant spacing, and fire flow requirements meet Board of Water Supply standards.

2. Provide a fire department access road within 150 feet of the first floor of the most remote structure. Such access shall have a minimum vertical clearance of 13 feet 6 inches, be constructed of an all-weather driving surface complying with Department of Transportation Services (DTS) standards, capable of supporting the minimum 60,000 pound weight of our fire apparatus, and with a gradient not to exceed 20%. The unobstructed width of the fire apparatus access road shall meet the requirements of the appropriate county jurisdiction. All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround having a radius complying with DTS standards.

3. Submit civil drawings to the HFD for review and approval.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:bh

cc: Office of Environmental Quality Control

BELT COLLINS

June 28, 2001
01P-149

Mr. Attillo K. Leonardi, Fire Chief
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96816-1869

Dear Fire Chief Leonardi:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 18, 2001 regarding the above-referenced plan. The applicant, Hilton Hotels Corporation, will comply with the requests noted in your letter and continue to consult with the Honolulu Fire Department.

A copy of the Draft Environmental Impact Statement will be forwarded to you for your review. Should you have any questions or comments, please contact me at any time.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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April 18, 2001

Dear Sir,

I want you to know that I am very much against the proposed Hilton addition of another building on Dewey Lane.

There is enough congestion around this area.

Sincerely
Bill Krukar

P.O. Box 89585
Honolulu, Hi 96830

Tele 942-1894

Slip 230 - Ala Wai Harbor

P.S. I have been in Waikiki for 35 years — it's turned into a bloody zoo.

BELT COLLINS

June 28, 2001
01P-149

Mr. Bill Kruse
P.O. Box 89585
Honolulu, Hawaii 96830-9585

Dear Mr. Kruse:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 18, 2001 regarding the above-referenced plan. A traffic study to be included in the Draft Environmental Impact Statement (DEIS) was conducted to describe existing conditions and evaluate the impacts of the plan.

Other studies, including but not limited to the potential noise, air quality, and visual effects of the project, were also conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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Jehovah's & Jesus' Kingdom U.S. DIST. CT.

Apr 18 7 AM '01 RE: 90-0594 & 00-687

Robert Rushforth, Ben Cayetano, et al' Hawaiian Hilton Hotels.
Aloha! Correct me if I am Wrong. mr. Daniel Dinkell & mr. Lee Sichter
you said, "as a disabled person
I should make my requests in
writing & HAVE my Doctor
agree also." I did so, long ago.
I am expecting a letter back.
I know 2 people who did not
have their employment contracts
renewed & one STATE & one Fed's
who have committed suicide, Recently.
Would you like my HISTORY Lesson
on it? I thought you were the oversight M/M.
I am Tired of paying High prices
FOR this old Boat. PARKing
I think I should have $65.M/mo. gratuitously
in of Zero payliss a Non Profit Organization
(KALAPONO REFUGEE)
2. As Free Anchor Drop And LNG Vessel on at
Kuhio prior TO 1984. & I am being discriminated
against. How much does Hyclat & Waikiki Yacht club pay?
3. Please advise Hawaiian Hilton Hotels I HAVE a
Lien against the Waikikian Hotel property a Title Co may HAVE
Jr. T. Lee Ketchmark 4. I want 1000 Rm Nights for the use thereof
RETROACTIVE: Round-Trip Airfare, FREE TAX
5. a Commercial SPACE EXEMPT. Time
(PICK OF The Litter) Free TAX
6. OR Condemn The whole Exempt
property for my parkgrounds
and HALEKOA Hotel.

Countersuit Complaint for Damages

Sunday May 13, 2001 AD/CE

Dr. T.Lee Ketchmark Plaintiff/discrimination and
Why I consider this religious harrassment and believe those involved
should not have their employment contracts renewed effective immediately.

Fire:Henry Timothy Johns,Steve Thompson
Robert Rushforth Howard Gehring,James Shoocraft
Carol She" and Nancy Murphy David Parsons
All United Nations employees Partial list of Defandants

They think their non-profit organization has to covet and steal my donations and contributions for their police auction.(Police Bike Auction)

The state of hawai'i has $8 billion for funds and funding. They have drawing rights to $1.7 trillion US Funds. Ask for a grant.(for me too.)

Why should they be so cheap and poor and want to discriminate against me and a few orphaned bikes? The right of way is __ feet. We are at the end. Zero through traffic.
Four years should be their term in office. 6 for an exceptional administrator. 8 is too long.....

Who of my neighbors have complained?
DISCRIMINATION: SUMMARY and DEMANDS
I do not complain of my neighbors who have bikes and barbecues. On the way to my D-57 place the police and the above walk right by big bikes d barbecues 2' X4 foot X 3 or 4 foot high. I see no tickets on it, nor .u bikes. Nancy Murphy,the thief, stole my car a Honda Accord the same way. I had an 8½" X 11" "Car in Storage" sign on her wall. She said she thought it was dusty. So she had it towed. Now they all have a bad reputation as THIEVES. Who do not compensate.

Suzie Keliikuli did the same, perhaps accidently. A judge acquitted me and he said she should compensate me. They never did. Suzie is dead in my eyes, or my recommendation to the spirit world is she could be useful in the deepest coal mines, along with the cheap and poor people listed ABOVE. Badge #100488 and #2913-100409, or 469 or 147, or 141 named_____ and _____ could see my, our, bulletin board.

The bikes would not have been there, ~~except I just hauled and~~ painted the Old Boat and.Robart Rushforth has refused to grant me a slip 602 to 620 after I and my doctor Dan Davis Jr. recommended it. Due to a bad knee, my Dad has two ~~stainless steel knees, from working for the Port of~~ Portland, Ore. My son,Kim, has a stainless steel Jaw from working for Jehovah,& Jesus'KNGDM gravel, and concrete. I have a bad knee from working for Jehovah,& Jesus'KNGDM

I park no cars in the area, I should be allowed a bike, or two. Slips 602-620 have more room for ~~bicycles, is closer to the bathrooms.~~ Please condemn 602-620 for our boat club, tax exempt, fees exempt. ("Drink lifes water free" Revelation 22:17.
for a fund raiser for our club, or organization, so we can have a wage.

Here is a ~~copy of EXODUS 22:1~~ from the bow of our boat, regarding stealing.
"e want times twelve as per revelation. $300.times twelve is $3600.00 as
irtial compensation. I shall prepare a list of additional compensation to follow for trauma, cumulative trauma, stress, time loss. Stolen Happiness.
I want $10 Billion from USNASA to stop their Ungodly space projects,

- had surgery at three, since another three, (surgeries). Tobacco, stress war years 1943-1944, 45, 46, 47 etc etc.
DEFENDANTS : George Walker Bush, George Bush Senior, Mike Wilson, et al. Others for the Coal mines, the deepest ones in the US. Maybe the world someday. A 6 year term, to be followed by 6 years in Texas jails as public defender.Most people are there due to political harrassment such as this. Their final term shall be as fourth and fifth hands on Papermachine #9 and #11 James River Co. , Camas, Wa.we ship it by the ton to the state of Hawa iifrom the state of Washington.Term=6years. Another old job of mine 1964-1966.

Hilo jail: 2000.
Others for the 666 term Steven Yamashiro, Frank Manalili, Police officer Maderious, Leroy Pasalo. All police at the jail in Hilo and security guards, private security guards who failed to hand me a tooth brush when I identified myself as a handicapped person and they refused me a tooth-brush for four days while being kidnapped and held hostage and acquitted again as in 1988 on Oahu.

Harry Takahashi, Jeremy Harris, Police chief Caravalo, Attorney general Janet Reno, Assistant Attorney General State of Washington Jack Borland, Cindy Inouye,Deborah Emerson, Earl Anzie, others to follow. Police officer Konanui, All governors of the State of Washington and ex Presidents of the United States living and to be resurrected to 1979-lack of assistance to ·ndicapped persons with complaints in Courts. Judges Skimas, Harris, .omas Lodge,Hitler, Himmler, Hess,Goering, Tojo; others to follow. Ted Turner, The Turner Foundation, William J. Clinton; Ben Cayetano, Patsy Mink, Daniel Inouye,Neil Abercrombie, Daniel Akakka-Coal mines first.

Judge as a handicapped person, I would like you to help me prepare my US Supeme Court Appeals Writ of Certiorari. Please do so, or if you do not change your policy, you may lose your job or worse,as A HISTORY LESSON shows.I need assistance preparing my Hawai'i District Complaint for damages, please appoint me a Juris Ad Litem, A grand master, F.Lee Bailey or Ralph Nader or equivalent. You may pay him from the State Tobacco Fund $1.2 Billion, or the $90 million Galiher is to receive 1/2 of which is mine for previous attorney fees to 1979 WA.STATE. Workers Compensation. 1981-2-01495-3 Superior Court-Clark County.

COUNTERCLAIM: I am asking for the maximum allowable ~~by law in~~ this court for damages. ~~I also want my property back~~ located at 39445 S.E. Washougal River Road, Washougal, Washington Clark County. I need a million dollars to hire my son away from his high paying job as he is ~~wearing~~ out his lungs and will soon need ~~2 stainless steel lungs.~~ Ted Turner gave away $1Billion but nothing for me, only for foreign countries.I would like a Hotel room at the Ala Moana Hotel until this case (s) are settled. ~~I want~~ also a Ilikai Penthouse ~~in trade for this boat.~~ They take the fun out of boating.

Losses damages, pain and suffering, others not listed.

r demand and equal $11 million the State paid to Kaiser Chemical Co. for
ss of lands. ~~Do not build on Sandy beach~~ paid by M. Wilson
demand roads be put into Kalapana Gardens lightly.
Frpm the United Nations I want, demand my1Billion dollars returned.

- only have one retirement Social Security.

I was cheated out of my private retirement when a Savings Association employee, by Riverview Savings employees. Co-ercion, duress, mental illness.

I demand that retirement be re-established for me.

Why I should receive a military retirement: I applied to the Coast Guard and Air Force Academies and was turned down because I did not have parents who had been in the military. Discrimination.

Dad, G.C.Ketchmark, had applied to join the military during the war. Mom said he was refused because he had a bad back. Or, I think he was working for military sensitive civilian employment, Bonneville Dam Construction, had children, Trula,an older sister. We never received anything from the Dam except a Bill for electricity. It makes the $1.7 trillion US Federal Budget.

They both said the same thing. I demand a retirement from both now. $1,000.00 each per month. I demand free flights to the mainland standby. and back, to the orient, or other places they go.

I demand a US Postoffice Postmans retirement too. I have stood in Postal lines longer than most of the employees and had to pay to be there.$1,000./mo.

demand a {US / Senatorial} retirement also, now. {Jehovah, & / Jesus' Kingdom.}

Those Rich is Satans system should be poor in

I want an equal grant from the State that Baywatch received=$2 million. or it is discrimination. I demand it immediately, by June30, 2001 or double each quarter for slowness, a form of discrimination, harrassment.

Complaint against Makaha Surfside. They discriminate against bicycles.In favor of motorcycles and cars as per their rule book. I want to sue them yearly until they change their rule book..... $10,000.00 partial compensation, per year. second year 10,000.00 partial...
They told me to get a doctor to sign a statement telling me I should ride my bicycle into the parking garage to park.....cost $1;000.00 Bill. including air fare to the Big Island twice to Dr. Ham's office.
$200.00 each for her and myself and $200.00 round-trip air fare twice.

Total owed by Makaha Surfside Condominium..... $21,000.00...
for partial compensation....

Court Order and Prayer

Now Comes the Court and Prays the the following:
The Court Orders all of the above requested and demanded and Prayed for.
14-2001 AD/CE Judge Dr. T.Lee (Truman) Ketchmark
ted Signed Judge Dr. T.Lee (Truman) Ketchmark

Dated Signed Judge

Jehovah's & Jesus' Kingdom
Dr. T. Lee KetchmARK
85-175 Farrington Hwy C363
Waianae, HI 1JK 96792

Bill-Statement-- Court Order and Prayer and Demands

More malpractice, negligence, incompetence: The harbormasters have unsightly hazardous containers 8'X8'X8' someone might bump into, 3 in number. We have impounded them, stored them, and auctioned them for the amount of the storage fees. They are now owned by Jehovah, and Jesus' Kingdom (Fund Raisers, campaign HQ) and Boat Club for recycling. They are now tax exempt, fees exempt, water,sewer,and garbage exempt. I demand the keys and padlocks. I want a house number for an address and my old P.O Box returned which was stolen by STAFF times twelve as per EXODUS 22:1.....
P.O.BOX 190: two others for now, one for each address.
We demand the top 1/2 of the Ala Wai Marine for our international headquarters, All expenses paid, utilities and taxes.Free.
I demand a harbormasters salary, monthly. Or it is discrimination.

Our office of Jehovah's and Jesus' Kingdom demands: the state of hawai'i reduce all boat fees 40%, and slip fees. 10% goes to OHA, and 10% goes to Office of Jehovah's and Jesus' Kingdom Affairs.
My slip fee is grandfathered in at $65.00 maximum. Liveaboard anytime fras is US Constitutional Right.(s) Right to property: quiet, peaceful use without.....without testifying against myself as is now required by STATE (Unconstitutional) LAW. I want $10,000.00 per year, for past, present, and future infractions of my, our, rights. or more and $90.2 million in attorney fees as per Galiher or it is discrimination. I want to sue Black's Hawaii Community Foundation for discrimination: Lack of granting grants. I want $500.million.
Dated this date Signed Judge Dr.T.Lee KetchmARK

Dated this date 5-14-2001 AD/CE Signed Judge Dr.T.Lee Ketchmark

Jehovah's & Jesus' Kingdom
Dr. T. Lee KetchmARK
85-175 Farrington Hwy C363
Waianae, HI 1JK 96792

UNITED NATIONS NATIONS UNIES

Jehovah's & Jesus Kingdom
Dr. T. Lee Ketchmark
85-175 Farrington Hwy CH3
Waianae, HI JJK 96792

23/6/98

Dear Sir/Madam,

This will acknowledge receipt of your recent letter.

We regret to inform you that the United Nations cannot provide the assistance you request. The United Nations is an Organization of sovereign States. As such, its funds are allocated only to programmes which have been officially approved by the Membership of the Organization. It does not provide financial assistance to private organizations or individuals.

Thank you for writing to the United Nations.

Sincerely yours,

Hasan Ferdous
Officer-in-Charge
Public Inquiries Unit
Department of Public Information

Post-it® Fax Note 7671	Date	# of pages ▶ 4
To Lee S.	From Nancy	
Co./Dept. B.C.	Co. OEQC	
Phone #	Phone #	
Fax # 528 7819	Fax #	

4 attachments to KetchmARK memo

Jehovah's & Jesus' Kingdom

10-15-98 AP phone! gov. bus. Congressional Mail station, 4915 Attack Rott Rockfall DAV+ person etc. etc

Dr. T. Lee Ketchmark
1741 Ala Moana Blvd. #100 Hon. HI JJK 96815-1450

"In the near future, Christ will judg people of the nations on the basis of hov they have acted toward his brothers yet o earth. We read: "When the Son of man ar rives in his glory, and all the angels witl him, then he will sit down on his gloriou throne. And all the nations will be gath ered before him, and he will separate peo ple one from another, just as a shepher separates the sheep from the goats. And h will put the sheep on his right hand, bu the goats on his left. . . . The king will say to [the sheep], 'Truly I say to you, To th extent that you did it to one of the least o these my brothers, you did it to me.' . . And [the goats] will depart into everlast ing cutting-off, but the righteous ones int everlasting life."—Matthew 25:31-46.

Michael Dr. Ketchmark

Jehovah's & Jesus' Kingdom

Dr. T. Lee Ketchmark

A HISTORY LESSON

According to CIVIL RIGHTS ACTS of 1968, as amended by the Fair housing Amendments of 1988 and pursuant to HRS, Hawaii Revised Statutes, Chapter 515, It is a discriminatory practice for a person to discriminate... §13.To refuse to make reasonable accomodations in rules, policies, practices, or services, when the accommodations may be necessary to afford a person with a disability equal opportunity to use and enjoy a housing accommodation; or

§14. to institute or apply facially neutral policies or restrictions which result in a disparate adverse impact.

26. Disciplinary action, up to and including discharge, will be taken against any employee who is found to have engaged in harassment or any other discriminatory practice.

History shows more than loss of job is entailed in many instances in bad practices. King Saul, Judas Iscariot, Mark Anthony, Cleopatra, Adolph Hitler, Himmler, Hess, in his own way, Eva Braun.. goarhing, goebles, Tojo, Judges Fong and D. Dodd, in their own way, Admiral Boorda, Vincent Foster.

Rene of KSBE:

NASA @ $10Billion/year was sponsored by John F. Kennedy. Somebody helped Julius Ceasar and Mussolini of Italy,not by a Hrench Guillotini.

Jehovah's & Jesus Kingdom
Dr. T. Lee Ketchmark AAK
85-175 Farrington Hwy C363
Waianae, HI 96792

Jehovah's & Jesus' Kingdom
Dr. T. Lee Ketchmark AAK
85-175 Farrington Hwy C363
Waianae, HI 96792

APR 2 | 2000

For this Good News of God's Kingdom and restoring Kalapana Kaiki Pond Park and Harry K. and Kino Brown Park

To: the school Board for all our favorite Principals and all our championship trophy cases.

EXODUS 22

36 Or if it be known that the ox hath used to push in time past, and his owner hath not kept him in; he shall surely pay ox for ox; and the dead shall be his own.

72]

CHAPTER 22

IF a man shall steal an ox, or a sheep, and kill it, or sell it; he [c] shall restore five oxen for an ox, and [e] four sheep for a sheep.

GENESIS 11:7 GOD says, in the Bible, "Confound their languages." to stop building into the heavens at Babylon.

ISAIAH 14:

12 How art thou fallen from heaven, O Lu'-ci-fer, son of the morning! *how* art thou cut down to the ground, which didst weaken the nations!
13 For thou hast said in thine heart, I will ascend into heaven, I will exalt my throne above the stars of God: I will sit also upon the mount of the congregation, in the sides of the north:
14 I will ascend above the heights of the clouds; I will be like the most High.
15 Yet thou shalt be brought down to hell, to the sides of the pit.

The Revelation OF ST. JOHN

REVELATION 20:12 ... the dead were judged out of those things which were written in the books, according to their works.

REVELATION 21

9 And they went up on the breadth of the earth, and compassed the camp of the saints about, and the beloved city: and fire came down from God out of heaven, and devoured

RECEIVE UP TO $ your USIRS Income taxes refunded

Send your tax deductible Contribution to:

Jehovah's & Jesus Kingdom
Dr. T. Lee Ketchmark AAK
85-175 Farrington Hwy C363
Waianae, HI 96792

BELT COLLINS

June 28, 2001
01P-149

Dr. T. Lee Ketchmark
85-175 Farrington Highway C303
Waianae, Hawaii 96792

Dear Dr. Ketchmark:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letters of April 19 and May 13, 2001 regarding the above-referenced plan. A complete description of the proposed project, including land ownership and the potential effects on natural, physical, social, and economic environments of the immediate and surrounding areas, will be included in the Draft Environmental Impact Statement (DEIS).

We will forward a copy of the DEIS for your review. Thank you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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Belt Collins Hawaii is an Equal Opportunity Employer.

April 22,2001

Mr Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

Dear Sir:

I am writing to protest the Hilton Hawaiian Village Waikikian Development Plan. My contention is that your written description of this project is misleading and misrepresents the impact of this project to people living nearby.

First, the environmental impact statement can not be done until the impact of the Kalia Tower, the other Hilton Time Share plus the planned enlargement of Ala Moana Shopping Center and the increased use of the Convention Center are evaluated which will take several years.

Second, the corner of Hobron Lane and Ala Moana is already one of the most dangerous walkways in Hawaii, according to the Honolulu Police Dept, even before your existing structures are in place, which will double the traffic.

Third, the position of the proposed Waikikian Development Plan on the architectural colored drawing (2000.33.3801.5.3.21.01) shows the new tower being closer to Ala Moana Blvd while if you take actual measurements you will see that the new tower actually will be in front of the wing on the Ilikai. Since I own unit 726 at the corner of that wing of the Ilikai your building will completely block one balcony and block about half of my ocean side balcony as well! This will significantly impact the property value of my unit. **I am astonished that you would distribute inaccurate and out of proportion visual drawings to represent (or perhaps misrepresent) your project.**

Fourth, the plans to build the new tower 40% over the parking garage, without support or contact with the garage structure seems very unrealistic and likely to be modified later to the Hilton's advantage but to the disadvantage of nearby owners. Since all plans are tentative I have every expectation that your final plan and tower will be even more of an obstruction than it would appear on these tentative plans. If, for example, the new tower were slanted back at a 45 degree angle, following the direction of the Ilikai tower next door, that would not solve the traffic problems but would minimize the negative impact of view obstruction. Building the tower in the corner now labeled "new retail shops" would also help both traffic and reduce the view obstruction. I plan to oppose your plan as it stands wherever and whenever possible.

Sincerely,

Dr Paul Pedersen
1777 Ala Moana Blvd #726, Hon. Hi. 96815
cc: Mr Lee Sichter

BELT COLLINS

June 28, 2001
01P-149

Dr. Paul Pedersen
1777 Ala Moana Boulevard, #726
Honolulu, Hawaii 96815

Dear Dr. Pedersen:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 22, 2001 regarding the above-referenced plan. Through the use of computer modeling, we are able to project traffic conditions in the year the project would be completed. Therefore, several years of additional studies are not needed to understand the impacts of the project.

With regard to your comments concerning the accuracy of the colored drawing provided in the Environmental Impact Statement preparation notice, please understand there is no intention to mislead with inaccurate information. A detailed visual analysis of the project will be included in the Draft Environmental Impact Statement (DEIS).

The DEIS will include a traffic study that will evaluate the impacts of the plan on surrounding streets including Hobron Lane. Studies to evaluate the project's impacts on property values will be included in the DEIS. Similarly, the alternatives investigated and various building configurations and layouts will also be included in the DEIS, a copy of which will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

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ILIKAI MARINA APARTMENT BUILDING
1765 Ala Moana Blvd.
Honolulu, Hawaii 96815

April 22, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu HI 96813

Re:Environmental Impact Statement
Waikikian Development Plan

Dear Sir:

In response to your inquiry dated March 28, 2001, we offer the following objections and suggestions to the proposed expansion of The Hilton Hawaiian Village.

DENSITY - Though tolerated by current Honolulu floor area ratio limits for new resort developments, those who have observed the conversion of Waikiki from one of the world's most magnificent resort settings into a contemporary version of "the asphalt jungle" will see this new development as further evidence of official indifference to the mutilation of Waikiki. Whether it will be possible for concerned citizens to raise the necessary opposition to convince the City it is time to draw a line against further assault against the golden goose we call Waikiki is yet to be seen.

TRAFFIC - It is obvious that major steps have been planned to enhance traffic flow within the Hawaiian Village. Where is it to go? A 25 ft.wide Dewey Lane will simply move traffic away from Kalia Road and dump it into Ala Moana Boulevard. Even now traffic on Dewey and Hobron lanes is impenetrable. At the time of major events at the Hawaiian Village, the Hawaii Prince, the Ilikai or the yacht harbor, accessing Ala Moana Boulevard can take an hour or more. The Hawaiian Village proposes more roads on its property. These would provide space for vehicles to park while trying to leave the property but the planning provides no place for these vehicles to go. Fire, police and ambulance service will become impossible at times. There is simply just too much traffic trying to access Ala Moana Boulevard now.

PROPOSED BUILDING LOCATION - The location proposed for the new tower presents two serious problems. If constructed as now planned the northwest corner of the new time share building and the southeast corner of the Ilikai will create an inalterable barrier to corrections that are likely to be needed when two facts are realized.

- The problems resulting from a mere 50 or 60 foot opening between the proposed tower and the Ilikai will be truly "set in concrete". Were the new building located at the Eastern edge of the Waikikian property, opportunity for remedial correction in the future would not be completely lost.

- Dewey Lane will become a wind tunnel. It is directly aligned in the direction of the prevailing trade winds. Imagine the conditions in this tunnel during 30 and 40 mile winds.

Undoubtedly there will be many hearings and planning revisions before any project on this property is realized. We trust thorough consideration of our concerns and suggestions will be given before attempting to finalize the plans..

Sincerely

D. L. Gilbertson, President AOAO

xc: D. Dinell
H. Nikaido
D. Solomovich
Board Members

LAND + LAND

BELT COLLINS

June 28, 2001
01P-149

Mr. D.L. Gilbertson, President AOAO
Ilikai Marina Apartment Building
1765 Ala Moana Boulevard
Honolulu, Hawaii 96815

Dear Mr. Gilbertson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 22, 2001 regarding the above-referenced plan. As described in the Environmental Impact Statement Preparation Notice, the proposed project is in compliance with existing zoning and land use ordinances.

A Draft Environmental Impact Statement (DEIS) is being prepared to evaluate the impacts of the proposed plan. It will include a detailed analysis of the project's traffic impacts, including emergency vehicle access and traffic congestion during special events. A wind impact study will also be included in the DEIS to evaluate the projects effects on Dewey Lane. The DEIS will evaluate alternative building layouts. However, the idea of locating a large building closer to the eastern (makai) end of the property was rejected early in the planning process because of its potential impacts on ocean views from the Renaissance Ilikai Hotel. Finally, the applicant believes that the program increase in density will be offset by the open space and public benefits included in the project. A copy of the DEIS will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

Robert K. Thomas
1850 Ala Mn Blvd Apt 1105
Honolulu, HI 96815

April 23, 2001

Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

Subject: Waikiklan Development Plan
EIS Preparation Notice

Dear Mr. Sichter:

I have read the subject document and reviewed the attached plans. In a nutshell the plan is shocking and nightmarish, including the justifications and explanations given in the EISPN. In the cover sheet comments for your attention were requested. Mine follow below.

A. THE STRUCTURE

The high rise buildings in the Waikiki beach area are generally oriented perpendicular to the shoreline, which practice avoids complete loss of oceaniew from the mauka side and minimizes impact on wind flow. The Hilton Hawaiian Village's Kalia Tower, now nearing completion, is the exception in that its length parallels the shoreline thereby maximizing view obstruction for the interior. It's dimensions were scaled off as about 240 X 80 feet. The proposed tower, which is shown as being of about the same dimensions, would likewise be oriented parallel to the shore. Its height is proposed as the full 350 feet permitted by ordinance, almost 100 feet higher than the Kalia tower. The tower's southern end tower would overlap the Kalia tower to form what in effect would be a massive wall some 450 feet wide, rising virtually to the sky. As a point of reference, 450 feet is the length of 1 1/2 football fields. The northern extremity of the structure is shown as crowded right up to the apex of the property line (the point of maximum property width) thereby being hardly separated from the massive Ilikai building. When viewed from some distance this massive dull, drab, and unattractive wall would block out everything between the Rainbow Tower and the Ilikai building. In order to accomplish this view obliteration the southern end of the wall (structure) would be cantilevered some 80 feet over the existing Hilton garage, out of and beyond the property line. What would be the bearing on the foundation along thre existing garage structure? How much warping in the overhand could be expected over the years?

Reference to one of the interesting statements in the EISPN (on p.3) seems appropriate at this point, which is: "To help reduce visual impacts of the preferred alternative, a portion of the tower could straddle the top of the existing HHV Parking Structure". To what visual impacts does this statement refer? For the Waikiki area, the City and County of Hawaii, the State of Hawaii, and for our visitors the alternative can only be viewed as the worst possible solution.

It is recommened that officials responsible for approval/rejection, project planners and other interested people should walk or bike along Ala Moana Boulevard from Kalakaua toward the ocean to gain an impression of this building's impact. Viewing from and along Kalakaua would also be interesting. The impression can be improved if photos are taken and the rough structure outline sketched in. The proposed structure should similarly be viewed while approaching it from the breakwater along Holomoana Street past the marina. Being o n the ground like this affords the individual a feel for the consequence. However, it is suspected that nothing could prepare us fully for the tragic impact of viewing a real implemented structure permanently in place. Then it would be too late.

Wind patterns and climate would also be seriously impacted by the arrangement of structures described above. Under present conditions our trade winds blow freely across the expansive open area of Ft. Derussy toward the ocean. With the proposed plan all this air movement would suddenly impinge upon the 350 foot high wall witn only with only a narrow crack through which to escape into what is called Dewey Lane. What would be this impact of this wind into and along Dewey Lane and along Ala Moana Boulevard, particularly along the Ilikai front? To what degree would the weather around the Derussy periphery be affected?

It can be recalled that in the early planning approval process for the Prince Hotel a similar a similar environmental problem was encountered. The project had been proposed as a single structure situated lengthwise along Ala Moana to be for mixed hotel and condo. The building plan was rejected because its long projection across the path of prevailing winds would have unfavorable impacts on wind patterns. No doubt, the unreasonable blockage of view which would result was a factor in the rejection. With the adopted twin tower solution the use was reduced to hotel only. The impact of this new propsed Hilton structure on wind characteristics would surely be more severe, as would its impact on the view.

B. "DEWEY LANE"

As the EISPN describes the lane is a 20-foot wide right-of-way provided by the state for public access to the water front. This is augmented by an additional 10-foot wide easement 220 feet long(about one-third of the ROW's length) provided by the Ilikai Hotel for

servicing the hotel.

According to "Paragraph 5.i. Traffic Conditions" the lane presently functions as "an entry road for service vehicles accessing the Ilikai Hotel's loading docks and as a pedestrian access route although it has no sidewalks." With that final comment (my underlining) so far from the point it could be referred to being assinine. My goodness, since when is walking dependant upon sidewalks? The lane is utilized by trucks servicing the Ilikai Hotel, but mostly they go up the ramps into the interior for purposes of unloading and whatever. There were commonly obstructions caused by trucks serving the Waikiklian and Tahitian Lanai, but of course that is oner now. Normally, the greatest use is by cars going to and from the marina and the adjacent waterfront popular with surfers, fishermen and other ocean lovers. These days there is considerable traffic related to the tower construction and an increasing flow of traffic routed from the HHV.

In congested streets and boulevards like those in this area any increase in traffic impacts the flow of traffic and traffic jams out of proportion to the proportionate incremental traffic increase. These days there is considerable traffic related to tower construction and an increasing flow of traffic routed from the HHV. Backups in traffic occur in the lane, but the provision for inflowing traffic at the Ala Moana Boulevard allows for a minimum impact on the boulevard's traffic flow. The huge semis serving the construction, mostly approaching along Ala Moana, are mostly responsible for increased traffic jams backing up from Kalia Road.

The lane serves its prescribed functions quite well. As do many others I walk and ride my bicycle along it several times a week. I dread the thought of its being confined by curbs and sideway. In point of fact the main complaint which could be attributed is the unsightleness (much unnecessary) all along its south side: the unkempt construction camp and seemingly uncared for nursery operation. But this is accepted as being temporary while the area is used for essential support for Kalia Tower construction.

The big question now concerns the impact from the incremental traffic caused by the Kalia Tower and the Hilton roadway going between the Lagoon tower and garage structure. One can envisage traffic piled up for the full lengths of Holomoana Street, Hobron Land and Dewey Lane--mostly standing still: and the related noise and air pollution.

C. THE ALA MOANA BOULEVARD INTERSECTION

The document's references to the proposed changes at the Ala Moana intersection as "improvements" is mistated. The present island separating traffic at the intersection was extremely well conceived and allows smooth, safe vehicular entry to the main boulevard without stop lights and the resulting negative impact on traffic flow. The present configuration in addition accommodates a well used public bus stop and convenient loading areas for tour buses. The proposed intersection would surely necessitate the provision of traffic lights would which would slow traffic flow in the boulevard and thereby aggravate the traffic jams. Installing a new set of traffic lights in the short distance between those at the Hobron Lane and Ena Lane intersections is considered unthinkable. The treatment of the Ilikai Hotel frontage is not clear, but seems beyond comment, and the building as a whole would probably be the most impacted by the congestion, polution and NOISE.

The plan's presentation covers over (camouflages) the disposition of our public right-of-way presently very beneficially used for the island, roadway anf loading areas. The fact that the proposed plan seemingly calls for the expropriation of our public right-of-way for use by and for the benefit of the developer is disturbing. The only way to understand and evaluate the proposed changes and apparent expropriation of our public land is to have *the existing layout overlaid on the proposed project plan. It is thought that this should be an* integral part of the final EIS. It should be available, distributed, to the public. One apparent reason for the planned intersection revision is apparently so that the northern end of the proposed building can be extended to the absolute maximum. The building is shown right on the property line, really choking off the passageway. Doesn't the new development ordinance under which the 350-foot high buildings are allowed require setbacks? If ever one is needed it is here.

The present lane and intersection are well suited for the area under and its needs. The siding on Ala Moana Boulevard is well suited for loading and unloading tour buses. Tour buses should be kept off of Dewey Lane.

D. THE ENVIRONMENT AND HILTON HAWAIIAN VILLAGE

With the addition of the Kalia Tower there are six tall towers within this development. There was strong local feeling against the Kalia Tower as its being way too much, but these objections were scattered by the wayside with ease by the Hilton machine. There was a seemingly bright side of this construction, however: the naive perception that now maybe Hilton will stop smothering the area. This process was gone through earlier when Tapia Tower was also understood to be the last. So this former lovely relaxed vacation village is among the world's most heavily developed areas. The name Hilton Hawaiian Village -- what's this? Something like "Hilton Hawaiian Jungle" should perhaps be substituted. The insertion of concrete before jungle is superfluous. It goes without saying. Even tourists now

walking around the construction can be heard questioning why Hilton won't stop choking this area and wondering why aren't they stopped.

Now, out of the blue their new unbelievable plan for the Walkikian/Tahitian Lanai property is announced. There doesn't seem to any aspect of the local broad environment not severely damaged, destroyed, by the sum total of this project's impacts. The major areas of impact have been covered above

Comprehensive review of the proposed development plan and description combined with walking through the area leads one to the conclusion that this long narrow strip of land, located as it is between and serving as a buffer area between the gigantic intensely developed complexes, is simply not suitable for any new high rise construction, and in particular a structure oriented and of the size shown in their plan The implementation of a high rise anywhere in the property would choke the area to proverbial death and would severely downgrade the quality of the HHV and surrounding area and the whole of Waikiki It is considered obvious that the Walkikian Hotel building is about the maximum sustainable size, and that no building bigger or higher than it should implemented.

The land has already provided much needed open area to support construction of the Kalia Tower, and provides access from the HHV to Dewey Lane. In it unfinished state the roadway to the lane is alreading being increasingly traveled. And the property permits shifting the Lagoon lagoon entrance to the Ilikal side, and a large commercial swimming, "FUN POOL" and restaurant are planned.

E. WHAT'S THE HURRY???

The Kalia Tower has not been copleted. It would seem that its impact on traffic, noise and all around disturbance should be important considerations in the planning and approval process of any potential subsequent project without rushing headlong into a new venture as contemplated.

Then there is another cosideration. It is common knowledge that sales of the Lagoon Tower Time Shares are moving very slow. The local term for the progress is "sales suck". One wonders how sales, past as well as future, will be affected when the word is out that the present elegant entrance on the lovely lawn is to be abandoned and shifted to the back yard. But then again the proposed development plan shows a 50-foot Wedding Chapel adjacent to the lagoon's beach so as to be right smack in the center of the lovely view though the trees and across the lawn, lagoon and ocean. And what else is in mind for the Lagoon?

Now they want to dump another time share, generally considered a lowly concept, on us. How much benefit would be derived by the City and County from a mostly unsold underutilized project, in which the users would be coming to Hawaii anyway. And all the time destroying the area's appeal.

The urgent rush is related to cashing in on the big tax break, the city's handout without which it is acknowledged that ewven the Kalia Tower would not have been implemented. It seems ironic, tragically so, that the City would be giving away our, the public's, tax money so that our environment could be so detrimentally impacted.

Very truly yours,

Robert K. Thomas
Tel 949-8435

BELT COLLINS

June 28, 2001
01P-149

Mr. Robert K. Thomas
1860 Ala Moana Boulevard, Apt. 1106
Honolulu, Hawaii 96815

Dear Mr. Thomas

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 23, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will include a traffic study which will evaluate the impacts of the plan, as well as other studies that analyze potential noise, air quality, wind, and visual effects of the project.

The proposed project would replace an existing hotel structure. The DEIS will evaluate several alternatives for the use of the property and building design. The DEIS will also discuss the construction techniques that will be used to construct a portion of the proposed structure over the parking garage.

While it may appear that the applicant is rushing the project, planning actually began several years ago as part of the due diligence effort to determine whether or not to purchase the property. Given the time it takes to go through the permit approval process, there will be time for a full and detailed review of the project. The DEIS is the very first step in a long and stringent process.

Finally, please note that the applicant's proposal to redesign Dewey Lane's intersection with Ala Moana would essentially convert a portion of the paved turnout into a pedestrian plaza. No public land is being expropriated for private use. A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065 / TELEPHONE 547-7000

DUKE BAINUM
COUNCILMEMBER
DISTRICT IV
(808) 547-7004
(808) 523-4220 Fax
bainum@co.honolulu.hi.us
http://www.pbd.com/~bainum

April 24, 2001

Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Blvd., First Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

A resident has called my office to request that the Environmental Impact Statement for the Waikikian Development Plan specifically address the issues of increased traffic and noise in the harbor area. In addition, the resident requested that the traffic study be based on actual traffic counts, including the types of vehicles on the roadways, as opposed to simply relying on a computer model. Finally, the resident requested that a wind study be conducted to determine whether or not the new tower will have an adverse impact on the sailboats that come in and out of the Ala Wai Yacht Harbor.

Thank you for the opportunity to provide this input.

Sincerely,

Duke Bainum, M.D.
Councilmember, District IV

DB:clm

cc: Mr. Daniel Dinnel, Vice President of Strategic Planning & Community Affairs, Hilton Hawaiian Village

BELT COLLINS

June 28, 2001
01P-149

Mr. Duke Bainum, Councilmember
City Council - District IV
Honolulu Hale
530 So. King Street
Honolulu, Hawaii 96813

Dear Councilman Bainum:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 24, 2001 regarding the above-referenced plan. Please assure your constituents that the Draft Environmental Impact Statement (DEIS) that is currently being prepared will include a traffic impact assessment report that will describe existing and projected traffic conditions, both with and without the proposed project. The traffic study will be based on actual traffic counts. The DEIS will also discuss the types of vehicles that utilize the major roadways. Similarly, noise, air quality, and wind studies have been performed for the proposed project and will also be included in the DEIS.

A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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2001/CUC-1857

'01 APR 26 PM 3 49
DEPT OF PLANNING and PERMITTING
CITY & COUNTY OF HONOLULU

April 24, 2001

To: Department of Planning and Permitting
City and County of Honolulu
650 S. King St
Honolulu, HI 96813

From: Mr. Mrs. Kenneth Darrow
1778 Ala Moana Blvd. #2414
Honolulu, HI 96815

We object to the development by Hilton Hotels of the proposed Waikikian Tower.

The increased congestion and noise on Ala Moana Boulevard will remarkably impact the residents who live in the surrounding area. The little remaining ocean views for those of us who treasure this aspect of our lives will be all or partially eliminated.

We have been owners in Discovery Bay for 25 years and have watched helplessly as Hilton has gradually usurped our quality living, first with construction of the Tapa tower and more recently, Kalia Tower.

A signal at Dewey Lane will be a nightmare. We already look down on the street at any hour of the day and see traffic backed up as far as the eye can see. How will this little neighborhood endure the pressure of added traffic?

Last year we enclosed our lanai to avert breathing in the polluted air which wafts up from the street, blackening the floors and walls. Now, we feel it may be necessary to leave this area completely. Is there anything that we as citizens of this city can do to avert this abomination?

Urgently,
Kenneth E Darrow
Sharon G Darrow

PC: Department of Environmental Services
Department of Transportation Services
State Office of Environmental Quality Control
Councilman, Duke Bainum
Waikiki Neighborhood Board
Honolulu Advertiser
Star Bulletin
Midweek
Board of Directors, Discovery Bay
Councilman Duke Bainum

2001/ELOG-1887

BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Kenneth Darrow
1778 Ala Moana Boulevard #2414
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Darrow:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 24, 2001 to the City and County of Honolulu, Department of Planning and Permitting, regarding the above-referenced plan. A traffic study that will be included in the Draft Environmental Impact Statement (DEIS) has been conducted to describe existing conditions and evaluate the impacts of the plan. Other studies, addressing potential noise, air quality, and visual effects of the project, have also been conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

April 24, 2001

To: Department of Planning and Permitting
City and County of Honolulu
650 S. King St.
Honolulu, HI 96813

'01 APR 27 PM 2 26
DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

From: Mr. Mrs. Victor Cole
1778 Ala Moana Blvd. Apt. 3713
Honolulu, HI 96815

Re: The Proposed Hilton Waikikian Tower

From the point of view of the betterment of Waikiki and the neighborhood of the Hilton Hawaiian Village, adding a seventh 350 foot plus tower just makes no sense. It would be a visual disaster adding materially to the "Chinese Wall" effect on Ala Moana Boulevard. It would fly in the face of the mayor's constructive plan to limit the density of Waikiki.

The additional traffic created by cars for 400 more rooms plus another stop light on already jammed Ala Moana Boulevard will create more noise, more pollution and more frustration. I see argument that there would be more pedestrian access to the beach is specious. The few from the neighborhood who go to the beach on foot have plenty of access through Hobron and Dewey Lanes and Paoa Place.

Economically, it would add a small amount to the Hilton's profit and we have no objections to that. But because it would dramatically reduce the "ocean views" of literally hundreds of condominiums and hence reduce their value, it is not even a good deal from an overall financial viewpoint.

Hilton is just finishing the new Kalia Tower. That's enough. Let's leave the few relatively open spaces left on Waikiki alone and turn down this proposal.

Sincerely,

CC: Department of Environmental Services
Department of Transportation Services
State Office of Environmental Quality Control
Waikiki Neighborhood Board
Honolulu Advertiser
Councilman, Duke Bainum
Star Bulletin
Midweek
Board of Directors, Discovery Bay

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BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Victor Cole
1778 Ala Moana Boulevard Apt. 3713
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Cole:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 24, 2001 to the City & County of Honolulu, Department of Planning and Permitting, regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) will include a detailed analysis of the project's impacts upon traffic, views, noise, air quality, and property values of surrounding apartments. It also will present an analysis of various density alternatives.

We will forward for your review a copy of the DEIS. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Louis V. Solinski
The Ilikai # 1543
1777 Ala Moana Blvd.
Honolulu Hi 96815

April 24, 2001

Ref: Environmental Impact Statement Preparation Notice.

Subject: Comments and Suggestion on the Hilton Hawaiian Village Waikikian Development Plan.

To: Mr. Daniel Dinell
Cc: Mr. Lee Sichter

In regards to the proposed Hilton Hawaiian Development Plan I have two comments to make. In my first comment I would like to congratulate Hilton Corporation and all the people involved in creating a beautiful plan for the proposed redevelopment of the property located adjacent to the Hilton Hawaiian Village and identified as Tax Map Key 2-6-9. This plan captures the spirit of Hawaii and when completed will enhance the beauty of the surrounding areas.

In my second comment I would like to point out that your development plan when completed as you have described it at the Honolulu City Council Meeting, would create a huge traffic jam. The traffic jam caused by using the back alley on the Diamond Head side of the Ilikai building for your main access to the buildings on your Development Plan. You have to realize that this two way alley is small & is already being used at full capacity, by the delivery trucks to the Ilikai bldg, for garbage removal trucks and above all it is the only entrance and exit for approximately 400 cars from the Ilikai underground garage.
Your plan would add an additional 400 cars/day from the Wakikian bld. And approx. another 400 cars/day from the proposed changes you are planning to make to the Lagoon Tower. bldg. not counting taxi cabs, and delivery vans that will flood the alley. The traffic congestion will be unbearable. It would be practically impossible to get in and out of the Ilikai garage and to remove the garbage from the building. I am afraid that if you are not going to change your plan you will create a traffic monster.
Therefore I suggest that the plan for changing the entrance of the Lagoon Tower to the Ewa side of the building should be scrapped, this would reduce the traffic by approx. 400 cars/day. Also you should be able to find another way of directing the traffic to the proposed Waikikian Tower rather than utilizing the Ilikai back yard alley.

Sincerely Yours
Louis Solinski

BELT COLLINS

June 28, 2001
01P-149

Mr. Louis V. Solinski
The Ilikai #1543
1777 Ala Moana Boulevard
Honolulu, Hawaii 96815

Dear Mr. Solinski:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 24, 2001 to Mr. Daniel Dinell regarding the above-referenced plan. We greatly appreciate your support for the proposed project.

A traffic study that will be included in the Draft Environmental Impact Statement (DEIS) is being conducted to describe existing conditions and evaluate the impacts of the plan. Other studies, which include but are not limited to potential noise, air quality, wind, and visual effects of the project are also being conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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April 24, 2001

Don and Norma Birdsall
Pomaikai
1804 Ala Moana Blvd #18A
Honolulu, HI 96815 808 947-6111

To: Hilton, Inc and
associated parties

Re: Addition of a seventh tower (Waikikian) 350' in height
blocking the view of many nearby residents!

In addition to blocking views as admitted to in the study,
many other aspects are impacted.

Having purchased my beautiful 2 bedroom, 2 bath unit located at the Pomakai,
1804 Ala Moana Blvd Unit 18A, the view of the Pacific is the biggest enjoyment
and asset for us older, retired people to enjoy. The addition of the seventh tower (Waikikian)
will block our view of the Pacific.

The Diamond Head view was also a nice picturesque scene but it is now completely blocked
by the new Kalai tower.

We have endured the loud and excessive noise which starts early each morning awakening the
neighborhood with air horns from trucks trying to get access, backhoes with the beepers
blaring 8-12 hours per day, the pile driving booms and many other obnoxious, disturbing and loud
associated noises for about 2 years.

Now the addition of this new 350' obstruction, the noise will persist another 2 or more years.

In our view, this is not acceptable to the many present occupants of the numerous surrounding buildings.

Having been associated with Honolulu in as much as having two brothers in service,
one at Pearl Harbor Hickam AFB and the other at Wheeler, December 7th, 1941,
both survived and myself during a WWII tour flying 30 missions over Germany,
penetrating 35 typhoons in the Pacific out of Guam 1954 and 1955, I have seen a lot of the
Pacific Ocean and loved every minute of it. I hate to lose the great view now enjoyed,
to a program that has only one definition in my mind and many others, "Greed".

With due respect to Big Business, please don't stomp on us elders quite so hard.

Yours truly,

Don Birdsall
Norma Birdsall

PHOTOS

1. Spoiling our breakfast

2. Mrs. B enjoying the breakfast and the wonderful view.

3. The beautiful view from our lanai and many others will be taken away by another tower by the greedy developer Hilton Inc.

4. Could be replaced by income property of like height instead of a 350' high monster.

5. Notice the terrain just to the left of the Kalia Tower which blocked completely the nice view of Diamond Head which we were so proud of.

   We have endured the construction equipment beep beep's for almost 2 years, the pile driving air horns waiting to make the turn in along with disrupting traffic and now you want us to endure this another 2 years. Thanks for spoiling our retirement!

6. The view of Diamond Head prior to Kalia Tower.

7. A change to this area will be welcome.
   Numerous designs would enhance your property.

8. Another view you are greedily taking!
   My suggestions to really utilize and promote your program would be to put a runway on top of the 7 structures for 747 loads of passengers and just enter your rooms through elevators and escalators. Maybe the noise would drown out the backhoes, draglines and equipment disturbing our peace and quiet.

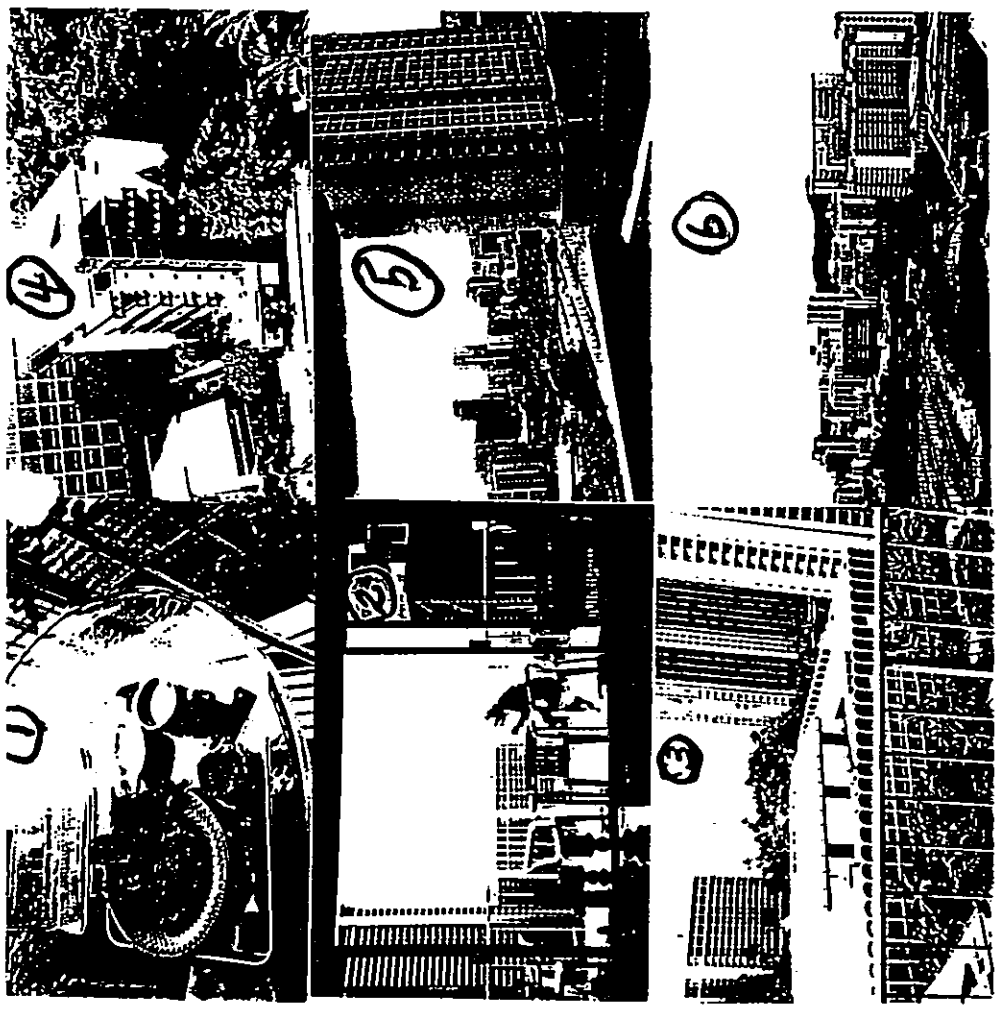
9. Will traffic be affected? This was 2 p.m. on a Thursday.
   Look at the three different directions the cars are trying to go.
   Oh no, we'll fix that another disruption for the next couple of 3 years.

10. Continuation of traffic jam on a Thursday, p.m.

11. My view! Question another 350' tower as per Sunday paper article.
    GREED GREED GREED!

12. Same day traffic April 18, 2001 2 p.m.
13. Our old view.
14. Suspected view after the Waikikian construction.

Don Birdsall 4/24/01



AREA TOO SMALL

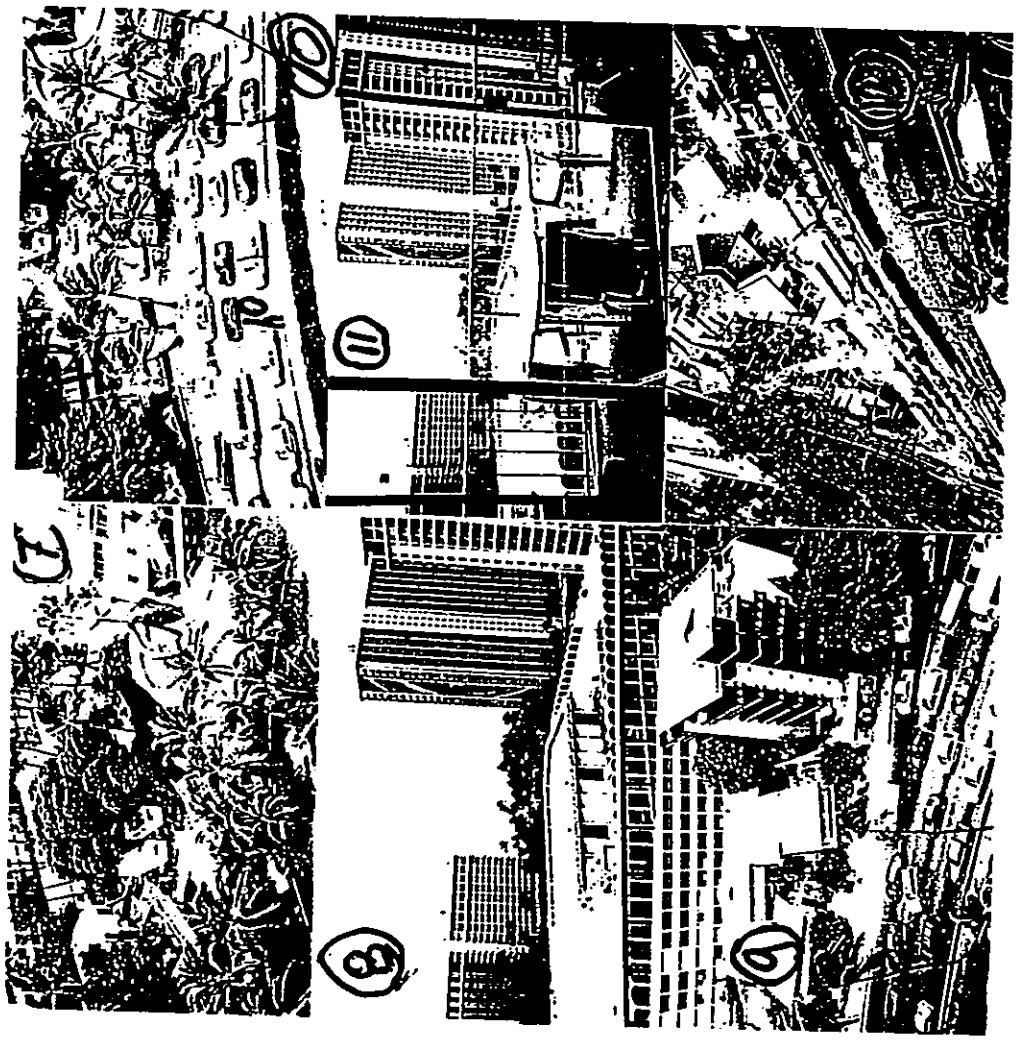
Hilton shouldn't build 7th tower at Village

Greed will destroy the home feeling of the Hilton Hawaiian Village. Hilton's announcement of a seventh, 350-foot tower to be built on a remaining odd-shaped sliver of land (1.9 acres) must be stopped or scaled down.

The tower would kill the last remaining view of the ocean for hundreds of nearby residents. Why can't Hilton give something back to the community to live up to its national advertising? We are just recovering from the noise of the new Kalia Tower.

Seiko Araki

KAIMUKI/AHUA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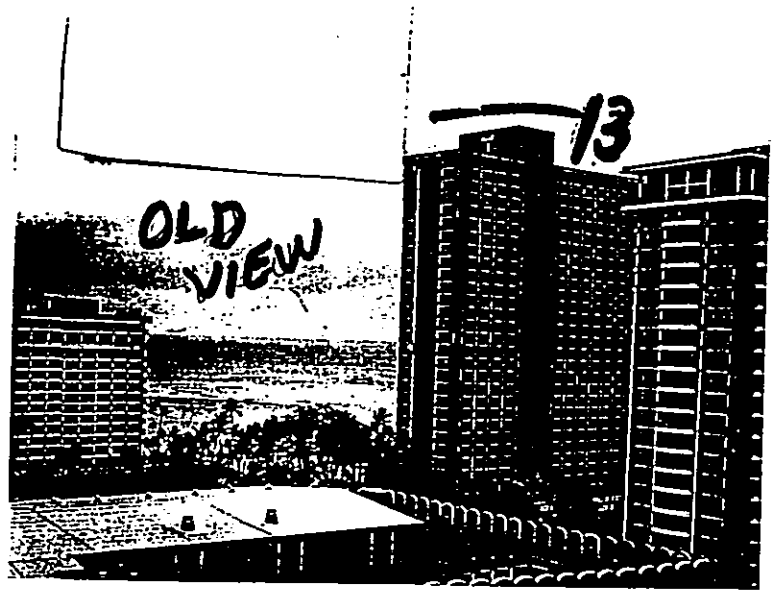

13
OLD
VIEW


LIFT FOR 13
14

Hilton: Plans tied to timeshare growth

FROM PAGE ONE

quarter of next year.

Hilton's move coincides with dramatic growth of the estimated $250 million time-share industry in Hawai'i.

Timeshare sales have been increasing by 25 percent each year over the past four or five years, at or above industry growth rates in other parts of the world, said Mitchell Imanaka, a local attorney and Hawai'i chairman of the American Resort Development Association.

Starwood and Hyatt are involved in island timeshare development, and Marriott Vacation Club International expects to begin construction early next month on 750 vacation ownership units at Ko Olina.

Impressive sales

Meanwhile, Hilton, which opened its 264-unit Lagoon Tower timeshare in mid-January after a $36 million renovation and conversion from apartment use, has been eased by the interest in units.

Hilton spokeswoman Bernie Caalim-Polanzi said about 15 percent of the "intervals," or timeshare blocks, have been sold.

Half of the sales have been to Japanese visitors. Unsold units have been offered to hotel guests wanting one-, two- or three-bedroom condominium-style units.

Caalim-Polanzi said the Waikīkian timeshare project is still in a design phase. Preliminary plans call for a tower about as tall as Kālia atop a new parking structure. Also in the plans are more retail shops, a restaurant, wedding pavilion and pool with slides and waterfalls.

The empty six-story Waikīkian would be demolished. The Tahitian Lanai and a string of retail shops that were on the site were demolished in 1997.

The Lagoon Tower's portcochere would be moved from the Diamond Head side of the building to the 'ewa side.

Its pool would be removed to restore a continuous sandy shore around the Hilton lagoon.

Caalim-Polanzi said that vehicle and pedestrian access to Hilton Hawaiian Village would be created from Ala Moana Boulevard, while Dewey Lane, running behind the 'Ilikai, will be improved.

Hilton to expand Waikīkī resort

Project to add timeshare units

By Andrew Gomes
Advertiser Staff Writer

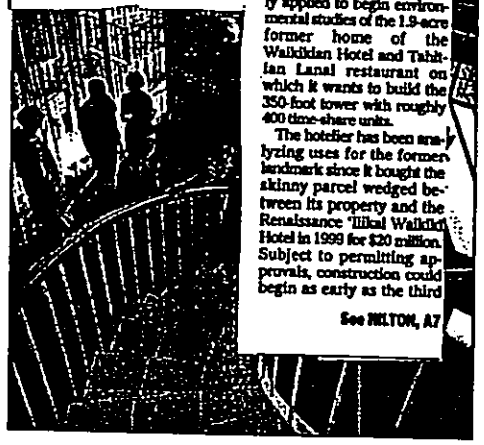
With its newest Kālia Tower not even open yet, and timeshare sales just under way at its newly renovated Lagoon Tower, Hilton Hawaiian Village plans to develop yet another tower at its Waikīkī resort.

The tower would be Hilton's seventh at the site, and, if approved, would transform Hilton into the largest time-share operator in Waikīkī, with about half of all units on O'ahu.

Hilton Hotels Corp. recently applied to begin environmental studies of the 1.9-acre former home of the Waikīkian Hotel and Tahitian Lanai restaurant on which it wants to build the 350-foot tower with roughly 400 time-share units.

The hotelier has been analyzing uses for the former landmark since it bought the skinny parcel wedged between its property and the Renaissance 'Ilikai Waikīkī Hotel in 1999 for $20 million. Subject to permitting approvals, construction could begin as early as the third

See HILTON, A7



ADVERTISER LIBRARY PHOTO • January 2001

The Penthouse at Hilton Hawaiian Village is part of a timeshare plan being offered by Hilton Grand Vacations Club. Hilton hopes its planned expansion will let it capitalize on timeshare industry growth.

The plans would max out room development at the resort, bringing Hilton Hawaiian Village's room count to about 3,600 rooms.

Local visitor industry analyst Joseph Toy of Hospitality Advisors LLC said Hilton can easily leverage that density to help its time-share business.

"They have a built-in market to market to," he said. "That's pretty powerful."

Redevelopment opportunity

Ann Bouslog, president of the local real estate development and consulting firm Mikiko Corp., said the Waikīkian is a "terrific site for (time-share) use," especially because there aren't many sites left in Waikīkī for redevelopment.

The property's only challenge, she said, is that it is long and narrow, which makes it necessary for Hilton to use the area's 350-foot height limit to provide as many ocean views as possible.

Existing timeshare inventory in Waikīkī, aside from Hilton's Lagoon Tower, tends to be old. Most of it was built in the 1970s and 1980s, Imanaka said.

Because Hilton's two time-share properties will be new or newly renovated and on the beach gives it an advantage in the market, according to Toy.

According to a new Department of Business, Economic Development & Tourism survey, there were 582 time-share units on O'ahu in 1999. That was about 16.5 percent of the statewide total of 3,524. Statewide, time-share units represented 1.6 percent of total visitor industry room inventory.

But Imanaka estimates the current number of time-share units higher, at about 5,000, with Waikīkī's share at about 20 percent.

Andrew Gomes can be reached at 525-8065, or by e-mail at agomes@honoluluadvertiser.com

Hilton plans 7th tower on its Waikiki property

Neighbors are already raising objections about possible traffic problems in the area

By Mary Adamski
Star-Bulletin

Hilton spokeswoman Bernie Caalim-Polanzi said the tower will contain 400 time-share units to be managed by Hilton Grand Vacations. The 264-unit Lagoon Tower was reopened earlier this year as a time-share operation.

Caalim-Polanzi said the proposal also includes a "family fun swimming pool, a wedding chapel and gazebo and a restaurant with a Hawaiian flare." The current Lagoon Tower pool would be removed, providing for a "contiguous shoreline" around the Hilton Lagoon.

The city Department of Planning and Permitting, the state Office of Environmental Quality Control and other agencies

Please see Tower, A8

Tower: Nearby dwellers fear heavy traffic congestion and obstructed views by Hilton's new Waikīkian Tower

Continued From A1

have been notified that an environmental impact statement is being prepared.

Residents of surrounding buildings raised objections when the plan was unveiled last week at the Waikīkī Neighborhood Board meeting.

"Traffic is already crushing in that area, and the Kālia Tower isn't opened yet," said Liz Hamilton, an Ala Moana resident.

Robert Thomas, a Wailana condominium owner, was outraged that the Hilton plan calls for a new intersection and traffic light on Ala Moana to expedite access to and from the Hilton on Dewey Lane, a 20-foot-wide utility road between the 'Ilikai Hotel and the Waikīkian site.

"It will help get their tour buses in and out, but for everybody else it's destructive," said Thomas.

Besides the new tower entry, plans call for the porte-cochere — covered entry — of the Lagoon Tower to be relocated to its Ewa side to make use of the roadway.

Thomas envisioned the extended construction, combined with the current six-floor parking garage, as "a massive wall some 600 feet long ... (that) will block out everything between Rainbow Tower and the 'Ilikai building. It is shocking and nightmarish."

The preparation notice by Bell Collins Hawaii acknowledges that "the project will impact mauka and/or makai views from surrounding properties."

Ocean views from some units in Discovery Bay, the Hawaii Dynasty and the Waikīkī Park Side may be impacted, as well as condos from other taller buildings in the Hobron Lane and Kaloa Drive areas mauka of Ala Moana Boulevard."

Bald Thomas, who lives in a Wailana penthouse, said "Waikīkī is buzzing about it. People are alarmed, how it can happen. I lived in Hilton for 22 years, and when it became a time share, I had to move out."

Waikīkī Neighborhood Board Chairman Sam Bren said the board "gave our unanimous approval to go ahead with an EIS (environmental impact statement). We didn't vote on the structure; it isn't a final plan yet. Basically, the board is in favor of the project.

"They want a new stoplight to allow left turns (into Dewey Lane). On the other side of coin, there is a plan to redo Ala Moana. We can see some handwriting on the wall," Bren said.

"I think Hilton has done a fantastic job of developing its property. The plans are an enhancement as far as Waikīkī is concerned," Bren said.

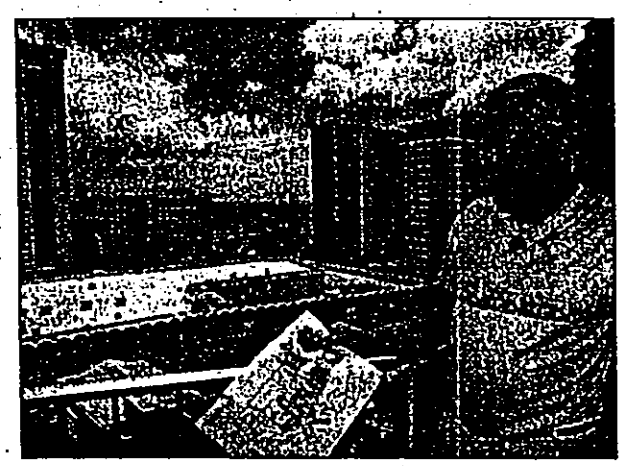
May 7 is the deadline for written comments. They can be delivered to Daniel Dinell, vice president for strategic planning and community affairs, Hilton Hawaiian Village, 2005 Kālia Rd., Honolulu 96815; or to Lee Schiter, senior planner and project manager, Belt Collins Hawaii, 680 Ala Moana, Suite 100, Honolulu 96813.

There will be public hearings and opportunities to comment when various permit applications are made, said Patrick Seguirant, city urban design branch chief. Should the Hilton seek greater density than zoning code allows, it would involve a planned resort development process, which requires City Council approval, he said. Written comments may also be sent to Randall Fujiki, director of the Department of Planning and Permitting, 650 S. King St., Honolulu 96813.

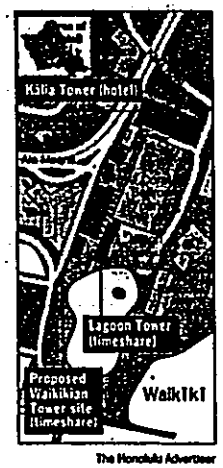
"Traffic is already crushing in that area, and the Kālia Tower isn't opened yet."

Liz Hamilton,
Ala Moana resident

Competing visions collide



RICHARD AUBO • The Honolulu Advertiser



The Honolulu Advertiser

Dan Birdsall, with a drawing of the proposed Hilton development, said the new Hilton tower will obscure what's left of the ocean view from his 18th-floor condo.

Residents fight Hilton expansion

Some say latest tower a product of greed

By Karen Blakeman
Advertiser Staff Writer

Don Birdsall is a 77-year-old retired military man who bought a Waikiki condo with views of the ocean and Diamond Head. The purchase was the embodiment of his retirement dream.

But there are other visions in Waikiki, and those of increased hotel capacity and capitalizing on the area's growing time-share market have turned Birdsall's dream into a nightmare.

Shortly after he and his wife, Norma, moved into the two-bedroom apartment on the 18th floor of the Pomaikai on Ala Moana, Hilton Hotels Corp. began construction on its Kalia tower. The Kalia is the sixth tower on the Hilton Hawaiian Village property, largest of the Waikiki resorts, and its 453 hotel rooms will open to guests in mid-May.

After two years of listening to construction equipment, air horns and frustrated motorists trying to make their way past the construction, the Birdsalls lost their view of Diamond Head and gained a view of another multilevel high-rise.

But the Kalia tower wasn't the end of it. Now Hilton is making plans to build a new, 350-foot tower on a narrow strip of land that was the former site of the Waikikian Hotel and Tahitian Lanai restaurant. The new Waikikian Tower will house 400 time-share units.

It also will shut off what remains of the Birdsalls' view — a patch of ocean — leaving the couple walled in by high-rises.

"Last night we could see three ships out there in the sunset," Birdsall said. "Now they're going to put in more concrete? It breaks my heart."

Daniel Dinell, vice president of strategic planning and community affairs at the Hilton Hawaiian Village, said groundbreaking for the new tower will not begin before the third quarter of 2002 at the earliest. The Hilton is still in the process of applying for various permits, and detailed design development work has not yet begun.

He said he and members of his company have met with the community at Waikiki Neighborhood Board meetings, and that he plans to meet with the residents of the Pomaikai on Monday.

"We are committed to discussing our proposal with our neighbors in order to ensure that this project is a win-win for the entire community," Dinell said.

Dinell said the development plans call for improvements that will benefit Waikiki residents, including developments along Dewey Lane that will create a pleasant pedestrian walkway from Ala Moana to the beach.

"The existing Dewey Lane is unsafe and unsightly," he said.

Plans are being made to

See HILTON, B2

Hilton: New tower alarms some

FROM PAGE B1

keep the "footprint" of the building small, and to create as much open green space and pedestrian walkway areas as possible, he said.

The possibility of a new traffic light at Dewey Lane and Ala Moana is being considered.

Dinell said he welcomes written comments addressing the impact of the construction on the community.

Birdsall said he and others in his building plan to fight the new tower. He does not see its construction as an improvement to the new neighborhood.

"I think the use of the word 'greed' is very appropriate in this situation," he said. "Search for wealth at the expense of us old folks."

Bald Thomas, who lives in a penthouse in the nearby Wailana building, also uses the word "greed" when voicing her opposition to the construction. Thomas said it isn't just losing the view; she thinks the new construction will block trade winds, overload sewer systems and add another large block of concrete to an area already overloaded with concrete.

Both Thomas and Birdsall say they are prepared to fight. Neither is sure about winning.

"I don't have a lot of hope," Birdsall said.

Said Thomas: "This is war. Nobody wins in a war. They won't either. They're going to lose the tourists they hope to attract. They're having to fight for space on the beach as it is."

Sam Bren, chairman of the Waikiki Neighborhood Board, said he thinks those who oppose development are likely to lose. Bren said that although construction opponents are numerous, he isn't entirely sympathetic to their cause.

"We've had a couple of meetings addressing this," he said. "There were probably 50 or 60 people at the last one, and we're getting letters.

"They say, 'We don't want anything that will disturb our viewplane, create more traffic or disturb the sedentary lifestyles we've fallen into,'" he said. "My answer is, 'if you would like your property taxes tripled or quadrupled, then ask the city to spend millions of dollars to buy the property from Hilton Hawaiian Village.'

"People don't seem to understand that nothing is so permanent as change and change is growth," he said.

Public input

The Hilton Hawaiian Village is required to seek public input as it prepares its environmental impact statement, one of the steps to obtaining a permit to build.

➤ Written comments on potential impact can be addressed to Daniel Dinell at the Hilton Hawaiian Village, 2005 Kalia Road, Honolulu, 96815, or to the Hilton's agent, Belt Collins Hawai'i, in care of Lee Sichter, 680 Ala Moana, Suite 100, Honolulu, 96813.

➤ Copies can be mailed to the Department of Planning and Permitting, 650 S. King St., Honolulu, 96813. Comments will be accepted through May 7.

Watch out for Waikiki growth

Hilton's greed will destroy the home feeling of the [Hawaiian] Village.

Hilton's announcement of a new seventh 350-foot tower built on a remaining odd-shaped sliver of land (1.9 acres) must be stopped or scaled down. Local residents were sorry to see the Hawaiiana Tahitian Lanai landmark destroyed and do not wish to see a huge building wedged into this property.

Waikiki does not need this monster-size tower. This tower kills the last remaining view of the ocean for hundreds of nearby tax-paying residents. Why can't Hilton give something back to the community to live up to its national advertising that there is some open space on its Village property? We are just recovering from the noise of the new Kalia Tower that was placed on the second-to-last remaining parcel.

A five-foot strip of tropical plants will not make up for the fact this strip of land is too small for a tower the size of 350 feet.

Do local property owners have any say on losing their view from their very expensive condos? Can they sue the Hilton?

SEIKO ARAKI

BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Don Birdsall
Pomaikai Condominium
1804 Ala Moana Boulevard, #18A
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Birdsall:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 24, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) that is currently being prepared will describe the alternatives investigated and various building configurations and layouts considered. The proposed design is within the allowable height for the Waikiki area and complies with all zoning and land use ordinances.

A view analysis of the proposed project from various public places is also being conducted and will include recommendations on how to minimize potential adverse effects of the project. A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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HAWAIIANA

Hawaiiana Management Company, Ltd.
Pacific Park Plaza, Suite 700
711 Kapiolani Boulevard
Honolulu, Hawaii 96813
Tel: (808) 593-9100
Fax: (808) 593-6333
Internet: www.hmcmgt.com

April 26, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

Re: Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Sichter:

I am writing to you on behalf of the Association of Apartment Owners of the Chateau Waikiki as directed by a unanimous vote of its Board of Directors.

We are in receipt of your Environmental Impact Statement and feel strongly that this statement does not adequately or completely address all of the issues of concerned parties. The project will have a direct impact upon several neighboring buildings, many of which are not listed in your study as being impacted. Some of these buildings the are Pomaikai, Waipuna, and of course Chateau Waikiki. The effect on Chateau Waikiki will be the loss of views on the Diamond Head side of the property, as well as the unsightly nature of another 350 foot (plus) tower on the Ocean front. More and more of the views from Chateau have been lost from your present construction at the Hilton Hawaiian Village, and now you propose another building which not only further impacts and restricts the views of surrounding properties, but also invades the open space and vistas for which Hawaii is famous. In addition to the impact of size and height of the project, your evaluation of the additional traffic and noise is inadequate. Ala Moana Boulevard is already congested and your proposal of a stop light and an intersection does nothing but compound the existing problems on the Boulevard. You have also failed to address even the pedestrian walk ways along the makai side of Ala Moana affronting Hilton Hawaiian Village and the new project which are presently inadequate and poorly designed.

We are hopeful that you will carefully consider the voices of your neighbors and develop a plan which is more in keeping with the Aloha Spirit of Hawaii and the protection of open spaces. Chateau Waikiki intends to vigorously participate in any and all hearings regarding the project as proposed and encourage our neighbors to do the same. We will look forward to a more satisfactory and tolerable plan with less negative impact on the surrounding environment of the Hilton Hawaiian Village.

Thank you for your attention.

Sincerely,
FOR THE BOARD OF DIRECTORS

Richard J. McDougal Ph.D., CMCA
Vice President/Principal Broker

CC: Board of Directors

BELT COLLINS

June 28, 2001
01P-149

Richard J. McDougal Ph.D., CMCA
Vice President/Principal Broker
AOAO Chateau Waikiki
c/o Hawaiiana Management Co.
Pacific Park Plaza, Suite 700
711 Kapiolani Boulevard
Honolulu, Hawaii 96813

Dear Dr. McDougal:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 26, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) is currently being prepared. The document that you reviewed was the Environmental Impact Statement Preparation Notice and was prepared to notify public agencies and the public that a full EIS is being prepared.

The DEIS will accurately describe the proposed project, the alternatives investigated, including alternative layouts and building configurations. A traffic study to be included in the DEIS, was conducted to describe existing conditions and evaluate the impacts of the plan. Other studies will evaluate potential noise, air quality, wind, and visual effects of the project, and will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

verizon

Verizon Hawaii Inc.
P.O. Box 2200
Honolulu, HI 96841

April 26, 2001

Lee Sichter
Belt Collins Hawaii
680 Ala Moana Boulevard, First Floor
Honolulu, HI 96813-5406

Dear Lee,

I have reviewed the "Environmental Impact Statement Preparation Notice for the Waikikian Development Plan" prepared by Belt Collins Hawaii.

Section 6.j. Public Services and Facilities states that the project's impacts will be fully addressed in the draft EIS. Please contact our buried cable group at 483-8085 to identify underground telephone lines in the vicinity. Your consideration will eliminate accidental damage to our extensive network and avoid inconvenience to our customers.

I appreciate the opportunity to communicate my concern.

Very truly yours,

Harlan Hashimoto
Environmental Affairs
546-2562

BELT COLLINS

June 28, 2001
01P-149

Mr. Harlan Hashimoto
Verizon Hawaii Inc.
P.O. Box 2200
Honolulu, Hawaii 96841

Dear Mr. Hashimoto:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 26, 2001 regarding the above-referenced plan. We will contact your buried cable group well before final building design to determine the exact location and types of cables you have in the area of the proposed project.

We will forward for your review a copy of the DEIS

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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April 26-2001 4/30/01

Dear Mr Randall Fujiki,

In regard to the HILTON HAWAIIAN Village Waikiki Development Plan and subsequently Environmental Impact Statement Preparation Notice Waikiki Development Plan by BELT COLLINS.

ITEM (h) H: re Sewer comments

Conditions in regard to the Lakeu Hotel the writer consists of 2 components the condo's Nanea fronting Kahaui Ave & the 3 Wing HOTEL abutting Kuhio Lane. There is also a water

The 3 Wing Construction partially faces Kuhio Lane and Ohauna of many Condos. This both Condo & hotel rooms. Defeat many such as ours overlooks Kuhio Lane & the Hilton complex. If he informs you incorrectly about this there may be other falsifications as well.

2

Sometime ago the City & County water supply erected installing a water pipe contraption in front of the Lakeu near DEWEY LANE. After questions & phoning I was told by the city environmental dept that the went to check the water supply for the rest of the city that there were several on the Hilton Complex and other larger Waikiki Hotels.

We are very concerned about the population increase the conditions in regard to water, air, noise, and sewerage. This project is definitely adding to those already problems Please look into this more carefully as to the accuracy of this statement is to.

With appreciation,

Edna M. Gumucio OVER

Address + name

Mr + Mrs ANDREW M QUEENEY
1777 ALA MOANA APT 1
HONOLULU, HI 1312
96815-1648

APT 1312 - is a condo
overlooking Hobron Lane
not the 3 complex towers
of the Ilikai Hotel
not overlooking Hobron
Lane
The Marina Bldg is
only condos overlooking
Hobron, it is not
part of the Ilikai
to my knowledge

Mr + Mrs McQUEENEY
1777 Ala Moana Apt 1312
Honolulu, HI 96815

HONOLULU HI PM 28 APR 2001

BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Andrew McQueeney
1777 Ala Moana Boulevard Apt. 312
Honolulu, Hawaii 96815-1648

Dear Mr. and Mrs. McQueeney:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 30, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) that is currently being prepared will accurately describe the proposed project, the alternatives investigated, including alternative layouts and building configurations, and existing and forecast public utilities (sewer, water electrical power, telephone, cable TV). We acknowledge your comments about the composition of the three-wing tower. We understand that approximately 589 of the 706 units in the building are privately owned condominium apartments. However, we also understand that the official name of the building is the Renaissance Ilikai Hotel. The neighboring building overlooking Hobron Lane is the Ilikai Marina Apartments and the building across Hobron Lane is known as the Ilikai Apartments.

A traffic study, to be included in the DEIS, was conducted to describe existing conditions and evaluate the impacts of the plan. Other studies include but are not limited to potential noise, air quality, wind, and visual effects of the project and these will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

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April 27, 2001

Joy Rossum
1777 Ala Moana Blvd.
Apt. 1132
Honolulu, HI 96815

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King St., 7th Floor
Honolulu, HI 96813

Dear Mr. Fujiki:

As a long time resident of the Ilikai, I am writing to vehemently protest the addition of yet another high rise building on the grounds of the Hilton Hawaiian Village! Not only would it further detract from what little view is left, but it would, more importantly, create a nightmare situation traffic-wise in an already over congested area. This would also greatly exacerbate the existing pollution problems. The Hilton is obviously moving the entrance of the Lagoon Tower to Dewey Lane on the Ilikai side of the building and planning the entrance of the proposed new building to be located on the same side because they do not want these environmentally unsafe and extremely objectionable traffic problems within their complex.

Why is it that the neighbor islands are more concerned about protecting the natural beauty and charm of their land and Honolulu doesn't seem to care? After all, these are the two main ingredients that make this state one of the most sought after tourist attractions in the world. That is why more and more tourists are making their destination the outer islands and avoiding Honolulu.

There are other "money-making" projects which the Hilton could consider which would be of a positive influence to themselves and their neighbors. My suggestion would be something in the nature of a "mini-Cultural Center". The huts of the different islands could be located where the Waikikiian stood on either side of the already existing tree-lined walkway. A two or three story showroom could be on the street end of the property with the lagoon being the perfect place for a luau. A Tahitian Lanai-type restaurant could be recreated. It is sad that the long time singers and patrons of that wonderful restaurant/piano bar have to now go to LaMariana's Sailing Club on Sand Island to carry on tradition. It is a wonderful place with all of the Polynesian charm one could hope for, but in a location which is impossible to get to except by private transportation or taxi. Even with these drawbacks, it is a full house on Friday and Saturday nights when Ron Miyashiro and the Tahitian Lanai singers are there. When no entertainment is provided, it is still busy for lunch and dinner because of the ambience. And tourists don't even know it exists. Why not put a little bit of the much sought after "Aloha Spirit" back into what space is left in this concrete jungle?

Please consider exercising your power to retain and promote a little bit of Hawaiian culture and charm. Thank you.

Sincerely,

Joy Rossum

P.S. On another issue, I would like to know why the Hilton was permitted to remove the sidewalk at the corner of Kalia Road and Ala Moana, making it almost impossible for the physically challenged to round the corner. They must either climb a rough, bumpy flagstone-type walk or detour across two streets to just get around the corner. I thought there was a law that any new structure had to be accessible to the handicapped.

cc:Nancy Heinrich
Office of Environmental Quality Controls-OEQC

Mr. Duke Bainum
Waikiki District City Council Representative

Senator Les Ihara, Jr.
Waikiki District's State Senator

Honolulu Advertiser Letters to the Editor

Honolulu Star-Bulletin,Letters to the Editor

BELT COLLINS

June 28, 2001
01P-149

Ms. Joy Rossum
1777 Ala Moana Boulevard, Apt. 1132
Honolulu, Hawaii 96815

Dear Ms. Rossum:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 27, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will describe the proposed project, the alternatives investigated, including alternative layouts and building configurations, and will include a traffic study to evaluate the impacts of the plan.

Please be assured that Hilton Hawaiian Village is committed to improving traffic conditions in the area and ensuring that air quality is not negatively impacted. Finally, we wholeheartedly agree that the Tahitian Lanai was a rare gem and will explore the possibility of recreating its ambiance. We also appreciate your suggestion concerning a mini-cultural center on the property. The DEIS will evaluate alternative uses for the property, including limiting its use to open space or retail/commercial uses. A copy of the DEIS will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Richard F. Stephenson
1777 Ala Moana Blvd. # 739
Honolulu, HI.96815
April 27, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hi 96813

RE: Proposed Hilton Waikikian Plan

Dear Lee,

Thank you for the phone call and the opportunity to discuss the proposed Waikiian plan. I agree with the Hilton Managements' assessments in the Preparation Notice as follows, beginning on page 8:

Paragraph E. The project will have significant impacts upon traffic conditions in the area.

Paragraph F. The project may have significant...impacts on air quality.

Paragraph G. The project will have significant...noise impacts...from traffic increases.

Paragraph I. It is anticipated that the project will have significant socio-economic impacts...

Paragraph K. The project will impact mauka and/or makai views from sourrounding properties

It is assumed that all alternatives to promote a sense of "Hawaiianness" in the overall project will be considered and "specific" plans will be implimented to corrected these problems before the approvals will be granted by the accepting/approving agencies in the final EI.

Please let me know if this assumption is true and share with me the details of those plans.

Also, I appreciate the opportunity you extended for me to be a consulting party in this process.

Sincerely,

Richard F. Stephenson

BELT COLLINS

June 28, 2001
01P-149

Mr. Richard F. Stephenson
1777 Ala Moana Boulevard, #739
Honolulu, Hawaii 96815

Dear Mr. Stephenson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 27, 2001 regarding the above-referenced plan. The purpose of the Environmental Impact Statement Preparation Notice was to inform citizens of the pending preparation of the full EIS. An EIS is intended to disclose all potential impacts of the project, determining if any identified impacts are significant as defined by law, and recommend measures to mitigate any significant impacts resulting from the project. The Draft Environmental Impact Statement (DEIS) currently being prepared will describe the proposed project, the alternatives investigated, and the sense of Hawaiianness being incorporated into the project.

A copy of the DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

Andrew J. Kalin
1777 Ala Moana Blvd. #1140
Honolulu, HI 96815

April 28, 2001

Mr. Lee Sichter
Senior Planner & Project Manager
Belt Collins Hawaii
680 Ala Moana Blvd. Suite 100
Honolulu, HI 96815-1999

Dear Mr. Sichter

I am requesting that I be added to your list of "consulted parties", and that I be included in all distributions of mailings and other information related to the "Hilton Hawaiian Village Waikikian Development Plan".

Attached is a copy of my letter to Director Randall Fujiki, Department of Planning & Permitting for the City and County of Honolulu. I have asked that this letter be hand delivered to your office along with others written by fellow owners in the Ilikai

Please send all correspondence to me at the following address:

Mr. Andrew J. Kalin
Box 96
Zepher Cove, Nevada 89448-0096

Thank you,

Andrew Kalin
cc/AJK

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Andrew J. Kalin
1777 Ala Moana Blvd. #1140
Honolulu, HI 96815

April 28, 2001

Director Randall Fujiki
Department of Planning & Permitting
City and County of Honolulu
650 S. King St. 7th Floor
Honolulu, HI 96813

Dear Director Fujiki,

I am writing regarding the new proposed WAIKIKIAN VACATION OWNERSHIP TOWER, and to become a "consulted party".

Since we bought our apartment at the Ilikai, the Hilton has taken 2/3's of our ocean view, with the Rainbow Tower and the Lagoon Apartment Tower.

With the Tapa Tower they have taken, all of our Diamond Head view!

With the new Kalia Tower, they have taken 80-85% of our mountain view! Let alone much of the cool trade winds!

How much is enough for the Hilton? Or don't they care about anyone else?

Not to mention the added traffic, which is in grid lock certain times of the day. And with the proposed bus drop off & Porte Cochere, there will be much more pollution. You should see the black dust on our porch rail & furniture now. Then add in the buses & increased traffic, what a mess.

Many others and I feel it would be a disaster for all concerned.

For the fun pool, let them put it between the Lagoon and the Rainbow tower, let their guests enjoy the noise from it.

They do have beautiful landscaping, and they want the Ilikai to have all the bus traffic & commercial trucks etc. in our back yard, at the Ilikai.

I hope you give this project real consideration for the good of all, not only the Hilton

Thank you,

Andrew J. Kalin

Andrew J. Kalin
Mailing Address:
Box 96
Zepher Cove, Nevada 89448-0096
cc/via FAX
cc/Councilman Duke Bainum
cc/Senator Les Ihara, Jr.
cc/Representative Galen Fox

BELT COLLINS

June 28, 2001
01P-149

Mr. Andrew J. Kalin
Box 96
Zepher Cove, Nevada 89448-0096

Dear Mr. Kalin

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letters of April 28, 2001 to me and to Director Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will include a detailed analysis of traffic, noise, air quality, views, and wind impacts related to the proposed project. The DEIS will also evaluate the noise impacts of the proposed pool. A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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re: LUPD #1

April 29, 2001

Dept. of Planning and Permitting
Randall Fujiki, Director
650 South King St. 7th Floor
Honolulu, HI 96813

FAX: 808-527-6743

Dear Mr. Fujiki:

Please enter my strong protest to the Hilton Highrise proposed to be built on their property on the Diamond Head side of the Ilikai. This proposed 350 ft. high structure will further 'Manhattanize' this area and have adverse effects on sunlight, air movement and the Ilikai residents' view.

The Hilton Towers has already taken our Diamond Head view. This new proposal will markedly diminish the ambience and negatively affect the quality of life and character of the area.

Cordially yours,

Robert C. Archibald
Owner, Ilikai #247
Fax (650) 591-8590
2823 Majorca Way
San Carlos, CA 94070

BELT COLLINS

June 28, 2001
01P-149

Robert C. Archibald
2823 Majorca Way
San Carlos, CA 94070

Dear Mr. Archibald:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 29, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on sunlight, air quality, tradewind flow, as well as its visual impacts upon surrounding properties. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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April 29, 2001

[redacted]
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

Subj: Waikikian Development Plan

Dear Mr. Sichter:

Your proposal to build more hotels rooms and time shares in addition to the new Kalia Tower, which is not even open yet, may not be good even for "Hilton.". I realize that "cash is king" for some people; however I am told that you can't fill the rooms you have already built.. I have always admired the Hilton because they do construct a good property; however now it is just too much.

You must have this new building, but you can't seem to manage the additional traffic that you will cause. So.....you want us to help you to manage your additional traffic while you make greater and greater profits. You have grown very large and you cast a great shadow on your neighbors and on Waikiki beach. You are less and less Hawaiiana and it is probable that you will push away the very people that you want to bring to your place on this beautiful beach. You want my blessing; you will not have it. Every additional piece of concrete growing into the ground on our shore here in Waikiki is causing a great groan from nature.

Bikers, surfers, boaters and the locals out for a walk to the beach have used this alley quite safely over the past 35 years. Now you want to make a freeway out of it for your buses, taxies, tours etc. Nobody but Hilton would benefit; all others will suffer if you succeed in making them compete with your taxies and buses. Don't offer to install a sidewalk and pretend you are making an improvement. We don't want a sidewalk we just want you to keep your buses and traffic off Dewey Lane.

Hawaii is considered by a great many tourists to be a place to regain their health; breathe the ocean air; drink in the beauty. When they finally reach paradise and find just another traffic jam and the noise and fumes that go along with it they could decide never to return. That may not hurt you Hilton people if you have the attitude that it's just a numbers game. The rest of us in Hawaii want that same tourist to come again and again because we are not so "large" that we can have the attitude that there will always be a "new" tourist.

In this Waikiki area we are at max with our traffic and impure air; "Hilton, your greed is going to put us on overload. Think of your future; think of the future for all on Waikiki beach.

Sincerely,

Deva Magdalenna

Deva Magdalenna
Waikiki

SANDWICH ISLANDS

BELT COLLINS

June 28, 2001
01P-149

Ms. Deva Magdalenna
1777 Ala Moana Boulevard, Apt. 2144
Honolulu, Hawaii 96815

Hilton Hawaiian Village -Waikikian Development Plan

Dear Ms. Magdalenna:

Thank you for your letter of April 29, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will describe the proposed project, the alternatives investigated, including alternative layouts and building configurations. As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is in keeping with the City and County of Honolulu goals and objectives for the Waikiki resort area.

A traffic study, to be included in the DEIS, was conducted to describe existing conditions and evaluate the impacts of the plan. Other studies, including but not limited to potential noise, air quality, wind, and visual effects of the project, were also conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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2001/CUC-1975

April 30, 2001

Mr. Randall Fujiki
Director
Department of Planning and Permitting
650 South King St. 7th Floor
Honolulu, HI. 96813

Dear Mr. Fujiki;

I am writing to request status as a "consulted party" with regard to the new construction planned by the Hilton Hawaiian Village at the old Waikikian property. I own a unit in the Ilikai and am concerned that this project will have a detrimental effect on the surrounding property. Some of my concerns are:

- Noise from the planned Fun Pool Area
- Height of the new building and the effect of shadows
- Traffic congestion in the area
- Pollution and noise from the busses and cars that will be accessing the new development

Please add me to the list of consulted parties so that I can be kept fully aware of the status of the permitting for this project.

If you have any questions, please do not hesitate to call me at (972) 304-9414.

Sincerely,

Eugene M. Eng

Cc: Mr. Dave Balnum

Eng
703 Bent Tree Ct.
Coppell, TX. 75019

703 Bent Tree Court
Coppell, TX. 75019

BELT COLLINS

June 28, 2001
01P-149

Mr. Eugene M. Eng
703 Bent Tree Court
Coppell, Texas 75019

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Eng:

Thank you for your letter of April 30 , 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared will include various studies that will evaluate existing conditions and forecast conditions with and without the proposed project. These studies have been designed to provide us with recommendations on ways in which we can enhance the positive effects of the project and minimize potential adverse effects. Some of the studies conducted include traffic, views, wind, noise, air quality, utility systems (including water, sewer, telephone and cable TV), and socioeconomic effects. An analysis of the project's impact on shadows will also be included. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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4-30-2001

Daniel Dinell
Hilton Hawn' Village
2005 Kalia Rd
Hon, Hi. 96815

Re: Hilton Development

The sooner the better, you start doing something to that eye sore, along Dewey Lane. I know Hilton Hawn' Vil will build somthing nice that will add to our city and community. Look at the beautiful Kalia Tower. It will come of my view of Diamond Head, but it will look at the beautiful corner on Ala Moana + Kalia Rd. Some people are happy just to sit quiety and do nothing. I say go for it Hilton. Time is waiting, I'm not getting any younger. I would love to see the Lagoons and such made beautiful, as I know you will do.

a neighbor
Wilma Parker
1778 Ala Moana Blvd #1206
Honolulu, Hi. 96815

P.S.
Mail facts and copies to the Planning Dept - and whomever else such.

BELT COLLINS

June 28, 2001
01P-149

Ms. Wilma Parker
1777 Ala Moana Boulevard $1206
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Ms. Parker:

Thank you for your letter of April 30 , 2001 to Mr. Daniel Dinell regarding the above-referenced plan. We appreciate your support for the proposed Waikikian Development Plan. We will provide you a copy of the Draft Environmental Impact Statement for your review and comments.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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2001/ELOG-1965

1777 Ala Moana Blvd. #2606
Honolulu, Hawaii 96815
(808) 947 1900

2800 79th SE #305
Mercer Island, Washington 98040
(206) 232 0553
(425) 236 9205 Fax

L. Carmen Arzo

April 30, 2001

Department of Planning and Permitting
Randall Fujiki, Director
650 South King Str.
Honolulu, Hawaii 96813

RE: Hilton Hawaiian Village Waikikian Development

I have read the Environmental Impact Statement Preparation Notice prepared by Belt Collins Hawaii, Ltd and question Paragraph 7, on Page 9 "Alternatives Considered" that states: "The preferred alternative represents the highest and best use of the property given its land use designation and goals of the applicant to maintain the quality and profitability of the Hilton Hawaiian Village." Evidently the environmental factors concerning the flood hazard, noise factor, the already congested traffic factor, the quality of air factor and the high wind factor which not only affects the public but also their tourists as well, were not considered in their decision.

As a previous tourist I have stayed at the Hawaiian Village when it was owned and operated by Henry Kaiser. My family enjoyed the friendly Hawaiian atmosphere, the Sunday Lu'aus on the grounds, the grass shacks, the sunsets, the cool breeze from the ocean and watching the construction of Mr. Kaiser's catamaran boat in the swamp adjacent to the entrance of the hotel.

Today the "village" no longer exists – only a group of commercial, money-making buildings to which they now wish to add one more.

The Hilton Hawaiian Village already has expanded their property with little concern as to the Environmental impact on the surrounding property and now it appears they wish to do the same with the "Waikikian Property."

It is my opinion that the Waikikian property permits should be granted only if the height of the building and number of rooms are reduced, the entrance to the parking garage and size should be governed to accommodate only the number of rooms necessary for the proposed new time-shared building and above all, Dewey Lane should be left "as is".

Your careful consideration in the granting of the necessary permits for the construction of the Waikikian property will be greatly appreciated not only by me, as an adjacent property owner, but also by the tourists who will come to the Hawaiian Village expecting the old Hawaiian atmosphere, sunning on the white sandy beaches, and swimming in the cool Pacific Ocean NOT the smelly diesel fumes from the buses, the constant traffic noise, and a beach too small to accommodate the guests in the 3000 +/- rooms already in existence.

Very truly yours,

L. Carmen Arzo

CITY & COUNTY OF HONOLULU
DEPARTMENTS
DEPT OF PLANNING
'01 MAY 3 P4 10

Sec. Adv. Times 3/31/01

We're loving Hawaii just a little too much

BY ELLEN GOODMAN
Syndicated columnist

THE BIG ISLAND, Hawaii -- In some ways, Hawaii has always been a bit ambivalent toward tourists. When Captain Cook arrived here in 1778, he was considered a god. Just a year later -- after he had, well, overstayed his welcome -- he ended up murdered.

For the most part, however, latter-day tourists have bathed in the Aloha spirit. Their cash flow is as much a part of the landscape as the lava flow.

Only today, there are a few second thoughts about what is called "the visitor industry." On Oahu, the famed Waikiki Beach is mourned as a honky-tonk strip. On Maui, visitors lured by the surf complain about being stuck in traffic. And even here on the Big Island, where coffee growing and cattle ranching coexist with golf courses and luxury hotels, there is talk of the fragility of a state whose ecology is also its economy.

In the ocean on this dry, humpback whales surface and sea turtles float close to shore. But along this developed Kohala Coast, a duly labeled "nature trail" leads from one luxury hotel to another past a trophy house under construction. And in nearby Kona, the historic first church of Hawaii is flanked by a pizzeria on one side and a tattoo parlor on the other.

The idea that tourists in search of snorkeling and sunsets have an environmental impact has begun to take a tentuous toehold on the island consciousness.

Any day now, in a seminal case, the Hawaiian Supreme Court may decide whether state money spent to promote tourism requires an environmental impact statement. In short, should tourism be guided by the same rules as, say, highway construction or housing development?

This case began a couple of years ago when David Frankel of the Sierra Club heard that Hawaii was going to funnel $114 million into a marketing plan to increase tourism by 14 percent -- or about a million people a year. Frankel and Isaac Hall, a lawyer, had the same thought at the same time:

"Shouldn't we know the impact on the water, the beaches, the trails?" remembers Frankel. "Let's stop a minute and think about what we're doing."

A state law required an environmental impact study before the government spent money on any "program or project." But no one had ever thought of applying that law to tourism. Until, that is, the Sierra Club filed its suit.

"It was as if we attacked motherhood and apple pie," says Frankel, a wiry 37-year-old lawyer and father dressed in the Big Island uniform of flip-flops, print shorts and T-shirt. "It was shocking how quickly our friends ran away."

The suit was attacked as "loony" by the state head of tourism. Others insisted that it would tie the government's hands.

Yet, gradually in the months before and since the October court hearing, there has been more support for a requirement to look at the effect of visitors on development, on fragile natural resources and on that intangible asset: the wilderness experience. What's the "carrying capacity" of an island?

The Sierra Club didn't start out to set a nationwide precedent or to define tourism as pollution. But it's not exactly news that development can kill the golden goose, or to keep the image Hawaiian, the golden plover.

Indeed, others have begun to wonder just how "clean" the tourism industry is. The attraction of a "wilderness experience" has turned Yellowstone into an RV parking lot. In the Galapagos, a tanker carrying fuel for tour boats created a massive oil spill. And even Mt. Everest has provoked a tourist garbage heap.

Just last month, a circuit court halted an increase in cruise ships into Alaska's Glacier Bay, fearing the effect of tourists on the very creatures and the waters they were touring.

"We're not saying the visitor industry is evil," says Frankel, who was born in Honolulu. Indeed, in many places, tourism has been the salvation of rainforests and tourists have become defenders of everything from sea turtles to tigers.

But the strategy is one way to deal with the growing realization that tourists can love a place to death.

"You can't quantify the wilderness experience," says Frankel as we stand near the surf that has made these islands famous. Nevertheless, if tourism is an industry, he describes Hawaii as a "product" to protect as well as promote.

Today, he adds, "Millions of dollars are going to sell a couple strolling on an isolated beach at sunset. What happens when people sold on that image don't find it?"

No one here wants to roll up the welcome mat. But even a smitten visitor knows it's time to contemplate when a sunset becomes an endangered species.

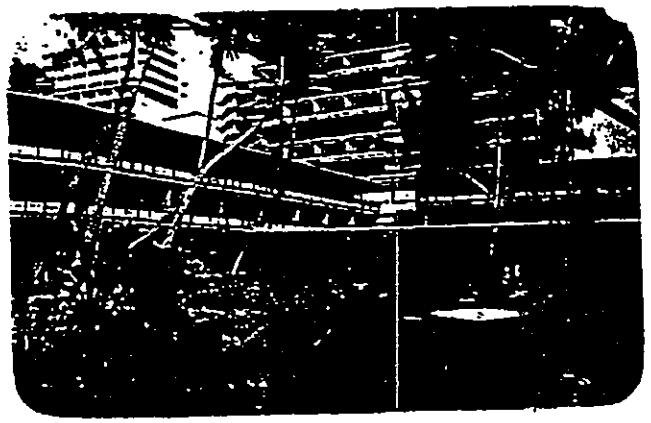
Ellen Goodman's column appears Friday on editorial pages of The Times. Her e-mail address is ellengoodman@globe.com.

East Coast and West Coast

1777 Ala Moana Blvd. #2606
Honolulu, Hawaii 96815
(808) 947 3500

2800 75th SE #300
Mercer Island, Washington 98040
(425) 226 9205 Fax

L. Carmen Arzo



Copy of Post Card printed by "Hawaiian Views, Dist. By Max Becker & Sons, Honolulu in the early 1960's

HILTON HAWAIIAN VILLAGE HOTEL
A view of the lobby gardens

Prior to the construction of THE RAINBOW TOWER
Prior to the construction of THE LAGOON APARTMENTS (Now "Time Shared" units)
Prior to the construction of THE TAPA TOWERS
Prior to the construction of The multi-story parking garage
Prior to the construction of The KALIA TOWER

Total 3256 +/- rooms and apartments at this date April 30, 2001. Not sufficient room on original owner Henry Kaiser's man-made beach for the total guests to stand elbow to elbow to watch the sunset!

DPP RCVD 5/9/07

> -----Original Message-----
> From: Carmen Arzo [SMTP:carmenarzo@home.com]
> Sent: Sunday, May 06, 2001 6:11 PM
> To: repfox@Capitol.hawaii.gov
> Subject: Hilton Hawaiian Village - Waikikian Development Plan
>
> Department of Planning and Permitting
> ATTN: Marjorie
>
> I would like to be a "Consulted party" in the Hawaiian Village Development
> Plan.
>
> Please refer to Page 9, Paragraph 7 of their proposed Environmental Impact
> Statement Preparation Notice wherein it states "...and goals of the
> applicant to maintain the quality and profitability of the Hilton
> Hawaiian Village.
>
> The proposed plan will profit only the Hilton Hawaiian Village. Not the
> thousands of owners of their times-shared units who will be jammed in the
> already crowded Hawaiian Village complex; Not the owners of the adjacent
> condominium units who will be subject to additional noise, already
> congested traffic, the quality of air, the high wind factor and not tha
> Hawaiian taxpayer who may be funding "water service and facilities" which
> the Hawaiian Village believes to be adequate for 3500 +/- rooms!
>
> Permits for the Hilton Hawaiian Village Waikikian proposal should NOT be
> issued.
>
> L. Carmen Arzo, Owner Ilika #2606
>
> Rep. Fox: I would appreciate your giving this to Marjorie. Her Email
> address wouldn't "send"
>

It is my understanding that Hilton Hawaiian Village will ask the city to install another traffic light on Ala Moana Boulevard to the entrance to their proposed new garage which will connect with their existing garage. This of course would be paid for by the Hawaiian taxpayers.

If you would like additional information, please contact Mr. Bill Moore of Rosso Moss Hawaii. Mr. Moore is a member of the Board of Directors of the Ilikai Association of Owners and his business telephone number is 682 5554.

Very truly yours,

L. Carmen Arzo

BELT COLLINS

June 28, 2001
01P-149

Ms. L. Carmen Arzo
1777 Ala Moana Boulevard #2606
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Ms. Arzo:

Thank you for your letter of April 30, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is consistent with the City and County of Honolulu goals and objectives for the Waikiki resort area. The DEIS will include a detailed analysis of all anticipated impacts related to traffic, air quality, noise, and wind. The project area's impacts upon flood conditions will also be assessed. Finally, please note that the traffic study will evaluate future conditions on Dewey Lane. We will send you a copy of the DEIS for your review and comments. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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MAY-07-2001 MON 01:10 PM PLANNING & PERMITTING FAX NO. 808 527 6743 P. 08

'01 MAY 2 PM 3 14
DEPT OF PLANNING and PERMITTING City & COUNTY OF HONOLULU

4001/CLEG-1943

Another new tower?
No way.

Hilton Hawaiian Villag
2005 Kalia Road
Honolulu, HI.
4/30/01 9681

to Dept. of Planning
Dear Mr. Dinell,
You are darn right they should be seeki
public input on yet another tower of
the concrete completely beginning to oblitera
traffic any nature from an already overbuilt
there corner of Waikiki. It was crushing to see
is also how the monstrous new Kalia tower took
how away the whole Hawaiian feel and natur
horrendous green environment that led up to the
entrance of the village. this is where
the dome and miniature golf course use
to be. This is the charm and piece of nature
that was sold off. Now as if that wasn
disgusting enough, you plan to wal
off the remainder. This must be
stopped. What about the rest of us
who live in this neighborhood? Why
can't you keep the Hawaiian fee
by redesigning like design of tahitia
hanais or leave an open area?
this is not New York City. Stop
the development. You have
over saturated it now already
don't blow it. If you need, we
all need that space to be
park like (Hawaiian style) acces
to the beach this is what bri
the tourists. Don't sell out

Ms. Ellen K. Scherr
P.O. Box 12245
Honolulu, HI 96828-1245

808-957-7385 Ellen K. Scherr Ellen K. Scherr

MAY-07-2001 MON 01:10 PM 808 527 6743 P. 08

SAND ISLANDS

BELT COLLINS

June 28, 2001
01P-149

Ms. Ellen K. Scherr
P.O. Box 12245
Honolulu, Hawaii 96828-1245

Hilton Hawaiian Village -Waikikian Development Plan

Dear Ms. Scherr

Thank you for your letter of April 30, 2001 to Mr. Dinell regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared, will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is consistent with the City and County of Honolulu goals and objectives for the Waikiki resort area.

We share your concerns regarding the quality of life and ambience of the Waikiki area, which is why the proposed project will convey a Hawaiian sense of place that is indicative of the old and new Hawaii. To assure that the proposed plan is consistent with the character of the Hilton Hawaiian Village, we have commissioned studies to evaluate existing conditions and forecast conditions with and without the proposed project. Some of the studies conducted include traffic, views, wind, noise, air quality, utility systems (including water, sewer, telephone and cable TV), and socioeconomic effects. These studies will be included in the DEIS, a copy of which will be forwarded to you.

We hope you will agree that since you wrote your letter, the Kalia property has been transformed from a construction site to an attractively landscaped property which conveys a strong statement about the Hawaiian culture. It is intended that the proposed project will continue that theme in its design. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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MAY 2 4 45 PM '01

MANICAS
500 UNIV. APT 2408
HON HI 96826

30 April 2001

Mr. Daniel Dinell
2005 Kalia Road
Honolulu, HI 96815

Dear Mr. Dinell:

I write from the 24th floor of the Ala Wai Plaza, 500 University Avenue.

Your new Kalia Tower has taken approximately 20% of what remained of my view of the Pacific Ocean. (Thank heaven for Fort DeRussey!!).

That the Pacific is not longer visible for most people from anywhere but the beach is one of the planning calamities of Honolulu. I can only hope that you will consider this in your drive to add another obstruction. Profit, of course, is the name of your game. Still, a further overcrowded Waikiki will, in the long run, destroy what remains of the beauty of this place.

Sincerely yours,

Peter T. Manicas
President, Board of Directors
Ala Wai Plaza

CC: /Department of Planning and Permitting
650 S. King Street
Honolulu, HI 96813

BELT COLLINS

June 28, 2001
01P-149

Mr. Peter T. Manicas
President, Board of Directors
Ala Wai Plaza
500 University Avenue
Honolulu, Hawaii 96826

Hilton Hawaiian Village -Waikikian Development Plan

Dear Mr. Manicas:

Thank you for your letter of April 30, 2001 to Mr. Dinell regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared, will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. The DEIS will include a detailed analysis of the project's impact on views. We will forward a copy of the DEIS to you for your review and comments. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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cc: LUPD #1

William C. Moore
1777 Ala Moana Blvd. #1940
Honolulu, HI 96815
Home Ph: 949-8087
Bus. Ph: 682-6554

April 30, 2001

Dept. of Planning and Permitting
650 S. King Street, 7th Floor
Honolulu, HI 96813

Attn: Randall Fujiki, Director

Subj: Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Fujiki:

Because of the objections and concerns which I have with the plan as presented, I wish to request that my name be added to the list of the consulting parties regarding the processing of this permit.

Briefly my objections are:

1. The overload of West Waikiki is bad enough even without Hilton's new tower. West Waikiki has largely been ignored by the big push to improve Waikiki yet, the ½ mile circle measured from ground zero, the corner of Ala Moana Blvd. and Hobron Lane, probably has the dubious distinction of being the most densely populated real estate in Waikiki. Over the past 40 years, neither the City nor the State has done anything to relieve the congestion except to allow the density to build. The result has been a mini Hong Kong.

   I doubt the Governor or the Mayor have ever walked this neighborhood. Sections of Ala Moana, such as the front door of the Prince are nice but choke points are easy to see. In some areas sidewalks narrow down to three feet. In one spot a narrow sidewalk with a telephone planted in the middle shares a space with a major bus stop. Naturally, the hundreds of pedestrians walking to and from the shopping center can't get by, not surprisingly, they step into the street to pass while traffic whizzes by.

   Hobron Lane has become a parking lot for tour buses, trolleys, harbor traffic and frustrated drivers thinking they can detour the gridlock on Ala Moana. I don't blame the tour companies, they have to make a living and they have to be where the action is.

So, my first objection to the Hilton Tower is that none of our elected representatives over 35 years have displayed any interest in relieving what has become a visibly over burden and unsafe public mess within West Waikiki. All the money has drifted towards the other end of Waikiki, why would the politicians think the people who live here would be pleased with a 400 unit timeshare?

2. The Hilton plan appears to pass the cost of their traffic problem to the tax payer rather than to themselves, into this mess steps Hilton with its plan to add yet another 400 units (even before the effects of the Tower about to be open are felt). Hilton makes it easy to be cynical about its public relations efforts now in this year. That is because Hilton's traffic solution for the new 35 story Tower is to dump its traffic into the narrow lane between the Hilton and the Ilikai. A driver entering this lane has two choices: To head for Hobron Lane or to turn toward Ala Moana Blvd. The points where Hilton obliges its drivers to enter these busy ways have long, well earned reputations as traffic choke points, but what makes it easy to be cynical about Hilton's plan is that Hilton could, if it desired, bring the new Tower traffic out to Kalia Road where it would merge with less traffic volume. That kind of solution, however, is probably more costly to the Hilton because it would probably need to widen the roads within the Hawaiian Village property. Perhaps they ask, "Why make an expensive traffic problem for our stockholders when we have the City and our neighbors to pay for it in terms of more traffic congestion, more gasoline for no good purpose, and more disappointed tourists and residents alike at how Waikiki has developed.

3. The new Tower places neighboring property (tax) values at risk. My third objection to the proposed Hilton Tower is that it is so massive and so tall that it threatens the neighboring property values. There is nothing architecturally distinctive about Hilton's Tower, it is just a huge piece of concrete. Now, I believe no one has guaranteed a good view in life. But City planners must be aware that property values can just as easily vaporize as well be added when you insert an architectural oddball into a neighborhood. Only the market will tell but my guess is that the new Hilton Tower will diminish property values at Discovery Bay and other buildings on the Makai side of Ala Moana Blvd. simply because the power "will take" whatever prescriptive prospective property owners think is attractive in the West Waikiki living environment, and that "taking" will translate into lower property values and tax revenues. Our City government needs to decide who should win this battle: The tax paying West Waikiki residents whose property values are at risk or Hilton's stockholders?

Sincerely,

William C. Moore

William C. Moore

William C. Moore
1777 Ala Moana Blvd., #1940
Honolulu, HI 96815
Home Ph: 949-8087
Bus. Ph: 682-5554

May 4, 2001

Dept. of Planning and Permitting
650 South King St., 7th Floor
Honolulu, HI 96813

Attn: Randall Fujiki

Subj: Waikikian Development Plan

Dear Mr. Fujiki:

I wish to add the following comments for serious consideration by the appropriate examining committees in their review of the Hilton's ESL part of their request to be permitted to build a 400 unit 350' high massive structure on the narrow and limited Waikikian footprint.

Recognizing that this proposed project is located in the Waikiki special design district, an entity which was created and is maintained to control and promote certain specifics related to the use of the whole Waikiki area, with a particular mandate regarding the impacts which projects of this magnitude would have on the existing population, population densities, traffic, the maintenance of open spaces, plants and greenery, proportioned vistas and views, impacts upon wastewater, and sewage, existing infrastructures including electrical facilities and last but not least the serious and lasting impacts upon the air space by partitioning structures which alter the free flow and traditional wind patterns so important for cleansing of pollution generated in the Waikiki area.

Considerable impact is visited upon the owners of the adjacent properties. I am a long time resident of the Ilikai Condominium have observed Hilton Hotel Corporation's growth, particularly its placement of large massive structures which seriously impact adjacent as well as distant property owners by covering available vista and air spaces blocking existing views of Diamond Head, the ocean and views of the mountains. The new structure at the Manka end of its existing parking structure is a case in point, this structure was built to provide hotel rooms which were being impacted by Hilton Corporation's current time share scheme. Incidentally said

schemes hailed by realtors and other economic innovators, endorsed by the government and others who have serious economic appetites, now seriously impact an already crowded and in some cases grotesque Waikiki. It is my contention however that the expansion of the Hilton facility is being proposed for very specific technical reasons related to a Hilton money gathering scheme also known as the time share program. In other words there is a certain amount of cynicism contained in the high profile hype which is being presented.

The purpose of the ESI of course is to define and identify all of the environmental issues which will seriously impact the people, who by the way are the important part of the environment and to bring all such issues to a public forum for discussion. In this case the question is whether the project should be allowed to be built in its present form, should the project be altered and tempered in a way to lessen or mitigate impacts, or whether the project as presented should be allowed.

I submit the following suggestions for serious considerations regarding the proposed project because the placing of such a proportionately massive, 350' high 35 story building structure on the narrow and small Waikikian property would create lasting and irrevocable impacts upon the surrounding areas which I submit are not in the best interest of the Waikiki district and more particularly the surrounding and adjacent property owners, and particularly with respect to land and property values.

Traffic

Dewey Lane located primarily on Ilikai Inc. property is without a doubt too small, too narrow and improperly located to accommodate the expected 300% or more additional traffic flow intended by the presented plan.

Dewey Lane was and is intended to provide a pathway thru adjacent properties, particularly to the ocean and never was intended to relieve the traffic and congestion created by the Hilton complex. Additionally the plan proposes alteration of traffic patterns on Ala Moana Blvd., I submit this is done solely to accommodate the Hilton complex particularly its planned grand entrance concept and will create an unacceptable level of pollution in the form of noise, exhaust gases, congestion and clutter. The Ala Moana Blvd. as a roadway is already 100% over used. Those who use this roadway on any consistent basis are acutely aware of the awful traffic, the pollution which it generates particularly the exhaust emissions and noise. I might point out that during the last tidal wave alert, Waikiki was absolutely deadlocked, a wave of any height greater than 10 feet would have been a disaster of great magnitude. Additionally the Hilton complex at present projects an unbelievable level of noise, constant horn and roar throughout the area, is intensified and particularly noticeable at levels above 150'.

In summary it is my opinion the proposal is not suitable nor appropriate use of the Waikikian property and for all the reasons previously stated. This despite the Hilton's comments to the contrary, the buffer land between the Hilton and Dewey Lane was purchased and is maintained for strategic reasons that are particularly beneficial to Hilton and particularly non-beneficial to its neighbors, the residents of the surrounding property. I submit therefore that this proposal having very serious impacts in its present form and impacts on future generations be held in moratorium until all of the impact issues particularly the future issues, related to open space, noise, pollution and congestion are resolved.

Sincerely,

William C. Moore

William C. Moore

BELT COLLINS

June 28, 2001
01P-149

Mr. William C. Moore
1777 Ala Moana Boulevard, #1940
Honolulu, Hawaii 96815

Hilton Hawaiian Village -Waikikian Development Plan

Dear Mr. Moore:

Thank you for your letters of April 30 and May 4, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared, will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. It will also include a detailed analysis of impacts on traffic, air-quality, noise, views, open space, utilities, infrastructure, and wind.

Please be assured that West Waikiki is not being ignored. Since the Waikiki master plan was published in 1992, West Waikiki has been planned as the gateway to Waikiki. Those plans are now coming to fruition. Within a few months, the Mayor's landscaping plans along Ala Moana Boulevard will begin. At the same time, Hilton will have completed its conversion of the entrance gates at its parking structure to virtually double the number of vehicles that can enter per hour. This will greatly improve traffic flow during special events.

Unfortunately, there is little Hilton can do about buses on Hobron Lane. Hilton's bus loading area is on Paoa Place.

The DEIS will also consider the project's socioeconomic impacts, including potential impacts on surrounding property values. A copy of the DEIS will be forwarded to you for review and comment. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-0001
GEN-6 (EIS/EA)

April 30, 2001

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813-5406

Attention: Mr. Lee Sichter

Subject: Waikikian Development Plan

Thank you for the opportunity to comment on the March 2001 EIS Preparation Notice for the Waikikian Development Plan, as proposed by the Hilton Hotels Corporation. We have reviewed the subject document and have no comments at this time.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this EIS Preparation Notice.

Sincerely,

Kirk Tomita
Senior Environmental Scientist

BELT COLLINS

June 28, 2001
01P-149

Mr. Kirk Tomita
Senior Environmental Scientist
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840-0001

Hilton Hawaiian Village -Waikikian Development Plan

Dear Mr. Tomita:

Thank you for your letter of April 30, 2001 regarding the above-referenced plan. Please be assured that we will keep Hawaiian Electric Company, Inc. informed of our plans and will forward a copy of the Draft Environmental Impact Statement to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

WINNER OF THE EDISON AWARD
FOR DISTINGUISHED INDUSTRY LEADERSHIP

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To: lee
From: <Middle001@aol.com>
Subject: New Hilton Construction
CC: "Savealawai@aol.com"; "aching@cohonolulu.hi.us"
Date Sent: Monday, April 30, 2001 8:12 AM

Sirs:

I am concerned about the major construction project recently proposed for the Hilton property adjacent to Dewey Lane and Ala Moana Blvd. and, more to the point, about its probable impact on traffic congestion, sewer and utility loads, disruption of trade wind patterns within the Ala Wai Harbor, blocking of visual corridors, and other possible adverse effects upon the surrounding community and eco-environment.

I would appreciate it if you would please keep me informed regarding the progress of this project, the permitting process, environmental impact studies and assessments, and future plans.

Thank you in advance.

Bruce M. Middleton
1848 Kahakai Dr. #903
Honolulu HI 96814

BELT COLLINS

June 28, 2001
01P-149

Mr. Bruce M. Middleton
1848 Kahakai Drive, #903
Honolulu, Hawaii 96814

Hilton Hawaiian Village -Waikikian Development Plan

Dear Mr. Middleton:

Thank you for your e-mail of April 30, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared, will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is consistent with the City and County of Honolulu goals and objectives for the Waikiki resort area.

We share your concerns regarding potential adverse effects on the environment. To assure that the proposed plan is consistent with the quality of Hilton Hawaiian Village, we have commissioned studies that will evaluate existing conditions and forecast conditions with and without the proposed project. Some of the studies we have conducting include traffic, views, wind, noise, air quality, utility systems (including water, sewer, telephone and cable TV), and socioeconomic effects. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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To: lee
From: Wade Morisato <pikoflow@lava.net>
Subject: traffic?
CC:
Date Sent: Monday, April 30, 2001 6:55 AM

To whom it may concern,

I received a letter from the people of the Save Ala Wai coalition saying something about traffic due to construction at the Hilton. I am not a resident of the harbor but I do frequent that place and I am very respectful of the people and their property. Nothing pleases me more than to find a good parking space when I go surfing out at Bowls or Rockpiles, but sometimes the parking lot gets so choked with cars that I end up going in circles just trying to find a parking stall. Now while this is an inconvenience for me, imagine what that must be like for the residence of the harbor. I don't know the average number of people who use that parking lot to go surfing, swimming and whatever activity they choose but I do know it is a very popular destination for people like us (surfers) and I would hate to see this access to some of the best surfing spots taken away from us.

Mahalo for listening
Wade Morisato

BELT COLLINS

June 28, 2001
01P-149

BY E-MAIL

Mr. Wade Morisato
pikoflow@lava.net

Dear Mr. Morisato:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your e-mail of April 30, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, including Holomoana Street. We believe that the DEIS will alleviate some of your concerns about parking.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beltcollins.com WEB: www.beltcollins.com

'01 JUN 20 11 28 AM

Ms. Jill Jameson
3958 Kuliouou Rd.
Honolulu, HI 96821-2261

Dear Mr. Sinell,

I've been a resident in Hawaii for 35 years, and its terrible that Hilton Hotels doesn't want to give back to the community. If your corporation wants to build another concrete monster, why do you have to ruin the whole view from peoples apartments. It should be outlawed. why not just only make a park & sidewalk along Dewey lane; for the whole Beauty of the Islands, You're making the Hilton too Huge, too many buildings already. More construction will be chock-a-Block ala Las Vegas. It will Block the View, overload the sewage system, U-G-L-Y.

For shame, on Hilton - Is greed and more - more the answer? Where is the aloha, the aina, the land. for Heavens Sake? More isn't Better. Make a Pretty Park with Fountains + Flowers and O'Hawaii- Food is too Narrow.

Sincerely
Jill Jameson

SANDS OF THE ISLANDS

BELT COLLINS

June 28, 2001
01P-149

Ms. Jill Jameson
3958 Kuliouou Road
Honolulu, Hawaii 96821-2261

Dear Ms. Jameson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 29, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its impacts upon the area's utilities and infrastructure. It will also contain an analysis of alternative uses of the land, including developing the property as a park.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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Hilton Hawaiian Village does not need 7th tower!

Apr 30 11 28 AM '01

Hilton's greed will destroy the home feeling of the Village.
Hilton's announcement of a new seventh 350 foot tower built on a remaining odd shaped sliver of land 1.9 acre must be stopped or scaled down.
Local residents were sorry to see the Hawaiiana Tahitian Lanai landmark destroyed and do not wish to see a huge building wedged into this property.

Waikiki does not need this monster size tower. This tower kills the last remaining view of the ocean for hundreds of near by tax paying residents.
Why can't Hilton give something back to community to live up to your national advertising that there is some open space on your Village property.
We are just recovering from the noise of the new Kalia Tower that was placed on the second to last remaining parcel.

A five foot strip of tropical plants will not make up for the fact this strip of land is too small for a tower the size of 350 foot.
Do local property owners have any say on losing their view from their very expensive condos? Can they sue the Hilton?

Discovery Bay OWNERS

BELT COLLINS

June 28, 2001
01P-149

Board of Directors
Association of Apartment Owners
of the Discovery Bay
1778 Ala Moana Blvd.
Honolulu, Hawaii 96815

Dear Board of Directors:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 30, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on views from surrounding properties.

The Waikikian property is zoned for resort development and the zoning code allows a building height up to 350 feet in height. The DEIS evaluates alternative building configurations for the property and demonstrates that the property can easily accommodate a large building.

We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 536-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

Gary L. Miller
400 Hobron Lane #3305
Honolulu, Hi 96815
(808) 951-0707

May 1, 2001

MAY 3 5 01 PM '01

Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hi 96815

Attn: Daniel Dinell

This is to add my name to the list of those hundreds, maybe thousands, of people whose quality of life, and possibly property values, will be directly impacted in a very negative way by the proposed new tower at the former Tahitian Lanai location. In my case, since I don't plan to move or sell my property, the quality of life issue is of paramount importance to me.

Though the sights and sounds of the construction process itself can be irritating, they will pass in a relatively short time; the enduring assault on our quality of life will be another massive concrete barrier blocking out one of the last remaining pieces of ocean vista. Currently thousands of us in Waikiki and locations further to the north and west have a narrow view of the ocean, the shallow reef, the sand of the beach, and a few palm trees between the Alii and Rainbow Towers; the new tower would eliminate this view.

In the larger context, this tower would add another section to the almost continuous fence of concrete structures that now stretches from the Hawaiian Prince Hotel at the Ewa end of Waikiki to the Kuhio Beach police substation on the Diamond Head side. Regrettably it doesn't appear that anyone at the Hilton has been influenced by the ongoing discussions in the media about revitalizing Waikiki. No one is proposing that more concrete and steel barriers to the ocean will improve Waikiki; if anything, more access, more beach, more openness is being called for. What about using this space as a continuation of the beautiful landscaping that is so striking around the grounds of the Hawaiian Village now? That enhancement may enable raising the existing room rates in lieu of building more rooms.

Of course the new tower would mean more jobs for locals, more business for local retailers, and enhanced tax revenues for our governments. But is the cost worth it? For me personally, the answer is no. And judging by the efforts of some local organizations to promote environmental impact studies on the effects of increasing tourism here, many others may feel as I do.

The business of the Hilton is understandably to make money, and though it is good business to maintain the goodwill of the local residents as well, it is not likely that a sense of altruism is going to move the corporation to abandon its plans to make more money in favor of helping to preserve the quality of life for local residents. Realistically, our letters of protest are likely to be in vain: as the chairman of the Waikiki Neighborhood Board was quoted as saying, it's not likely that we protestors will prevail. Our only hope is that the number of protests will be overwhelming, and that by now enough residents in Waikiki and greater Honolulu have a great enough sense of urgency about this to prevail upon political powers to bring into check the heretofore unrestrained assault on the quality of life in Waikiki.

Sincerely,
Gary L. Miller

cc: Dept of Planning and Permitting

650 s. King St. Honolulu, Hi

LAND AND LANDS OF HAWAII

BELT COLLINS

June 28, 2001
01P-149

Mr. Gary L. Miller
400 Hobron Lane #3305
Honolulu, Hawaii 96815

HILTON HAWAIIAN VILLAGE WAIKIKIAN DEVELOPMENT PLAN

Dear Mr. Miller:

Thank you for your letter of May 1, 2001 to Mr. Daniel Dinell regarding the above-referenced plan. We appreciate your suggestions about increasing public access to the beach and your reference to the quality of landscaping at the Hilton Hawaiian Village. The proposed project will be landscaped in a similar manner.

We share your concerns regarding the quality of life and ambience of the Waikiki area. To assure that the proposed plan is consistent with Hilton Hawaiian Village's previous projects, we have commissioned studies to evaluate existing conditions and forecast conditions with and without the proposed project. Some of the studies conducted include traffic, views, wind, noise, air quality, and socioeconomic effects, including property value impacts. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beltcollins.com WEB: www.beltcollins.com

Georges and Hilde Gerard
Ili Kai Hotel #2040
1777 Ala Moana Blvd
Honolulu - HI 96815

'01 MAY 7 AM 10 51
DEPT OF PLANNING and PERMITTING
CITY & COUNTY OF HONOLULU

May First, 2001

to:

Dept. of Planning and Permitting
Mr. Randall Fujiki, Director
650 South King Street, 7th floor
Honolulu, Hi 96813

Re: Hilton's Waikikian Tower

Dear Sir.

This letter is to express our concerns regarding the building of an additional 350 foot Tower on the ex-Waikikian property. This addition to the already extensive Hilton's buildings will add a noticeable increase in traffic, noise, pollution, to an already congested area.

We do urge your office to carefully study the potential foot-traffic danger and the negative impact the increased cars and buses will have on tourists visiting this area if Dewey Lane becomes a main thoroughfare. Serious consideration should be given to the noise reverberation created by the "canyon" between the Ili Kai and the Hilton Tower which already reaches excessive decibels. Any increase in that respect will impact the Hilton's and Ili Kai's residents thus decreasing the appeal these residences offer.

We do not see any justification as to why the new tower should be seven stories higher than the neighboring buildings.

We believe the above remarks to be pertinent to the negative impact the new building will have on the quality of life in this particular area of Waikiki, and hope your office will take these observations in consideration

Sincerely yours

Hilde and Georges Gerard
Ili Kai #2040

BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Georges Gerard
1777 Ala Moana Boulevard #2040
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. and Mrs. Gerard:

Thank you for your letter of May 1, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is consistent with the City and County of Honolulu goals and objectives for the Waikiki resort area.

We share your concerns regarding the quality of life in the Waikiki area, which is why Hilton intends to develop its property to convey a sense of place that is indicative of the old and new Hawaii. To assure that the proposed plan is consistent with Hilton's previous projects, we have commissioned studies to evaluate existing conditions and forecast conditions with and without the proposed project. Some of the studies conducted include traffic, views, wind, noise, air quality, utility systems (including water, sewer, telephone and cable TV), and socioeconomic effects. These studies will be included in the DEIS, a copy of which will be forwarded to you. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Warren and Evelyn Wong
4330 Alpine Road
Portola Valley, CA 94028
Phone: 650 851-0788
(Owners of Ilikai 1838 and 1905)

May 2, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI 96813

RE: Hawaiian Village Waikikian Development Plan

Dear Mr. Fujiki:

Last summer, our family stayed at a condominium in the Ilikai Hotel for our annual trip to Hawaii. This was the first time we had stayed at this end of Waikiki. We found this location to be far more appealing than the inner part of Waikiki because the buildings were not so closely crammed together, it was less noisy, the traffic wasn't quite as bad (though still quite congested), the beach was not terribly crowded, etc. This part of Waikiki just had a more open and calmer feeling than the rest of Waikiki. We particularly loved the Ilikai because we could take a peaceful walk around the lagoon to the beach without having to cross a busy street.

We liked this property so much that we decided to purchase a unit there. We bought Unit 1838 and a few months later, Unit 1905. When we first walked into Unit 1838, the direct view of the Hilton's massive time-share building was not impressive. However, when we stepped onto the lanai, we saw a somewhat acceptable view of the lagoon/ocean on one side and part of Fort Derussey Park on the other. We thought how terrible it was for the existing owners to have seen their views and peacefulness deteriorate with each additional structure added by the Hilton next door. Also, at that time, it was quite noisy on that side of the Ilikai because of the construction of the Kalia Tower. However, we assumed that quiet would be restored upon its completion. We also assumed that the Hilton could not possibly be allowed to construct any other large structures on the little land that was left adjacent to the Ilikai. So, despite not being terribly fond of the view and noise from that unit, we decided to complete the purchase since prices on the marina side were substantially higher.

It therefore came as quite a shock to us a couple of weeks ago when we received a letter from Belt Collins Hawaii Ltd. announcing a proposal for building a 400 unit building with 17,000 square feet of commercial space. We inquired more into the specifics of this proposal and are very disturbed and strongly opposed to this proposed development on several grounds.

First of all, this project will unquestionably increase severely the noise level in this area. The noise during construction will be as annoying and bothersome as it was during the preceding construction. After construction, residents of the Ilikai will continue to be disturbed by heightened noise from the increase in people and traffic (along both Dewey Lane and Ala Moana Blvd.) as a result of the additional 400 rooms, the "Fun Pool Area" and potentially the aquatic park in the lagoon. The negative impact on the peace and enjoyment of property by the Ilikai owners and tenants is unconscionable.

Secondly, this project will further exasperate the traffic congestion in this area. Not only will the higher number of hotel occupants increase the number of cars, buses, taxis, etc. The additional commercial/retail space and "Fun Pool Area" will draw more people and resultant traffic to the area. Of course, along with more traffic is more air pollution.

Thirdly, the construction of this 350 feet tall and massive building would negatively impact the aesthetics of this area. This section of Ala Moana Blvd. would become essentially a solid wall of high-rises, thus losing the remaining degree of openness that still exists there. This would be a detriment to the views of many of the other existing buildings in the area. The city/mountain/ Derussey Park view for the Ilikai residents facing the Hilton Hawaiian Village would be virtually destroyed. The shadow cast by this proposed building will in all likelihood reduce the lighting for many of the Ilikai units. The new building will also affect the pleasant tradewinds that help cool the Ilikai units resulting in greater usage of air-conditioning units. The nicest part of Waikiki (in our opinion) would become more like the high-rise jungle that comprises most of the rest of the Waikiki district.

We are residents of California who enjoy spending a great deal of time on Oahu. No well-planned community in California would approve a project that would have such a strong negative impact on the environment as well as adversely affect the property rights and enjoyment of neighboring residents. We are appalled that this project could be approved.

We hope that you will consider our comments and concerns and those of many other displeased property owners and tenants in this area when evaluating the feasibility of this huge project. We would like to be a consulted party on this development and kept abreast of all significant developments as they arise. Thank you for your time and effort in dealing with this matter.

Respectfully,

Warren and Evelyn Wong

Warren and Evelyn Wong

cc: Duke Bainum, Waikiki District City Council Representative

BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Warren Wong
4330 Alpine Road
Portola Valley, California 94028

HILTON HAWAIIAN VILLAGE WAIKIKIAN DEVELOPMENT PLAN

Dear Mr. and Mrs. Wong:

Thank you for your letter of May 1, 2001 to Mr. Randall Fujiki regarding the subject project. The Draft Environmental Impact Statement (DEIS) currently being prepared will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. As described in the EIS Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. Similarly, the proposed project is consistent with the City and County of Honolulu goals and objectives for the Waikiki resort area.

We share your concerns regarding the quality of life and ambience of the Waikiki area, which is why Hilton proposes to develop the property to convey a sense of place that is indicative of the old and new Hawaii. To assure that the proposed Hilton Hawaiian Village Waikikian Development Plan is consistent with Hilton's previous projects we have commissioned several studies to evaluate existing conditions and forecast conditions with and without the proposed project. Some of the studies conducted include traffic, views, wind, noise, air quality, shadow, and socioeconomic effects. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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Yacht Harbor Towers

1600/1650 Ala Moana Blvd. / Honolulu, Hawaii 96815 / Telephone 947-1855 / Fax 942-0124

May 2, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard., Suite 100
Honolulu, HI 96813

Subject: Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Sichter:

Our Board of Directors at Yacht Harbor Towers, which represents 459 apartment owners, strongly opposes the current plan to develop the Waikikian area. Your environmental impact statement doesn't address the consequences of traffic that will impact traffic flow on Ala Moana Boulevard.

Ala Moana Boulevard is a three lane roadway until it reaches the intersection of Ena Road and Kalia Road where it becomes two lanes until it reaches Kalakaua Avenue. The intersection at Ala Moana Boulevard and Ena/Kalia Roads is already one of the busiest for its size in Honolulu. This intersection is about to see increased traffic with the opening of the newly built tower on the Hilton Hawaiian Village grounds. An additional large building on the Ala Moana side of the Hilton property will overpower this intersection, which already backs up all the way to Yacht Harbor Towers during evening traffic. On the Kalia Road side, traffic currently backs up beyond the Hilton Hawaiian Village even though the new tower has not opened.

Our recommendation is that the Hilton Hawaiian Village scale down this project significantly. In as much as the Hilton Hawaiian Village property already includes four large high rise structures, perhaps leaving some of this property in open space would be appropriate. If not, perhaps low rise commercial use could be made of the property.

Thank you for the opportunity to express the concerns of 459 apartment owners who will be impacted by the proposed Hilton development.

Sincerely,

H. Hugh Mitchell

H. Hugh Mitchell, President

cc: Office of the Mayor
Honolulu City Council
Honolulu Department of Planning and Permitting
Waikiki Neighborhood Board

BELT COLLINS

June 28, 2001
01P-149

Mr. H. Hugh Mitchell, President
Association of Apartment Owners
of the Yacht Harbor Towers
1600/1650 Ala Moana Boulevard
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Mitchell:

Thank you for your letter of May 2, 2001 regarding the subject project. The document you reviewed was a notice that a Draft Environmental Impact Statement (DEIS) was going to be prepared. The DEIS currently being prepared will describe the proposed project, and the alternatives investigated, including alternative layouts and building configurations. A detailed traffic analysis has been completed and will address the concerns you raise. This study will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com
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May 2

Dear Sir,

It's hard to believe that the Hilton wants to create a concrete highrise that will block ocean views + create a New York City atmosphere on what was once one of the nicest, open areas. The traffic congestion is horrible already - Please don't build this addition -

Power Faulkner

Paula Faulkner
469 Ena Rd. Apt. 3402
Honolulu, HI 96815

Mr Lee Sichter
680 Ala Moana
Honolulu HI 96813

96813+5406

BELT COLLINS

June 28, 2001
01P-149

Ms. Paula Faulkner
469 Ena Road, Apt. 3402
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Ms. Faulkner:

Thank you for your letter of May 2, 2001 regarding the subject project. By law the project will be required to retain at least 50 percent of the land in open space. A great deal of attention is being devoted to the aesthetic quality of the project.

To assure that the proposed Hilton Hawaiian Village Waikikian Development Plan is consistent with Hilton's previous projects, we have commissioned several studies to evaluate existing conditions and forecast conditions with and without the proposed project. These studies include traffic, views, wind, noise, air quality, utility systems (including water, sewer, telephone and cable TV), and socioeconomic effects. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beicollins.com WEB: www.beicollins.com

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111
http://www.honolulupd.org
www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

LEE D. DONOHUE
CHIEF

MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-LS

May 2, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii Limited
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Thank you for the opportunity to review and respond to the Environmental Impact Statement Preparation Notice for the Hilton Hawaiian Village Waikikian Development Plan.

The Honolulu Police Department has concerns regarding calls for police service to the area both during and after the construction phase of the proposed project.

During the construction phase, dust and noise will inevitably generate calls for police service to the area. We are concerned about vehicular movement and emergency access on Dewey Lane. Further, loading zones will be compromised and the traffic and parking problems during this period will compound the already existing congestion for the Ala Wai Small Boat Harbor. This will generate even more calls for our service to the area.

After the proposed project becomes operational, the construction-related problems will have subsided. However, since the proposal's objective is to attract more traffic to the area, the on-going traffic congestion and parking issues will continue to generate calls for police service.

If there are any questions, please call Carol Sodetani of the Support Services Bureau at 529-3658.

Sincerely,

LEE D. DONOHUE
Chief of Police

By
EUGENE UEMURA, Assistant Chief
Support Services Bureau

cc: District 6

BELT COLLINS

June 28, 2001
01P-149

Mr. Lee D. Donohue, Chief
Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, Hawaii 96813

Hilton Hawaiian Village Waikikian Development Plan

Dear Chief Donohue:

Thank you for your letter of May 2, 2001 regarding the subject project (Reference CS-LS). The Draft Environmental Impact Statement (DEIS) currently being prepared will fully address project related traffic impacts, as well as construction impacts.

A copy of the DEIS will be forwarded to you. We believe it will alleviate most of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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'01 MAY 7 AM 10 50

May 2, 2001

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

Mr, Randall Fujiki
Dept. of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI. 96813

Dear Sir,

In the early sixties when my family purchased our apartment in the Ilikai, we knew what Paradise was. We had the view from Moana Valley to Diamond Head. We saw the grass and gardens of the Hilton and the Waikikian, and the park at Fort de Russey.

We heard the Hawaiian music from the Hilton Luaus and the laughter from the Tahitian Lanaii. The most wonderful sound of all was the roar of the beautiful Pacific.

We had clean, clear air from the Trades (no air-conditioning needed), and very little traffic on Dewey Lane!

The the Hilton decided to become a Giant -- no longer a small "village", but a"concrete a megalopolis". The Rainbow and Lagoon towers took our view of Diamond Head. Tapa and Kalia took the view of Moana Valley and part of the park at Fort de Russey. The planned building will take the rest.

We had little traffic noise and clean, clear air. Now all we hear are horns, buses, cars and motorcycles. At night we listen to car alarms and giant air-conditioners. We no longer hear the ocean's roar.

The proposed tower will add to what the Hilton has already taken from us. All that is left is our Trades.

PLEASE do not let the Hilton take away the Trades and our clean, clear air!

Sincerely,

Nancy Pegrum

Mrs, Nancy Pegrum
Apt. 2042, The Ilika

BELT COLLINS

June 28, 2001
01P-149

Ms. Nancy Pegrum
1777 Ala Moana Boulevard Apt. 2042
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Ms. Pegrum:

We share your concerns regarding the quality of life and ambience of the Waikiki area. As discussed in the Draft Environmental Impact Statement (DEIS), which will be forwarded to you for your review and comment, the transformation of the Hilton property mirrored the change that occurred throughout Waikiki in the past four decades. The state, the city, and private business are all committed to improving the aesthetic character of the area. We believe the proposed project will contribute to that effort.

The DEIS we are presently preparing will fully address your concerns about traffic, noise, air quality, and preserving the trade winds. We will forward a copy to you for your review and comment.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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RECEIVED
'01 MAY 8 AM 9:06
DEPT OF PLANNING & PERMITTING
C & C OF HONOLULU

638 South Waterfront Ridge Drive
Coeur d'Alene, Idaho 83814
May 2, 2001

Mr. Randall Fujiki
Director
City Planning and Permits
650 South King Street
Honolulu, HI 96813

Reference: Hilton Hawaiian Village Proposed Waikiki Development Plan

Dear Mr. Fujiki:

I own an apartment in the Ilikai (unit 1539). Currently my [illegible] concern is the additional traffic and noise associated with the proposed widening of Dowsy Lane.

The noise origination from the Dowsy Lane is amplified by the "V" shape of the Ilikai complex. On my first company trip to the Island, (retired Eastman Kodak employee), I moved from downtown Waikiki to the Ilikai because of the traffic noise and the exhaust smell. We like the Ilikai and bought a condominium unit.

Please keep the traffic, noise and exhaust smell from increasing (from Dowsy Lane).

In addition is there a plan to contain the noise from the "Fun Pool Area"? Currently the noisiest thing that we hear is the trash truck, delivery trucks and the Friday night fire works.

I'm also concerned with the new tower blocking our view of Waikiki and Diamond Head

Cordially,

Terry Agnew

cc: Cindy and Tom Jacobson
Ilikai Room 843
1777 Ala Moana Blvd.
Honolulu, Hawaii 96815

TOTAL P.01

BELT COLLINS

June 28, 2001
01P-149

Mr. Terry Agnew
638 South Waterfront Ridge Drive
Cosur d'Alene, Idaho 83814

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Agnew:

Thank you for your letter of May 1, 2001 to Mr. Randall Fujiki regarding the subject project. The Draft Environmental Impact Statement (DEIS) currently being prepared will include an analysis of the project's impacts on noise, traffic, air quality, and views.

A copy of the DEIS will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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2001/CLOG-1945

Mr. Randall Fujiki
Director Department of Planning
And Permitting
650 S. King Street
Honolulu, HI. 96813

'01 MAY 2 PM 1 01
DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

Dear Mr. Fujiki:

With the current plans for another tower #7 for Hilton Hawaiian Village on an intersection already beyond traffic problem, I don't see how this will improve it.

Another problem is Dewey Lane. I cannot follee 2 exits on a lane whose traffic is heavy flowing into Hobron and Ala Moana. Adding the traffic from Hawaii Prince Hotel, Ilikai Marina plus 3 restaurant (Chart House, Red Lobster and Outback) and the Ilikai Hotel. Don't forget the parking lots for the Ala Wai Boat Harbor.

With all sincerity, I hope you would reconsider this plan.

Sincerely,

Lavinia Wong

April 20, 2001

Lavinia Wong
1777 Ala Moana Blvd. #1344
Honolulu, HI 96815

April 20, 2001

BELT COLLINS

June 28, 2001
01P-149

Mrs. Lavina Wong
1777 Ala Moana Boulevard, #1344
Honolulu, Hawaii 96815

Dear Mrs. Wong:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 20, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. A traffic study to be included in the Draft Environmental Impact Statement (DEIS) was conducted to evaluate the impacts of the plan on Dewey Lane, Hobron Lane, and parking at the Ala Wai Boat Harbor.

A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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From: <PRINCEOFWAIKIKI@aol.com>
To: HAWAII.BCH(lee)
Date: 5/3/01 11:30AM
Subject: EIS REVIEW RE-HHW WAIKIKIAN TOWER#7

From: Raymond A.Gruntz, 1765 AlaMoana Blvd. Apt. 1482,Honolulu, HI. 96815
I want to participate in the EIS review as a consulted party, and be informed of any meetings or process re- this matter. I was at the Hawaii Y/C and after all the smoke and mirror's the bottom line is TRAFFIC, WHERE DOES IT GO after you route it off your property. You will turn Alamoana Blvd. into a parking lot. AIR QUALITY and NOISE, will be LONG TERM not short as you list in your plan.You tell us you will give up part of your land to add to WIDENING OF DEWEY LANE, that's nice but how else could you expect all your traffic to exit your property onto the presant 20foot roadway, or where would you part your many tour buses that will be picking up and drop off your people who would be staying in the new time shares. I read stat's 400 units- how many rooms or people in each unit and do you expect most of them to take a bus of any type or rent a car??. We have not felt the effect of the tower that will open up in MAY this year and when at 100% how it effects our local traffic and CLEAN AIR, if you look out your windows now between 4PM and 6PM we have gridlock traffic in this area-I hope your photo's of same will be as good as mine. I wonder how many other buildings have traffic that backs up and into their parking area's 3 and 4 floors high and can take as much as 20 min. to get out of the garage into Hobron Lane from my ILIKI MARINA CONDO BUILDING of which I am an owner. I have read that even your own traffic report 10 years ago said we were at 91 or 92% of traffic load in the area!!!. As I said at the Hawaii Y/C meeting a few weeks ago your plans are very nice BUT WHERE DO WE PUT THE TRAFFIC AFTER YOU FLUSH IT OFF YOUR PROPERTY AND OUT OF YOUR SITE AND INTO MY SITE AND PATH. IF THIS GET'S PAST THE TRAFFIC AND CLEAN AIR PEOPLE, I will know that CITY HALL IS FOR SALE. Once again put me on the list of people to be informed of all hearings and or meetings re your building of the 7th tower the WAIKIKIAN. THANK YOU
RAYMOND A. GRUNTZ, 1765 ALAMOANA BLVD. APT. 1482, HONOLULU, HAWAII 96815-1422 TEL# 949-0492

Daniel Dinell

From: PRINCEOFWAIKIKI@aol.com@INTERNET [IMCEANOTES-PRINCEOFWAIKIKI+40aol+2Ecom+40INTERNET@hilton.com]
Sent: Thursday, May 03, 2001 11:54 AM
To: Daniel Dinell
Subject: ATT: Daniel Dinnell VP/HHV Strategic Planning

I want to participate in the EIS review as a consulted party, and be informed of any meetings or process re- this matter. I was at the Hawaii Y/C and after all the smoke and mirror's the bottom line is TRAFFIC, WHERE DOES IT GO after you route it off your property. You will turn Alamoana Blvd. into a parking lot. AIR QUALITY and NOISE, will be LONG TERM not short as you list in your plan.You tell us you will give up part of your land to add to WIDENING OF DEWEY LANE, that's nice but how else could you expect all your traffic to exit your property onto the presant 20foot roadway, or where would you part your many tour buses that will be picking up and drop off your people who would be staying in the new time shares. I read stat's 400 units- how many rooms or people in each unit and do you expect most of them to take a bus of any type or rent a car??. We have not felt the effect of the tower that will open up in MAY this year and when at 100% how it effects our local traffic and CLEAN AIR, if you look out your windows now between 4PM and 6PM we have gridlock traffic in this area-I hope your photo's of same will be as good as mine. I wonder how many other buildings have traffic that backs up d into their parking area's 3 and 4 floors high and can take as much as 20 n. to get out of the garage into Hobron Lane from my ILIKI MARINA CONDO BUILDING of which I am an owner. I have read that even your own traffic report 10 years ago said we were at 91 or 92% of traffic load in the area!!!. As I said at the Hawaii Y/C meeting a few weeks ago your plans are very nice BUT WHERE DO WE PUT THE TRAFFIC AFTER YOU FLUSH IT OFF YOUR PROPERTY AND OUT OF YOUR SITE AND INTO MY SITE AND PATH. IF THIS GET'S PAST THE TRAFFIC AND CLEAN AIR PEOPLE, I will know that CITY HALL IS FOR SALE. Once again put me on the list of people to be informed of all hearings and or meetings re your building of the 7th tower the WAIKIKIAN. THANK YOU
RAYMOND A. GRUNTZ, 1765 ALAMOANA BLVD. APT. 1482, HONOLULU, HAWAII 96815-1422 TEL# 949-0492

att1.htm

LUPD #1

BELT COLLINS

June 28, 2001
01P-149

Mr. Raymond A. Gruntz
1765 Ala Moana Boulevard Apt. 1482
Honolulu, Hawaii 96815

Hilton Hawaiian Village - Waikikian Development Plan

Dear Mr. Gruntz:

Thank you for your emails of May 2 and May 3, 2001 to Mr. Daniel Dinell and me regarding the subject project. The Draft Environmental Impact Statement (DEIS) currently being prepared will fully address your concerns regarding traffic impacts, noise, and air quality. A copy of the DEIS will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

WILLIAM E. BOEING, JR.
1325 FOURTH AVENUE, SUITE 1840
SEATTLE, WASHINGTON 98101-2510
(206) 624-4484
FAX (206) 624-5044

SENT BY FEDERAL EXPRESS AND FAXED TO 808-527-6743

May 3, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
City of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

RE: Hilton Hawaiian Village Waikikian Development Plan

Dear Director Fujiki:

I am an original owner in the Ilikai. For many years I have watched as development has devoured much of what was the magic of Honolulu. The loss has been particularly driven by the height and closeness of the many buildings seeking their place in the sun at the expense of the surrounding structures which had themselves extracted some of the magic from their neighbors. When it is all over, whenever that might be, no one will be happy because there will not be a shred of magic left anywhere for anyone.

I would like to be included as a consulted party in the matter of the consideration of the approval of the application of the Hilton Hawaiian Village Waikikian Development Plan. I reserve the right to expand my areas of concern as I become more familiar with the details of the proposal. The limited information that I have had the opportunity to review to date raises serious concerns for me about impacts of the proposal on increasing traffic congestion; the impact on the natural air conditioning effect of the trades; disruption of sunlight because of the height of the proposed building; and, the noise that will obviously ensue from the closeness of the mixed uses and the added concentration of mixed and varied traffic; the apparent addition of circulating traffic from the present Hilton Hawaiian Village complex onto an already

overburdened small street attempting to service the yacht harbor and other surrounding buildings; to name a few.

I would appreciate receiving any detailed information that you might have on the project to assist me in better refining my understanding of the plan and its implications.

Thank you for your attention to this request.

Sincerely Yours,

William E. Boeing, Jr.

web/as
cc: Honorable Duke Bainum
Waikiki District City Council Representative
530 South King Street, Suite 202
Honolulu, Hawaii 96813

Ilikai Owner's Association

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June 28, 2001
01-P-149

Mr. William E. Boeing, Jr.
1325 Fourth Avenue, Suite 1940
Seattle, Washington 98101-2510

Hilton Hawaiian Village - Waikikian Development Plan

Dear Mr. Boeing:

Thank you for your letter of May 3, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will include detailed studies to evaluate the project's impacts on traffic, views, wind, noise, air quality, sunlight, utility systems (including water, sewer, telephone and cable TV), and socioeconomics. The DEIS will be forwarded to you for your review.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

Colorado Springs, Colorado
May 3, 2001

Department of Planning and Permitting
Randall Fujiki, Director, 808-523-4432
650 South King Street, 7th Floor
Honolulu, Hi. 96831
FAX: 808-527-6743
Phone: 808-727-5369

RE: Hilton Hotel Planned Expansion and Building.

Dear Mr. Fujiki,

As a original owner of Unit #1016 in the Ilikai I write to you as a very concerned person in that it is my understanding that the Hilton Hotel plans to build a "Maybe Building" on the Waikikian property which as you know is parallel to the "Ilikai".

By constructing this purposed building that would be 350 high would completely close off our view of the Lagoon and the problems that the additional traffic would bring by useing the street would be a "Night Mare".

I request that I become a "Consulted Party" on any plans now or in the future pertaining to this situation.

I ask that you please reply to this letter and I thank You.

Sincerely,

Yoshiko T. Brunson (Jackson)
Owner of #1016 in the "Ilikai"
18 Polo Drive
Colorado Springs, CO. 80906
Phone: (719) 632-6638

COPY TO: Waikiki District City Council Representative
Duke Bainum
530 S. King Street, Suite 202
Honolulu, Hi. 96813
FAX: 808-523-4220

TOTAL P.02

BELT COLLINS

June 28, 2001
01P-149

Ms. Yoshiko T. Brunson
18 Polo Drive
Colorado Springs, Colorado 80906

Hilton Hawaiian Village - Waikikian Development Plan

Dear Ms. Brunson:

Thank you for your letter of May 3, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS), currently being prepared, will address your concerns regarding the project's impacts on traffic and views. We think. you'll be pleased to learn that the proposed project will not impact your ocean views. We will send you a copy of the DEIS for your review and comment.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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the Wailana at Waikiki 1860 Ala Moana Boulevard, Honolulu, Hawaii 96815 Tel: (808) 946-7977 Fax: (808) 944-0565

MAY 3 5 01 PM '01

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

RE: HILTON HAWAIIAN VILLAGE WAIKIKIAN DEVELOPMENT PLAN

Dear Mr. Sichter:

This board represents the 186 apartment owners of the Wailana At Waikiki. We are strongly opposed to the plan to develop the Waikikian area as it is currently written. While we agree that it does not make economic sense to leave a six story hotel structure abandoned, the size and scope of this plan does cause major concerns to this board.

TRAFFIC: Your environmental impact statement preparation notice states that traffic will be impacted on Dewey Lane, a virtually now non-existent street, but barely mentions the terrible consequences on traffic flow to Ala Moana Boulevard. An additional development of this magnitude will have a devastating effect on the access to and egress from our parking facility which is already bottlenecked by its location on one of the few entrances to the Waikiki area.

NOISE: Located directly across the boulevard from the Hilton development currently in process, our owners have suffered through its various on-going construction phases, and now you would continue this suffering by yet another long-term project.

VIEWS: In your impact statement preparation notice you suggest that there will be a very limited loss of view to surrounding properties. In your list of such properties, our home, the Wailana At Waikiki, is not mentioned by name, but merely referred to as "other taller buildings". Again, being directly across the boulevard from the current Hilton project, our owners have already lost considerable views, and the majority of our units fronting Ala Moana Boulevard will lose yet one more ocean view by the size of this proposed development.

OUR RECOMMENDATION: Our owners fully support the Hilton Hawaiian Village in its' desire to turn abandoned property into a revenue enhancing project, but strongly oppose the 350 foot high (not including the height of rooftop mechanical equipment) structure as excessive development of an already highly developed area. Your notice addressed several alternative plans that would combine the new development with existing structures to provide enhanced revenue without adding to the clutter of this area. This board strongly urges you to scale down this project so that there is no new structure built higher then currently existing structures. This will allow a proper return on investment for the Hilton and actually make the Waikikian Project a welcome improvement to the site of an abandoned hotel.

Thank you for considering the concerns of 186 of your neighbors.

Sincerely,

Geri O'Leary

Mrs. Geri O'Leary, President
AOAO Wailana At Waikiki

27 April 2001

cc:Office of the Governor
Office of the Mayor
Honolulu City Council
Honolulu Department of Planning and Permitting
Waikiki Neighborhood Board
Waikiki Improvement Association
Waikiki Residents Association
AOAO Canterbury Place
AOAO Chateau Waikiki
AOAO Discovery Bay
AOAO Eaton Square
AOAO Ilikai
AOAO Pomaikai
AOAO Yacht Harbor Towers
AOAO Waipuna
Councilman Duke Bainum
Representative Galen Fox
Richard Stephensen

BELT COLLINS

June 28, 2001
01P-149

Mrs. Geri O'Leary, President
Association of Apartment Owners
of the Wailana at Waikiki
1860 Ala Moana Boulevard
Honolulu, Hawaii 96815

Dear Mrs. O'Leary:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of April 27, 2001 regarding the above-referenced plan. The Draft Environmental Impact Statement currently being prepared will describe the proposed project, the alternatives investigated, including alternative layouts and building configurations.

As described in the Environmental Impact Statement Preparation Notice, the proposed project is a permitted use and will comply with all land use and zoning ordinances. A traffic study, to be included in the DEIS was conducted to describe existing conditions and evaluate the impacts of the plan. Other studies, which include potential noise, air quality, wind and visual effects of the project, were also conducted and will be included in the DEIS. A copy of the DEIS will be forwarded to you for your review. We believe the DEIS will help to alleviate some of the concerns that you have expressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

Department of Planning and Permitting
Randall Fujiki, Director
650 South King St., 7th Floor
Honolulu, HI. 96813

Dear Mr. Fujiki:

I am writing this letter in regards to the building of another huge building on the grounds of the Waikikian property by the Hilton Hawaiian Village.

The owners of unit #936, Mr. & Mrs. Koji Sakuma, has asked me to write this letter because they are Japanese citizen and cannot write English. They are concerned about the inconvenience and the noise the trucks and cars will create when the roadway is constructed. Their unit is fronting Hilton Hawaiian Village and will be right next to the road. Therefore, they are objecting the building of the new development. Thank you very much.,

Sincerely yours,

Koji Sakuma
Koji Sakuma
by Florence Nishizawa

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BELT COLLINS

June 28, 2001
01P-149

Mr. and Mrs. Koji Sakuma
c/o Florence Nishiyama
Ilikai Apartments
1777 Ala Moana Blvd. Apt. 936
Honolulu, Hawaii 96815.

Dear Mr. and Mrs. Sakuma:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your fax of May 3, 2001, concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on noise and traffic. The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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1777 Ala Moana Blvd, APT 1008
Honolulu, Hawaii 96815
May 3, 2001

Department of Planning and Permitting
650 So. King Street
Honolulu, Hawaii 96813

Subj: HILTON MADNESS

Dear Sirs:

Hilton states in their KISPN THAT THEY DO NOT HAVE proper space to expand, so they are planning to stack new buildings "on top" of present buildings and "abut" new construction to present buildings. PLEASE DO NOT LET THIS HAPPEN.

Questions are: What's next? When is new construction to "the concrete jungle" going to end? When is enough, enough? What happens to the sewer system when Hilton flushes their 4000 toilets? "Mechanical equipment" atop the new construction will produce 110 decibels continuously. 110 decibels for 30 minutes causes ear damage. Has any thought been given to the 20,000 tax paying residents whose lives will be destroyed? Assessed property values will be cut by 80%.

No need to respond to the Belt Collins Plan, except to say, that plan is 100% misleading, completely bogus and filled with "may not," "not anticipated," and "may impact." Does anyone know that they work for Hilton?

Rumors floating around the Hilton timeshare crowd indicate that Hilton already had the Department of Planning and Permitting in their pocket.

Dear God, do not let this disaster happen.

Very truly yours,

Max H. Watson

'01 MAY 9 PM 1 19
DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

BELT COLLINS

June 28, 2001
01P-149

Max H. Watson
1777 Ala Moana Blvd. Apt. 1808
Honolulu, Hawaii 96815Watson

Dear Mr. Watson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 3, 2001 to the Department of Planning and Permitting concerning the subject property. We acknowledge your concerns about the narrow configuration of the property and the challenge of redeveloping it. The Environmental Impact Statement Preparation Notice you reviewed announced Hilton's intent to prepare a Draft Environmental Impact Statement (DEIS) for the project. That document is nearing completion and will be sent to you for your review and comment.

Please be assured that the DEIS will address your concerns about noise impacts and demands the project will place on the sewer system and other utilities. We believe most of your concerns will be addressed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

'01 MAY 4 PM 3 34
DEPT OF PLANNING and PERMITTING CITY & COUNTY OF HONOLULU

Mr. Fujiki. This letter concerns the proposed change to the Waikikian property of the Hilton Hawaiian Village: I wish to go on record as being in favor of the proposed changes. Please know that I am an owner of a condo in the Alohai Hotel building. I realize that it is inevitable that development of some sort will take place on this property and that this is probably the best that we can reasonably hope for. Needless to say, I would prefer that something more to my liking would be built than but unfortunately that isn't the way things work. Please take this letter into consideration.

Thank You

R.A. Vogtitler
1777 Ala Moana Apt. 1220
Honolulu, Hawaii 96815

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June 28, 2001
01P-149

Mr. R.A. Vogtritter
1777 Ala Moana Boulevard #1220
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Vogtritter:

Thank you for your letter of May 1, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. We appreciate your support for the proposed Waikikian Development Plan. We will forward a copy of the Draft Environmental Impact Statement to you for your review and comment.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Wayne Lowell

6 Bayside
Irvine, California 92614
E-mail: lowellwayn@aol.com

Phone 949-654-3615
Fax 949-654-1743

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Blvd., Suite 100
Honolulu, HI 93813

May 4, 2001

Dear Mr. Sichter:

As a former resident of Hawaii (1963-1967) and owner of property in the Ilikai (units 1443 and 1437), I am writing to express my opposition to the proposed expansion plans of the Hilton Hawaiian Village on the former Tahitian Lanai property.

Specifically, I oppose the addition of any more rooms (even if in the form of time shares) along with the traffic that will result from moving the entrance to the expansion to the Ewa side of the Hilton Hawaiian property and expanding the road between it and the Ilikai.

First, with regard to the addition of more rooms on the Hilton property, the number of visitors at the *Hilton Hawaiian property is already creating overcrowding on the beach. The new Kalia tower isn't even open yet and there is very little room on the public beach for anyone who is not staying at the Hilton Hawaiian property.*

The lack of room on the public beach is due, in part, to the Hilton's practice of putting up numerous umbrellas on the public beach first thing in the morning and effectively appropriating a public beach for the private use of the Hilton guests. My wife and I have come to the Ilikai in February and April of this year and found ourselves being forced to sit on hard ground makai way, towards the breakwater, rather than the beach as a result of the Hilton's practice.

Also, the large volume of visitors to the Hilton property has caused erosion of the public beach to the point that what little sand remains would probably be better called pebbles. Years ago, this beach was attractive, but is now painful to walk on because of the exposed rocks, especially in the water.

These issues are a problem before the opening of the Kalia tower and *will only get worse* after it is opened. The beach is a public resource yet Hilton's practices treat it as their "own" without reinvestment.

The other part of my opposition results from the traffic that will be crated by the addition of more rooms on the Hilton Hawaiian Village property as evidenced by the proposed entrance between the Ilikai and new rooms combined with the widening of the road between the two properties.

As someone whose property and enjoyment of such property will be negatively affected by more traffic between the Ilikai and Hilton properties, I insist that any expansion *funnel all traffic out to Ala Moana Boulevard and not between the Ilikai and Hilton properties.* This is the way traffic flowed when the Tahitian Lanai was there and there is no reason that should change.

As someone who has enjoyed the beach and area around the Hilton Hawaiian village for almost 40 years, I feel that with the number of rooms that will have been added with Kalia tower "enough is enough." I'm not certain of this, but I suspect that the number of rooms at the new Kalia tower alone is more than the Tahitian Lanai property had in total.

The Hilton property needs to stop appropriating public property for it's private guests' use. Hilton Hawaiian needs to reinvest some of their monies in rebuilding the beach that they have made their "own." Lastly, any additional expansion must be done in a way that doesn't increase traffic between the Ilikai and Hilton properties.

The visitor density of this area of Waikiki has increased enough and it's time to say "pau" to any more hotel or time-share rooms at the Hilton Hawaiian Village.

Sincerely,

Wayne Lowell

Wayne Lowell

BELT COLLINS

June 28, 2001
01P-149

Wayne Lowell
6 Bayside
Irvine, California 92614

Dear Mr. Lowell:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its visual relationship to the surrounding area.

As discussed in the EIS Preparation Notice, part of the proposed project is the addition of a large swimming pool. The applicant believes that this new recreational amenity will provide an attractive alternative to the beach for its guests.

Although specific improvements to the beach are not part of the proposed project, the applicant will take your recommendation under advisement.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@beltcollins.com WEB: www.belcollins.com

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DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2001/CLOG-1369(TC)
2001/ED-7

May 4, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813

Dear Mr. Sichter:

Waikikian Development Plan - Hilton Hawaiian Village
Environmental Impact Statement Preparation Notice
Tax Map Keys: 2-6-009: 001, 002, 003, 009, 010 and 012

This is in response to your submittal of the Environmental Impact Statement Preparation Notice (EISPN) (date-stamped March 29, 2001) requesting comments on the Waikikian Development Plan at the Hilton Hawaiian Village (HHV). The Department of Planning and Permitting (DPP) comments are as follows:

1. Location Map - The location map should be revised to include all parcels listed on the Environmental Notice Publication Form and our transmittal to the Office of Environmental Quality Control (OEQC). Emphasis should be added to those parcels on which construction will occur.

2. Joint Development - In Section 4.c. of the EISPN, the "Preferred Alternative" proposes to jointly develop three parcels (Tax Map Keys: 2-6-9: 2, 3 and 10) with Parcels 1, 9 and 12. However, Parcels 1, 9 and 12 are currently joint developed with HHV. In order to include Parcels 1, 9 and 12 in the proposed project, Parcels 1, 9 and 12 need to be removed from the existing joint development for HHV or establish a new joint development for all parcels.

   In addition, the proposed tower is situated over Parcel 9; it is likely that the project will utilize parking located on Parcel 9 as well as utilize access through HHV. The existing HHV (and possibly this proposal as well) is dependent upon all parcels to comply with zoning requirements. Therefore, it appears unlikely that Parcels 1, 9 and 12 could be "divorced" from the existing development (HHV) and be used as proposed. As such, the preferred alternative does not appear to be

valid. Other alternatives which incorporate Parcels 2, 3, and 10 (subject parcels) with other parcels of HHV must be considered. The EIS should state whether the proposed development will be accomplished through a new joint development with HHV or a lot consolidation.

3. Visitor Unit Cap - The DEIS should address the Primary Urban Center Development Plan visitor unit cap for Waikiki. In ROH Section 24-2.2(b)(2)(B), Waikiki Special Area, states that, "Resort facilities shall be developed to support a destination area of 32,800 visitor units in the Waikiki special area. This figure shall be an absolute cap ...". The EIS should address how the proposed development will conform to the visitor unit cap, as one of the land use controls.

4. Sewer Capacity - The DEIS should note that approval of the proposed project is contingent upon the completion of the Kalia Tower 24" Sewer Relief Line Project. A Sewer Connection Application Form must be submitted for review and approval and for sewer capacity reservation.

5. View Analysis - There should be view analysis for all alternatives showing the amount of view blockage of the ocean from Ala Moana Boulevard and the surrounding areas. Per Waikiki Special District Design Guidelines, regarding building orientation and form, there should be discussions and justifications for deviating from the mauka-makai building orientation (i.e., building's long axis).

6. Wind Analysis - A wind tunnel study should be included to determine the potential impacts of the proposed high-rise tower onto the shoreline, outdoor recreation areas, surrounding open space, adjacent buildings, open lanais, and other public areas, i.e., open lobbies and porte cocheres.

7. Significance Criteria - There should be more justification for each of the thirteen significance criteria, as well as any impacts and mitigative measures.

8. Proposed Alternatives - The proposed alternatives should include variations and evaluations of the various building tower orientations and forms, tower locations, parking structures, and open space areas. It should also include alternatives with and without the Planned Development Resort (PD-R) option. If the PD-R option is used, then there should be discussion as to what aspects of the PD-R would be utilized and the commensurate public benefits for granting a PD-R.

9. Maximum Density - More detailed information should be provided regarding density calculations and floor area tabulations for this project with all of HHV.

10. Off-Street Parking and Loading - There should be more detailed information about how off-street parking and loading requirements will be satisfied for this project and all of HHV, i.e., parking floor plans, parking and loading stall tabulations. If parking or loading stalls are being removed or reconfigured, then there should be a complete parking and loading plan showing all existing and new stalls.

11. Open Space - More detailed information should be provided showing how this project meets the 50% open space, i.e., open space locations and individual area tabulations.

12. Traffic Analysis and Ala Moana Boulevard Frontage - There should be a traffic analysis which addresses the different points of ingress and egress for Hilton Hawaiian Village, impacts to existing traffic pattern and traffic signals, as well as any needed improvements. Show and discuss in more detail the proposed street improvements along the Ala Moana Boulevard and Dewey Lane frontages.

13. Pedestrian-Orientation - Per Waikiki Special District Design Guidelines, discuss how the proposed project would enhance and promote the pedestrian experience for commercial establishments and the community as a whole.

14. Hawaiian Sense of Place - Per Waikiki Special District Design Guidelines, there should be discussion on how the proposed project meets the objectives of the Waikiki Special District, especially how it promotes a Hawaiian sense of place.

15. Visual Links - Per Waikiki Special District Design Guidelines, show how the proposed project provides a visual link between public spaces, shoreline, ocean and mountain views, open space, and ground level spaces.

16. Parking Facilities - Show how the proposed parking structure will not visually impact the surrounding areas, i.e., around its perimeter and from upper floors.

17. The Special Management Area and Shoreline Setbacks - Show how the shoreline setback requirements will be met. In addition, the section detailing the project's relationship to land use plans, policies and controls, must also include a detailed discussion of its conformance with the objectives and policies of the Special Management Area, Chapter 25, ROH.

18. Flood Requirements - The project is within the "AO" and "A" flood hazard districts. All work must comply with flood requirements.

19. LUO Requirements - Show how the proposed project will comply with building heights, transitional height setbacks, yards, open space, and landscaping.

20. Easements - There should be more information about the purpose and beneficiaries of Easements "D" and "E" located abutting the subject property (Tax Map Keys: 2-6-9: 2 and 10).

21. Permits and Approvals Required - Clarify that final approval of the project is considered a major special district permit.

After you have had an opportunity to review all the comments received during this period and prior to submitting the DEIS, we recommend that you meet with our staff to discuss in greater detail the content of the DEIS. If you have any questions, please contact Anthony Ching of our Urban Design Branch at 527-5833.

Sincerely yours,

for RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:am

cc: State Office of Environmental Quality Control
Zoning Plans Review Branch
Land Use Approval Branch
Zoning Regulations and Permits Branch
Wastewater Branch

doc92630rev1

BELT COLLINS

June 28, 2001
01P-149

Randall K. Fujiki, AIA, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 concerning the subject property. Following are responses to your comments in the order they were presented in your letter.

1) A map depicting all TMK parcels listed in the Environmental Impact Statement Preparation Notice will be included in the Draft Environmental Impact Statement (DEIS).

2) The DEIS will state that the project will be accomplished through a joint development agreement. The nature and content of that agreement has not yet been determined. We look forward to discussing the matter with you further.

3) The DEIS will address the project's relationship to the existing visitor unit cap.

4) The DEIS will address sewer capacity, and the applicant acknowledges that permit approvals will be contingent upon completion of the 24" relief sewer line presently under construction.

5) The DEIS will include a detailed view analysis and a discussion of the justification for the proposed orientation of the building.

6) The DEIS will include a wind tunnel study.

7) The DEIS will include an expanded discussion of the significance criteria.

8) The DEIS will address a full range of alternatives as requested.

9) The DEIS will include detailed information addressing density calculations for the proposed project. Density and floor area calculations for the existing Hilton Hawaiian Village will be addressed as part of the project's permit applications.

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10) Details concerning off-street parking and loading requirements will be included in the project's permit applications.

11) The DEIS will provide architectural details concerning open space. More specific tabulations will be included in the project's permit applications.

12) The DEIS will include a detailed traffic analysis and will also discuss the specific land uses proposed along the property's Ala Moana Boulevard street frontage.

13) The DEIS will include a discussion of the project's pedestrian orientation.

14) The DEIS will include a discussion of how the project complies with the objectives of the Waikiki Special Design District, including a Hawaiian sense of place.

15) The DEIS will discuss the visual links provided by the project.

16) The DEIS will depict how the proposed parking structure will not visually impact the surrounding areas.

17) The DEIS will demonstrate how the project complies with shoreline setback requirements and how the project complies with the objectives and policies of Chapter 25, Revised Ordinances of Honolulu, concerning the Special Management Area. More detailed discussion of this subject will be provided in the project's SMA Use Permit application.

18) Acknowledged.

19) The DEIS will include architectural concepts for the preferred alternative. Detailed discussions of how the project complies with the standards of the LUO will be included in the project's application for a Major Special District Permit, under the Planned Development – Resort permit process.

20) Easement D is for an existing concrete drainage channel that abuts the subject property. Its original beneficiary was the Territory of Hawaii. Easement E appears to cover the area occupied by the existing pool deck of the Lagoon Tower. We have been unable to locate a detailed description of Easement E or a statement of its beneficiaries. The applicant has recently directed its attorneys to research the matter further and we will keep you apprised of their findings.

21) Acknowledged.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

May 4, 2001

Dept of Planning + Permitting
Randall Roughi, Director
650 So. King St.
Honolulu, Hi 96813

'01 MAY 9 PM 3 32
DEPT OF PLANNING AND PERMITTING CITY & COUNTY OF HONOLULU

Dear Mr Roughi;

I am an Ilikai Apartment owner (Apt. 914).

The Hawaiian Village Waikikian development plan is not to destroy future blocks but whatever view we have & the ocean now. This apartment is the closest & our dream & love is the ocean.

Please take consideration & the people who had bought these apartments way before your recently drawn development plan.

Thank you.

Sincerely,
Ethel Kusumoto

Mrs. Ethel Kusumoto
99 Lalawai Dr.
Aiea, Hi 96701

BELT COLLINS

June 28, 2001
01P-149

Ms. Ethel Kusumoto
99-1080 Lalawai Drive
Aiea, Hawaii 96701

Dear Ms. Kusumoto:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. As presently designed, the proposed project will not block ocean views from the Ilikai. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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RCVD 5/7/01 3:14 PM

Col (Ret) & Mrs. Lawrence V. Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230
(520) 577-1741 E-mail: dennis964@earthlink.net
May 4, 2001

Department of Planning and Permitting
650 South King St. 7th Floor
Honolulu, HI 96813
Attention: Randall Fujiki, Director

Dear Mr. Fujiki,

This letter to voice our concern and thoughts about the proposed addition to the Hilton Hawaiian Village called the Waikikian Vacation ownership tower.

First, we are owners of a condominium on the 15th floor of the Iilkai. Like others who have expressed their opinions; we feel it is grossly unfair that Hilton's actions over the years have transformed the Hawaiian Village into a Hawaiian Skyscrapers that have blocked all views to the east and south, stifled air movement, increased traffic and noise levels exponentially. This proposed addition would make traffic in the area even more unbearable. Ala Moana is already overloaded. Dewey Lane will become a thoroughfare without being designed to be one.

Second, we were under the impression that the building of the Ilikai Tower was the last high-rise that could be built on the property because of density restrictions in current laws. What happened?

Third, property values continue to decline because Honolulu and particularly Waikiki is losing any semblance of Hawaii and is becoming nothing but another large stifling city. To approve this project will only make it worse and drive down property values.

We feel some immediate action should be taken to stop this unneeded development. The once beautiful Waikiki is becoming a crowded hot box.

We request to become a consulted party.

Sincerely,

Lawrence and Rita Dennis

Cc: OEQC
Representative Duke Bainum
Senator Les Ihara, Jr

BELT COLLINS

June 28, 2001
01P-149

Col. Lawrence and Rita Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230

Dear Colonel and Ms. Dennis:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, wind, property values, as well as its visual relationship to the surrounding area.

You are correct that Hilton Hawaiian Village is presently at about maximum density. However, the subject property was previously not part of the village. It is zoned for resort development and has a height limit of 350 feet, the same as the village and the surrounding area. Under the current zoning regulations, the property can be developed to a density not exceeding 435,000 square feet.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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THE OUTDOOR CIRCLE
1314 South King St., Suite 306 • Honolulu, HI 96814
Phone: 808-593-0300 Fax: 808-593-0525

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A Non-profit Organization
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O'AHU
Kane'ohe
Lani-Kailua
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HAWAI'I
Hilo
Ka'u
Kona
Waikoloa Village
Waimea
KAUA'I
MAUI
GARDEN CIRCLE
Lani-Kailua

May 4, 2001

Mr. Lee Sichter
Belt Collins
680 Ala Moana Blvd.
Honolulu, HI 96813

RE: Early Consultation: Environmental Impact Statement Preparation Notice, Hilton Hawaiian Village, Waikikian Development Plan

Dear Mr. Sichter:

On behalf of The Outdoor Circle, I would like to thank you for allowing us to have the opportunity to comment on the above referenced project.

The Draft Environmental Impact Statement (DEIS) should discuss, in detail, the potential harm this project could do to the existing view plane. We would like to see computer generated drawings from as many existing views as possible. These representations should allow us to judge the impacts of the project.

In addition, the DEIS should contain a discussion of the impacts on the existing landscape resulting from the widening of Dewey Lane. A detailed list of other vegetation that will be destroyed in the process of construction should be included. We would like the existing trees to be relocated either on site or in close proximity to the project. Further the DEIS should state the developer's commitment to preserve as much of the existing tree canopy as possible and to hire a qualified certified arborist as part of the project team.

Hilton Hawaiian Village should show their commitment to a sustainable environment by using alternative energy techniques to power the new facility. The DEIS should contain a complete discussion on ways to attain this goal.

We look forward to receiving the DEIS for more detailed comment. Thank you for accepting our remarks.

Sincerely,
Mary Steiner
CEO

cc: Mr. Patrick Seguirant, Department of Planning and Permitting
Office of Environmental Quality Control

BELT COLLINS

June 28, 2001
01P-149

Mary Steiner, Chief Executive Officer
The Outdoor Circle
1314 South King St., Ste. 306
Honolulu, Hawaii 96814

Dear Ms. Steiner:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on views and vegetation that presently exists on site. It will also address your concerns about having a qualified arborist on the project team. Finally, although a detailed landscape plan has not yet been developed, the applicant recognizes the importance of providing canopy trees wherever possible. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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From: Douglas Simon [eurestvm@mbox2.singnet.com.sg]
Sent: Friday, May 04, 2001 5:03 PM
To: savealwai@aol.com
Cc: aching@co.honolulu.hi.us; bainum@co.honolulu.hi.us
Subject: Hilton Expension

Dear Cindy & Tom Jacobson,

My wife & I own #2140 at the Ilikai Hotel. We are very concerned about the issues raised in your information package.

We are in agreement that this immense project planned by the Hilton Corp. will result in increased traffic congestion, noise and air pollution and have a detrimental effect on one of
Honolulu's most beautiful Districts.

We are returning on 15-May and would be more than willing to work with your group of residents and the City of Honolulu
to find a solution that benefits all parties.

Please feel free to copy this letter to whom ever concerned.
My local number is 951-7532 and I can always be reached at dougsimon@hotmail.com

Regards;

Doug & Hayley Simon

BELT COLLINS

June 28, 2001
01P-149

BY E-MAIL

Douglas and Hayley Simon
dougsimon@hotmail.com

Dear Mr. and Mrs. Simon:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your e-mail of May 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its visual relationship to the surrounding area. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
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FROM : FAX NO. :4155863882 May. 04 2001 05:25PM P1

LUPD #1

DEAN and SU MORROW
145 Linden Lane
San Rafael, CA 94901 Office: (415) 456-3093

May 4, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King St. 7th Floor
Honolulu, HI 96813

Dear Mr. Fujiki:

We are owners of a condominium at the Ilikai (#714) at 1777 Ala Moana Blvd., Honolulu, HI 96815.

We are quite concerned about the Hilton Hawaiian Village proposed development plan.

We hereby request that we become a consulted party.

Thank you.

Sincerely,

T.& M. Morrow
Dean and Su Morrow

Cc: Mr. Duke Bainum
Waikiki District City Council Representative

Mr. and Mrs. Thomas Jacobson
Owners of #843, Ilikai

BELT COLLINS

June 28, 2001
01P-149

Dean and Su Morrow
145 Linden Lane
San Rafael, California 94901

Dear Mr. and Mrs. Morrow:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001 to the Department of Planning and Permitting concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement as soon as has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

BELT COLLINS HAWAII LTD. • 680 ALA MOANA BOULEVARD, FIRST FLOOR, HONOLULU, HAWAII 96813-5406 U.S.A.
TEL: 808 521-5361 FAX: 808 538-7819 EMAIL: hawaii@belcollins.com WEB: www.belcollins.com

4 May 2001

Dept. of Planning & Permitting
Randall Fujiki, Director
650 KING St. 7th floor
Honolulu, Hi. 96813

Dear Sir,

Please do not give the Hilton Hotel Corp. approval to build the perposed time-share units at the Hilton Hawiaan Village.

There is no need for these units as the time share units they already have are not sold out. Also new units would add to the traffic problem they currently have.

New units would also cause more use of air conditioners as they would block the trade winds.

Newer and bigger does not mean better, please keep this small parcel of land free of buildings.

Thank You,

Leta "Penne" Letham

Leta W. Letham
4323 Eve Road
Simi Valley, Ca 93063

(805) 581-1193

Director Randall Fujiki
Department of Planning & Permitting
City & County of Honolulu
650 S. King St. 7th Floor
Honolulu, HI 96813

Letters and petitions from the following concerned citizens regarding the Hilton Hawaiian Village Development Plan, be delivered to:

Tm Lee — 5-07-01
Signature — Date

All parties wish to be listed as "Consulted parties", and have all correspondence regarding the Hilton Development Plan sent to the respective addresses on their letters.

Ilikai Apartment Building Owners
1777 Ala Moana Blvd.
Honolulu, HI 96815

L. Carmen Arzo	#2606
Yoshiko Brunson	#1016
Hong & Dora Chin	#2018
Cindy Fowler Jacobson	#1130
Andrew Kalin	#1140
Deva Magdalenna	#2144
James & Patricia Mazure	#0444
Nancy Pegrum	#2042
David & Gale Perrigo	#1726
Joy Rossum	#1132
Koji Sakuma	#0938
Joseph P. Sousa	#1314
Prentise & Barbara Wallis	#0822
Lea Sasak Watts	#1810

Petition signed by Waikiki Condominium owners and renters
5 Pages

Concerned Citizens

Leta Letham
4323 Eve Road
Simi Valley, CA 93063

RECEIVED
'01 MAY 7 PM 3:05
DEPT. OF PLANNING
C & C OF HONOLULU

BELT COLLINS

June 28, 2001
01P-149

Ms. Leta W. Letham
4323 Eve Road
Simi Valley, CA 93060

Dear Ms. Letham:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 4, 2001concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic and the tradewinds.

With regard to timeshare sales, the proposed project will take several years to secure the necessary permits and complete construction. Thus, it would provide new vacation ownership product at the time when sales of the Lagoon Tower units will have been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Joseph P. Sousa
1777 Ala Moana Blvd. #1314
Honolulu, Hawaii, 96815

May 5, 2001

Director Randall Fujiki
Department of Planning & Permitting
City & County of Honolulu
650 S. King St. 7th Floor
Honolulu, Hi 96813

Dear Director Fujiki

I am writing you, with great concern over the proposed development of the "Waikikian Property", Diamond Head of the Ilikai.

I was born in 1914, on Maui and moved to Honolulu in 1929. I have worked and lived on Oahu since then. In 1964, I bought my condominium at the Ilikai, and have made it my permanent home since that time. I selected my unit on the Diamond Head side for many reasons, one was because it was on the quiet side of the building, as there was no street below, what you now call Dewey Lane. The noise that will be created by the Hilton "changing" this beach access, to a major street is not acceptable. The Waikikian never had cars on the ocean end of the property, their vehicles all entered at the mauka end, off Ala Moana. There is no precedence to put a road across this property, and use the beach access as a major vehicle thoroughfare, and change Dewey Lane to a "City Type" street.

The pollution, car & diesel fumes and noise generated from the major use of Dewey Lane as a vehicle access will put my health and enjoyment of my home in jeopardy. Prior to the Hilton buying the Waikikian they kept that side of their property fenced, so no one could pass through, and they built the lagoon side pool at the Lagoon Apartment building so it was very difficult to go around the lagoon that way, you had to wade in the water. And now that they think they can completely change the scope of what has been established by time, just to accommodate their selfish needs without regards for the many long time residents and owners at the Ilikai. If they needed another road out of their place, they should have put it in when they built the garage and the Tapa tower, or when they tore down the dome and put in the new Kalia building. The burden of what may have been poor planning on their part, is not a problem that should be shoved on to the people at the Ilikai. We are entitled to have Dewey Lane remain status quo, as it has always been.

I, and many other owners, bought on the Diamond Head side of the Ilikai because it had the best trade winds. I never had to have air-conditioning until after the Tapa Tower was put in. And now with the Kalia and another tall building right next to it I am threatened with losing all of the breeze.

It is time to say NO to the huge buildings at the Hilton Hawaiian Village. As one of the 583 Ilikai homeowners, tax payers and a resident, I object to having my quality of life constantly being forfeited for this Hotel. There are many people in this area of Waikiki, that call this there home, and we should count as much as the hotels. We have all invested here and our concerns & commitments are long term, not fleeting, like those of a one week visitor.

Mahalo,
Joseph Sousa

Joseph Sousa

cc/JPS
cc/Mr. Lee Sichter
Belt Collins Hawaii
680 Ala Moana Blvd., Suite 100
Honolulu, Hi 968183
In request to be registered as a "consulted party", and kept informed of all maters related to the "Waikikian Development Plan".
cc/City Councilman Duke Bainum
cc/Office of Environment Quality Controls
cc/Senator Les Ihara, Jr.
cc/Representative Galen Fox
cc/other interested parties

BELT COLLINS

June 28, 2001
01P-149

Joseph P. Sousa
Ilikai Apartments
1777 Ala Moana Blvd. Apt. 1314
Honolulu, Hawaii 96815

Dear Mr. Sousa:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 5, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, wind, as well as its visual relationship to the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. The project will improve pedestrian access to the Hilton Hawaiian Village and around the Hilton Lagoon. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

David W. & Gale S. Perrigo
1777 Ala Moana Blvd., #1726
Honolulu, HI 96815

May 5, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King St. 7th Floor
Honolulu, HI 96813

RE: Hilton Hawaiian Village Waikikian
Development Plan

BY FAX: (808) 527-6743

Dear Mr. Fujiki:

We are writing to express our concerns regarding what we understand is the Hilton's proposed development of the land parcel formerly occupied by the Waikikian and Tahitian Lanai. Also, we would like our names entered as "consulted parties" as far as this project is concerned.

Our corner unit on the lagoon side of the Ilikai will be adversely affected in several ways and we believe that property values at the Ilikai will likely decline. Given Hawaii's current economic environment, we feel that our concerns must be addressed by the Hilton and considered by the Planning Commission when evaluating the total impact of the proposed development.

Obviously, the formerly panoramic view from our particular unit will be significantly limited by the proposed new tower. Of course, our view has already been reduced by the Hilton's recent construction of the Kalia tower.

Also of concern, is the expansion of Dewey Lane into a full-service thoroughfare. Hilton proposes to widen the street and to construct porte cocheres for both the new tower, as well as the Lagoon Apartment's, off Dewey Lane. The increased traffic, noise, and pollution from automobiles, tour busses, taxis, delivery trucks, etc., will drastically reduce the quality of life on the lagoon side of the Ilikai. As taxpayer's, we have the right to peaceful enjoyment of our homes. Should a neighbor in our complex cause anything close to the noise, pollution, and other disruptions that this proposed development will cause, we would certainly have legal recourse against them. Shouldn't the same rules apply to the Hilton?

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Ltr to Mr. Fujiki, page 2

As intelligent, educated people, we understand the superficial attractiveness of the Hilton's proposal to Hawaii's slumping economy. In closing, however, we would urge that taking the long view, with serious consideration of all stake-holders issues, is appropriate and is very much in keeping with Hawaii's development history.

Very truly yours,

David W. Perrigo Gale S. Perrigo

Cc: Mr. Duke Bainum
City Council Representative
530 S. King St. Suite 202
Honolulu, HI 96813
BY FAX: (808) 586-6250

BELT COLLINS

June 28, 2001
01P-149

David W. & Gale S. Perrigo
Ilikai Apartments
1777 Ala Moana Blvd. #1726
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Perrigo:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 5, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its visual relationship to the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Mr. Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawai'i 96815-1999

5 May 2000

Dear Mr. Dinell,

I am responding to your invitation to participate in the Environmental Impact Statement (EIS) review process for the Hilton Hawaiian Village Waikikian Development Plan. Based on the information provided in the EIS Preparation Notice, I initially have seven areas of concern:

1. Scope of the EIS
2. Traffic Congestion
3. Parking
4. Water Quality
5. Beach Quality
6. Architectural Quality
7. Socio-Economic

1. **Scope of the EIS** As the flagship of Hilton Hotels, the Hawaiian Village offers many amenities and has the potential to greatly improve the surrounding area. The whole of the Hilton Hawaiian Village is greater than the sum of the parts. The scope of the EIS should look at the proposed alternative as part of the whole village and the potential impact the village can have on the surrounding area. This impact statement should consider possible synergies that can be achieved with neighbors at the Ala Wai Small Recreational Boat Harbor and with the Mayor's Vision Program. Exploring new alternatives that can be achieved when neighbors and city policymakers' work together can make the proposed alternative more than just an expansion of the property with a new tower. Since Jonathan Barnett wrote the book "Urban Design as Public Policy," many cities across America have improved public spaces by working with private developers. The City and County of Honolulu maintains the roads and infrastructure around the village. The City and County also has the capability to provide incentives to the Hilton Corporation for improvement of public recreational open space.

2. **Traffic** Vehicular and pedestrian traffic congestion is particularly acute in this location during the egress of functions and shift changes at the Hilton and surrounding properties. The development of the Waikikian property by Hilton presents a one-time opportunity to improve the traffic situation by reconfiguring half the flow of traffic from the Hilton garage directly into Ala Moana Blvd using traffic signals that would be timed to allow sudden mass outflows of traffic. This would help free surrounding secondary streets such as Kalia Road and Holomoana Street. It would also free the internal traffic circulation in the village for pedestrians. A simple way this could be done using the current proposal would be to have a right turn only exiting the Hilton property on to Dewey Lane. Traffic along Dewey Lane is currently confined primarily to service traffic for the Ilikai and cars using Dewey Lane for egress from water activities in the harbor area. Dewey Lane would work best as a one-way egress to Ala Moana Blvd, except the configuration of the truck operation at the Ilikai requires at least one lane in the other direction. Thus Dewey Lane will need to be a minimum of three-lanes wide to handle the increase vehicular traffic generated by the proposed new activity generators along Dewey Lane. In addition, the mouth of Dewey Lane on Ala Moana Blvd should have three lanes (two left turn lanes and one right turn lane) of egress to accommodate traffic from the Hilton garage. Currently three lanes of traffic from the Hilton driveway empty into Kalia road. Rearranging traffic patterns also has a potential to reduce cross flow of traffic within the village.

3. **Parking** A shortage of parking results in this area during times of special activities such as construction at the Hilton. Many workers chose to take advantage of the free public parking in the Ala Wai Harbor area. This makes it difficult for boaters, paddlers, and surfers to find spaces. Recommend that Hilton require in its construction contract an agreement with the Boating and Ocean Recreation Division, of the Department of Land and Natural Resources (DLNR) to rent for the workers the parking lot previously rented to the former Tahitian Lanai. As part of this agreement workers would be given a permit sticker to park in the rented parking area. Funds would go into the Boating and Ocean Recreation Division for maintenance and repair of Ala Wai Small Boat Harbor. If the neighborhood residents and the boating community agree, this arrangement could be continued for Hilton employee parking. A more radical approach, also requiring community approval, would be to work an arrangement similar to the one that enabled private developers to create new public parking garages at Harbor Court and at the former Richardson Street garage downtown. A low-rise structure could be built on the same block occupied by the Harbor Master's Office. The new structure could incorporate a new Harbor Master's Office and public restrooms with showers for the ocean recreation community. The potential effect on the harbor from wind vortexes and wind shadows would need to be studied before any design could be implemented in this area. Air rights for a high-rise tower could be transferred away from this State land to private property. Since this block is public land under the Boating and Ocean Recreation Division, the air rights for this block would be leased. In other words, the Boating and Ocean Recreation Division would collect the lease revenue as if the building was on the block by the harbor but the building would be located elsewhere. These funds would provide a permanent source of revenue for repairing and maintaining the Ala Wai Boat Harbor and other small public recreational boat harbors throughout the State. The funds would offset the need for fee increases and would keep recreational boating affordable to an average middle income person working in Hawai'i. Other cities have been able to maintain recreational open space and low rise historic buildings in high cost areas by using creative legal techniques such as the transfer of air rights.

4 and 5. **Water and Beach Quality**. Patrons of the Hilton, Ilikai, and Prince Hotel Properties use the beach adjacent to the Hilton property. Each time a tower is added in this area, it contributes to the congestion on the beach and pollution of the sand and water. This pollution is visibly noticeable at the end of any good beach day – especially if there have not been storm conditions for a while. When Henry Kaiser created the lagoon, he agreed to maintain it. The water quality of the lagoon and quality of any surrounding sand has been deteriorating for years. The city beach sweeper churns the sand every morning, but the operation needs to cleanse and pick out the litter. The lagoon cuts off the natural current from the Ala Wai Harbor. The Ala Wai harbor is a collection point for trash from the Ala Wai Canal. The canal is a big storm sewer that brings debris from suburban neighborhoods that surround water sources feeding the canal. Boaters and volunteer organizations collect this trash continually after every rainstorm. Prevention and a better method of keeping the Ala Wai Canal clean would enable Hilton to

redesign the lagoon with some big pipes to keep the lagoon water fresh. The current running through the pipes would help keep the water on both sides of the lagoon fresh. At present water stagnates in back of the Ilikai Hotel and (as mentioned above) the ocean water at the beach adjacent to the Hilton looks dirty after heavy use of the beach. A study needs to be done of how much use each high-rise tower adds to this beach. This is not a wide beach like the one along the coast of Miami, Florida. How many people can use this relatively small beach before degradation of the area becomes a detriment to the environment and to tourism? Now that Hilton owns the former Waikikian property, perhaps the lagoon could be eliminated and a larger ocean swimming basin with a wraparound crescent sand beach could be created.

6. **Architectural Quality** The United States has fallen to third behind France and Spain as the number one international tourist destination. In order to achieve the Mayor's sustainable city vision, Hawai'i needs to offset the capital it spends on goods, like cars and building materials. Tourism helps, but Hawai'i will continue to face competition from less costly resorts in countries now developing their tourism. Hawai'i needs to be able to attract the higher spending tourist market. The slab towers at the Hilton Hawaiian Village are competitive today, but may not be so tomorrow. A wealthier aging population and a younger baby boomerang population (approaching their honeymoon years) are going to look for resorts with personal room accommodations that are more than a wall with views out of two dimensional windows. A more attractive and exciting hotel room would have personal spaces that project into the environment like the prow of a ship. This would create spaces that are more than just a box with upscale interior furnishings. An example of such high-rise living spaces can be found in some of the designs of local Architect Warner Boone. The whole of the village needs to be greater than the some of the parts. Adding another slab design may foreclose an opportunity for a more attractive form to bring the village property into focus. A tower in the form of a spire may provide the visual element needed. An increased height should be allowed to create this form in exchange for contributing to the preservation and maintenance of nearby open space. The former Hilton property was developed to the maximum allowable with the opening of the new Kalia Tower. Now that Hilton owns the former Waikikian property, the new proposed tower could legally be located anywhere on the property and would not have to be wedged in between the Ilikai and the garage.

7. **Socio-Economic** The Hilton Hawaiian Village has long been neighbors with Ala Wai Recreational Small Boat Harbor. The Ala Wai Harbor is the best public recreational harbor in Hawai'i – a State that provides fewer recreational boating facilities than some individual landlocked states. The Hilton Hawaiian Village contributes revenue to DLNR for the use of Hilton Pier. As the Rockefeller family found out, it helps to assure that your revenues are being used properly. Although the Hilton Pier is strictly a recreational commercial boating facility, apparently DLNR is not putting 100% of the funds into the Boating and Ocean Recreation Division. Correcting this apparent misappropriation of funds could help toward repair/maintenance of the Ala Wai Harbor and could help keep recreational boating affordable. This would also benefit the Hilton Hawaiian Village because now there is an opportunity to create a waterfront pedestrian link from the Hilton to Ala Moana Shopping Center and the Convention Center. The Mayor's vision plan also calls for creating this pedestrian link. Many tourists staying at the village take walks through the boat harbor area. This number should increase now that the barrier at the former Lagoon Apartments will be eliminated. The Ala Wai Boat Harbor provides an interesting and pleasant recreational open space for pedestrians. The present condition of the boat harbor appears to be the result of mismanagement of State funds. According to the *Audit of the Management of State Boating Facilities by the Department of Land and Natural Resources* (April 2001), "The Division of Boating and Ocean Recreation lacks adequate controls to ensure the accuracy and integrity of its financial affairs." In addition to fiscal problems cited in the audit, the Department of Transportation receives revenue from Kewalo Basin. Kewalo Basin is a recreational commercial boat harbor that does not transport anything within the State or outside its boundaries. As a recreational commercial harbor, its revenue should also be going into the Boating and Ocean Recreation Division. Until these problems are corrected conditions at the Ala Wai Recreational Small Boat Harbor will continue to be poor and this affects both boaters and neighbors. Many corporations include plans to help economically challenged neighborhoods. The Ala Wai Boat Harbor is not an underprivileged neighborhood. It is a neighborhood that recreational boaters in Hawai'i cherish and would like to see preserved for future generations at affordable rates based on an average income within the State.

Thank you for this opportunity to comment. I look forward to further review as this undertaking develops.

Sincerely,

Gary O'Donnell

GARY O'DONNELL, AIA
1741 Ala Moana Blvd. Box 98
Honolulu, HI 96815-1450

Attachment:
Audit of the Management of State Boating Facilities by the Department of Land and Natural Resources, Report No. 01-09, April 2001

BELT COLLINS

June 28, 2001
01P-149

Gary O'Donnell, AIA
1741 Ala Moana Blvd., Box 98
Honolulu, Hawaii 96815-1450

Dear Mr. O'Donnell:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 5, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, parking, water quality, beach quality, architectural design and socioeconomic conditions.

Please be assured that the Hilton Hawaiian Village continues to work closely with the City and the State in the various programs to rejuvenate Waikiki, including the forthcoming beautification of Ala Moana Boulevard and the provision of new mauka-makai public beach accesses.

With regard to traffic, the DEIS will address recent improvements to the Hilton parking structure which will greatly improve traffic flow in and out of the facility. Alternative routing patterns for Dewey Lane have also been considered. The applicant acknowledges your recommendations on parking alternatives. With regard to a new parking structure at the Ala Wai Boat Harbor, we recognize that it has been a subject of concern for the boat owners at the harbor and expect that its success will depend upon achieving consensus with them concerning its location and height. Therefore, it was not considered in the DEIS because of the uncertainty surrounding its implementation.

With regard to beach use, the DEIS will address the potential impacts of the project upon the beach in terms of increased users. However, please understand that given the expanse of beach available, it is extremely difficult to estimate what part of the beach resort guests will use, and how and when they might choose to use it (sunbathing, swimming, walking, etc.). The proposed project includes a new large swimming pool, which will provide an attractive alternative to the beach for resort guests.

With regard to architectural design, the project architect has developed a unique design for the building. The DEIS will include an appendix which provides architectural concepts of the project's preferred alternative.

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Finally, the applicant believes that the proposed project will help to achieve the City's and the State's vision for improving pedestrian circulation at the Ala Wai Boat Harbor and along the entire length of Waikiki Beach. However, there is little that Hilton can do with regard to the manner in which the State allocates its revenues internally.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

5/7/01

John E. Michelsen
1777 Ala Moana Blvd. #1740
Honolulu, Hi. 96815

May 6,2001

Director Randall Fujiki
Department of Planning & Permitting
City and County of Honolulu
650 S. King St. 7th Floor
Honolulu, Hi. 96813

Dear Director Fujiki;

I am writing to appose the proposed Waikikian Vacation Ownership Tower and to become a consulted party.

With 3000 rooms Hiltons Village is already overbilt. Their density is overpowering. The polution of air and sea is already maxed out. The increased traffic will be overbearing.

Why not put the fun pool near their customers between the Lagoon and Rainbow tower.

The carbon monoxide from the buses and increased traffic will be just too much. There are many residents of the Ilikai with respitory problems.

We can do very little on our own so we depend on you and your department to help protact and do what is best for all of us and Waikiki.

Thank you for your consideration,

John E. Michelsen

John E. Michelsen
P.O. Box 646
Zephyr Cove, Nevada 89448 Fax 775 588 3749

cc via Fax
cc/Councilman Duke Bainum,Senator Les Ihara,Jr.
+ Representative Calvin Say

BELT COLLINS

June 28, 2001
01P-149

Mr. John E. Michelsen
Ilikai Apartments
1777 Ala Moana Blvd. #1740
Honolulu, Hawaii 96815

Dear Mr. Michelsen:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 6, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, and air quality.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. The DEIS will also address issues concerning the proposed location of the new swimming pool. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

GILBERT S. COLOMA-AGARAN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY DIRECTOR
JAMES E. KAVAILO

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF BOATING AND OCEAN RECREATION
333 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813

BOR-O 0567.01

May 6, 2001

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins Hawaii
680 Ala Moana Boulevard, Suite 100
Honolulu, Hawaii 96813

Dear Mr. Sichter:

Thank you for giving us the opportunity to provide written comments on the proposed Hilton Hawaiian Village Waikikian Development Plan.

Our division opposes any plan that will adversely affect traffic within the Ala Wai Small Boat Harbor and/or which adds traffic and bus congestion that would affect the harbor facility. Access to and from your proposed new facility should not require the Ala Wai Harbor to become an access thoroughfare.

We support improving Dewey Lane but not at the expense of creating additional traffic issues.

Should you have any questions, please feel free to contact me at 587-1973.

Very truly yours,

Stephen L. Thompson
Oahu District Manager

c: Daniel Dinell, Hilton Hawaiian Village, 2005 Kalia Road, Honolulu, Hawaii 96815-1999

BELT COLLINS

June 28, 2001
01P-149

Mr. Stephen L. Thompson
Department of Land & Natural Resources,
Division of Boating and Ocean Recreation
333 Queen Street, Suite 300
Honolulu, Hawaii 96813

Dear Mr. Thompson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 6, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, including Ala Moana Boulevard, Dewey Lane, and Holomoana Street.

We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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'01 MAY 7 PM 1 33

DEPT OF PLANNING
AND PERMITTING
CITY & COUNTY OF HONOLULU

To Mr. Randall Fujiki
Director of Dept. of Planning and Permitting

As an owner of an apartment in the Ilikai I feel very threatened by the proposal of a new tower on the Hilton Hawaiian Village lot. This city has enough hotel rooms as well as time sharing units. Hotel occupancy for the past several years has been down, what reason is there to create more rooms?

The construction of a new tower will also create more traffic congestion during the building period. Not only will the traffic add to the overall pollution of the Waikiki area, it will also hinder the speed in which emergency vehicles move through the area.

The noise should be another concern. During construction the noise is horrific, the heavy machinery, the workers shouting, it all adds up. Even after construction is finished, it is my understanding that there will be a pool of sorts very close to the Ilikai. Not a little pool either, with a few early-morning swimmers out getting a nice cardiovascular exercise, but a big pool that will be aimed at younger people, a "Fun Pool". I doubt many residents will appreciate being awoken at the crack of dawn to the gleeful screams of a bunch of children.

Another thing to take in to consideration is the fact that a new high-rise will have a seriously detrimental effect on the view. What I mean by this is that the view from many apartments will cease to exist. All that will be visible out of my seventh floor apartment will be a high-rise, maybe a splash of blue all the way to the right where there used to be the pacific ocean.

All in all, a new high-rise may do the Hilton Hawaiian Village a bit of good, but it will have a negative impact to the residents living around it, as well as to other parts of Waikiki. It is for these reasons that I wish to become a consulted party.

Sincerely
S.C. Chou
S.C. Chou

C. C. City council rep. Duke Bainum

BELT COLLINS

June 28, 2001
01P-149

Mr. S.C. Chou
1580 Kaminaka Drive
Honolulu, Hawaii 96816

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Chou:

Thank you for your letter of May 1, 2001 to Mr. Randall Fujiki regarding the above-referenced plan. The Draft Environmental Impact Statement (DEIS) currently being prepared will include studies to analyze the impacts of the project on traffic, views, wind, noise, air quality, and socioeconomic conditions. These studies will be included in the DEIS, a copy of which will be forwarded to you.

Please be aware that recently released state statistics indicate that Hawaii is leading the nation in hotel occupancy. As will be discussed in the DEIS, Hilton believes that the proposed project will help to ensure stable hotel occupancy in the future.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Dora and Hong Chin
18 Columbia Key
Bellevue, WA 98006
Phone 425-747-1228

May 7, 2001

Randall Fujiki, Director
650 South King St
Honolulu, HI 96813

To Mr. Randall Fujiki,

We would like to express to you our concerns with the new Hilton Hawaiian Village development. As owners of an Ilikai condo, this new development greatly affects us. Increased traffic to an already congested area, blocked views on many of the units, and decreased trade winds are only some of the problems this new development would cause. We realize that this project is in the beginning stages and there is much to be discussed and decided. Please keep us informed as a consulted party. We know that you will do your best to make the right decision.

Sincerely,

Dora and Hong Chin

BELT COLLINS

June 28, 2001
01P-149

Dora and Hong Chin
18 Columbia Key
Bellevue, WA 98006

Dear Mr. and Mrs. Ching:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, and wind flow.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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FROM : ADVENTURES IN FUN PHONE NO. : +853 1649 May. 07 2001 11:10AM P01

Mr. & Mrs. Ambrose G. Haggerty
1777 Ala Moan Boulevard # 842
Honolulu Hawaii 96815

May 6, 2001

Mr. Randall Fujiki Director
Department of Planning and Permitting
City of Honolulu
650 South King Street 7th Floor
Honolulu HI 96815

Re: The proposed Hilton Development

Dear Mr. Fujiki

This letter is to serve as notice that we would like to be included as a consulted party with the proposed development stated above.

My husband and I have been owners of our unit at the Ilikai for over 15 years and have great concerns for our right to quiet enjoyment of our property as well as pollution, health, and our view that will no longer exist.

I do believe that businesses have the right to expand and grow. But to greed to the point of pushing there way to the very edges and encroaching on other peoples right to enjoy their property without looking as though they are sitting on the edge of an amusement park is a bit extreme.

I thank you for including us on this list.

Sincerely,

Charlotte Haggerty
Charlotte P. Haggerty

Ambrose G. Haggerty
Ambrose G. Haggerty

MAY-07-2001 MON 04:09 PM 808 527 6743 P. 04

SANDWICH ISLANDS

BELT COLLINS

June 28, 2001
01P-149

Mr. & Mrs. Ambrose G. Haggerty
Ilikai Apartments
1777 Ala Moana Blvd. Apt. 842
Honolulu, Hawaii 96813

Dear Mr. and Mrs. Haggerty:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 6, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on noise and air quality, as well as its visual relationship to the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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DEIS RCVD 5/7/01

From: Lucile F. Brown [tutuburi@pbd.com]
Sent: Saturday, January 02, 1904 8:23 AM
To: mlee@co.honolulu.hi.us; aching@co.honolulu.hi.us; pdavis@co.honolulu.hi.us
Subject: Hawaiian Village

I have lived across the Hilton Hotel 1971 and have watched the Hilton build 7 towers which took away our once beautiful ocean view. We are are also watching many, many large buses and many cars [illegible] the streets busy night and day.

And now Hilton wants to build another tower blocking another view of the beach. If all of Hilton's towers were full most of the time I might understand but they aren't. Don't they care for the local people? I believe enough is enough . . Lucile F . Brown E - Mail : tutuni@pixi.com

BELT COLLINS

June 28, 2001
01P-149

BY E-MAIL

Ms. Lucile F. Brown
tutuni@pixi.com

Dear Ms. Brown:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your e-mail of May 10, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic and its visual relationship to the surrounding area.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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The Makai Society

FACSIMILE TRANSMITTAL SHEET

TO	FROM
Lee Sichter	Janet Mandrell
COMPANY: Belt Collins Hawaii, Sr. Planner	DATE 05/07/01
FAX NUMBER 808.538.7819	TOTAL NO. OF PAGES INCLUDING COVER 4
PHONE NUMBER 808.521.5361	SENDER'S REFERENCE NUMBER N/A
RE EIS Comments – Waikikian Project	YOUR REFERENCE NUMBER N/A

☐ URGENT X FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS

P.O. BOX 75182 • HONOLULU, HI • 96836
PHONE: (808) 947-4625 • EMAIL: makaisociety@hotmail.com

MAY-07-01 12:14PM FROM-ORTHOPEDIC SERVICES COMPANY LLP +1-808-538-3957 T-397 P.02/04 F-015

The Makai Society

May 7, 2001

Mr. Patrick Seguirant
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Seguirant:

This letter is to comment upon the Hilton Waikikian Preferred Alternative project proposed for construction initiating in the year 2001 and it's impact upon the Ala Wai Harbor and the surrounding neighborhood. The intention is to provide input early enough that the project so further investment of time and money can be saved if these community issues cannot be mitigated or the Preferred Alternative modified and the other alternative plans should be examined.

Long Term Impacts:

The proposal to widen Dewey lane to provide a bus lane and to a major exit from the Hilton property will have an impact of significant magnitude on the use of the Ala Wai Harbor.

1) Dewey Lane is the lifeline of Ala Wai Harbor. Most if not all of the utilities lines for the Harbor run under the entire length of this service road to provide water to businesses and thousands of recreational users. The increased vehicular traffic and its additional tonnage of buses will undoubtedly negatively affect the integrity of the pipes below. We would recommend the installation of new utilities at this time to prevent the interruption of service to the Harbor. They could be placed along side of the present utility lines or brought into the Harbor from a new access point to the City and County services.

2) The 350-foot Tower would effectively complete the canyon-ization makai of the Harbor. This may have detrimental synergetic impacts on the recreational users of the Harbor. The following studies would need to be conducted in order to mitigate the negative impacts:

   a. A Noise study- Buildings reflect sound. Presently, events are held on the grassy area next to the lagoon between the Lagoon Towers and the

Rainbow Tower. Microphoned voices and music can be heard distinctly, late into some evenings throughout the Harbor. A computer model should be generated to determine the increase in ambient noise reflected into the Harbor by additional diesel buses on Dewey Lane, the increased use of the planned reconstructed event space between the Lagoon Tower and the Rainbow Tower and the new pool location directly between the Ilikai and the Lagoon [illegible]

b. A Wind Flow study - The height and/or positioning of the Tower will obstruct the natural trade winds ventilating the harbor. It might also create a phenomenon known as a Venturi Effect that is familiar to all sailors. The new tower's Venturi Effect might be great enough to be a safety hazard for vessels entering or exiting their slips.

c. An Air Pollution study- The HHV plan is to shift tour buses with diesel engines onto Dewey Lane. This fact combined with the Venturi Effect introduced by the new Tower would certainly increase air pollutants into Harbor. This factor might be great enough to have a negative impact on the health of some of the recreational users.

d. A Traffic and Circulation study of the Harbor roadways and access/egress capabilities and limitations. The study should identify level and mode of trip generation by land use activity. The use of a computer model would have limited value without the direct vehicular traffic counts conducted over a minimum time period of 1 month to ensure measurements during peak drive time and special events in Waikiki. Over the last two years alone, intermittent vehicular gridlocks develop in the afternoons at the intersection of Holomoana and Hobron Lanes. These present a safety hazard as yet to be addressed, without the introduction of the new Hilton Tower. A fundamental question remains of whether the harbor roads can carry the proposed volumes as a matter of sheer loads.

e. A Parking Study- Parking problem exists now in the surrounding community, especially within the Ala Wai Harbor.

Short-term impact:

3) During the year and a half of construction of the Kalia Tower, construction crews would park their personal vehicles the entire day in the Harbor displacing recreational users. This scenario would likely be repeated during the construction of the new tower. We would recommend the construction companies and the Hilton Hawaiian Village work our a plan to have the individuals issued free parking permits on site of the Hilton property during

the Tower construction. Any other plans that would ferry workers to and from a parking site further than the Ala Wai Harbor would likely fail. It is simply not logical for a worker to choose a less convenient or more expensive parking method over the free Harbor parking.

4) The construction project might require a "dewatering" program that must have a discharge site. If a site in the harbor is selected, this discharged fluid might actually benefit the harbor, *if the containment level is less than the water in the harbor at present.* Placement and volume at the point of discharge could mitigate the harbor's flotsam problems. The Ala Wai Harbor it a settling basin for the Ala Wai Watershed. Trash and debris flow into the harbor from upstream that is unsightly and hazardous for boats. A water quality-monitoring program regularly testing the discharge vs the harbor waters must be a part of any dewatering project. A second dewatering site or method of removal must be identified in case the discharged fluids contain toxins that cannot be [illegible]ed before entering the harbor waters.

The Hilton Hawaiian Village is easily the most beautiful hotel property in Waikiki. The proposed project renderings reveal their intention to expand the beauty of the lush tropical landscaping into another corner. We appreciate any efforts to improve the experience of residents and tourists to the area.

If there any are questions, please contact me at (808) 947-6628.

Sincerely,

Janet Mandrell

Janet Mandrell
Public Liaison

Cc: Lee Sichter, Belt Collins Hawaii, Ltd.
Daniel Dinell, Hilton Hawaiian Village

P O BOX 75382 • HONOLULU, HI • 96836
PHONE: (808) 947-6628 • EMAIL [illegible]

BELT COLLINS

June 28, 2001
01P-149

Janet Mandrell, Public Liaison
The Makai Society
P.O. Box 75382
Honolulu, Hawaii 96836

Dear Ms. Mandrell:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, wind, air quality, as well as its visual relationship to the surrounding area. A detailed parking management plan is not included in the DEIS, but will be submitted as part of the project's permit applications, as required by the City's Land Use Ordinance. However, the DEIS will address the issue of construction worker parking. Finally, the DEIS will discuss the issue of dewatering.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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May 7, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

'01 MAY 9 PM 3 08
DEPT OF PLANNING and PERMITTING
CITY & COUNTY OF HONOLULU

RE: Hilton Hawaiian Village
Waikikian Development Plan

Dear Mr. Fujiki,

My name is Mark David Paulson, and I own a unit at Canterbury Place in Waikiki, across from the Hilton Hawaiian Village. The new Kalia Tower significantly reduced my view of the ocean, as will the proposed Waikikian Tower. Therefore, I am requesting that you include me as a "consulted party", and that you please keep me informed about this project.

I believe that the major impact of this project on its neighbors, will be the increased traffic. The problem is serious already, and the Kalia Tower is not even open for business yet. I think that some very thorough studies should be done, including accurate traffic counts, AFTER THE KALIA TOWER IS FULLY OPERATIONAL, and BEFORE PERMITS ARE GIVEN TO WIDEN "DEWEY LANE", AND CONVERT IT FROM A BEACH ACCESS, TO A FULL FLEDGED PUBLIC THOROUGHFARE. It seems to me, that a complete study of the traffic patterns and volume MUST PRECEDE ANY SIGNIFICANT CHANGES TO PUBLIC RIGHT OF WAYS, including "Dewey Lane".

Sincerely,

MARK DAVID PAULSON
CANTERBURY PLACE #27-A
1910 ALA MOANA BOULEVARD
HONOLULU, HAWAII 96815

BELT COLLINS

June 28, 2001
01P-149

Mr. Mark David Paulson
Canterbury Place #27-A
1910 Ala Moana Blvd.
Honoluulu, Hawaii 96815

Dear Mr. Paulson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic and its visual relationship to the surrounding area.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Randall K.Fujuki AIA Director of Planning and Permitting 5/07/2001
Fax # 808-527-6743
Duke Bainum City Councilmember District 4
Fax # 808-523-4220
Sam Bren Chair Waikiki Neighborhood Board #9
Fax #808-845-1447
Daniel Dinell VP Strategic Planning Hilton Hotels
Fax #808-948-7748
cc.Galen Fox State Representative
Fax #808-586-8524

Proposed Hilton Time Share Tower

Dear Sirs

In our opinion,Hilton's proposed 350' -- 400 unit "Tower of Timeshares" will have a adverse affect on everyone living and or visiting Waikiki.

The traffic which includes,automobiles,trucks,trolleys,buses,and other modes of transportation of all kinds that are needed to move all of the visitors,residents,employees and other human beings in-out and around this small patch of paradise ,becomes an even more mired mess.

There are only three (3) bridges in and out of the Waikiki Pennisula.All 3 are affected by the Hilton intersection at Kailua/ En at ALA Moana.

Hundreds of resident and visitors views and sunshine including some of Hilton's own rooms will be affected by this proposed "Tall and Narrow"stucture".

We live 5 blocks Diamond Head away,and after studying the situation, it fully appears that our nightly sunset- mountain range view will be all but eliminated ---now, it is a pleasant anticipation every evening.

The Hilton Hawaiian Village as it appears today, is the right size for a "Destination Resort".If the Management at Hilton don't have the "Good Sense" to control their selfish greed,then the City must "Just Say No".

Enough is enough---This is beyond "Sustainable Progress"

Very Concerned Residents

William L and Helen A. Sweatt

MAY 7 4 09 PM '01

2240 Kuhio Avenue #3307 Honolulu Hi. 96815 808-922-3983

BELT COLLINS

June 28, 2001
01P-149

Mr. William L. and Mrs. Helen A. Sweatt
2240 Kuhio Avenue #3307
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Sweatt:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic and its visual relationship to the surrounding area.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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5/7/01

TO: Mr. Randall Fujiki, Director 808 527-6743
From: Dr. Audrey Maurer
Re: Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Fujiki:

I am the owner of Ilikai apartment 620.

I have great concerns regarding the Hilton Hawaiian proposed Waikikian Development Plan relating to the Ilikai, as follows:

1- the impact of the new building's height on my property.
2- the conversion of Saratoga Lane into a major thoroughfare, resulting in increased traffic, noise, and pollution.
3- the potential damage to sewer and water lines.
4- the noise from the planned "Fun Pool Area"
5- the increased traffic problems on Ala Moana Boulevard.

I urge you to work toward a solution that will respond to the needs of the developers of the Hawaiian Village and to the regulation of the Ilikai.

Please register me as a "consulted party" in the current dispute. My mailing address is:

540 Main Street, Apt. 1302
Roosevelt Island, NY 10044

Sincerely,
AMaurer

Copy: Mr. + Mrs. Thomas Jacobson, Jr. 303 388-7480

BELT COLLINS

June 28, 2001
01P-149

Dr. Audrey Maurer
540 Main St Apt 1302
Roosevelt Island, NY 10044

Dear Dr. Maurer:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 5, 2001concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, shadows, utilities and infrastructure, as well as its visual relationship to the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Ilikai 822

5/7/2001

Mr. Randall Fujiki
Department of Planning & Permitting
Honolulu, Hawaii 96813

Dear Sir,

We are concerned owners at the Ilikai. We feel that the proposed widening of Ala Moana Blvd will lead to increased noise and pollution.

Page 2

We request to become a "consulted party" regarding any "improvement the Hilton is proposing to make.

Please send any information to us at

827 North Humboldt
San Mateo, Ca., 94401

Thank you

Barbara + Prentiss Wallis

BELT COLLINS

June 28, 2001
01P-149

Barbara and Prentiss Wallis
827 North Humboldt
San Mateo, CA 94401

Dear Mr. and Mrs. Wallis:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, and air quality.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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ILIKAI APARTMENTS #444
1777 Ala Moana Blvd
Honolulu HI 96815

May 7, 2001

Hilton Hotel
C/o Belt Collins Hawaii Ltd.

Re: WAIKIKIAN REVELOPMENT PLAN

This refers to the EIS Preparation Notice in connection with the Waikikian Development Plan. By copy of these comments to the Honolulu Department of Planing and Permitting we are requesting that our names be included as interested parties to receive copies of all notices, correspondence and reports that pertain to this project, including the Environmental Impact Statement.

After reviewing the Preparation Notice, we believe that the project cannot be approved in its present form. Our reasons are summarized below:

1. The traffic congestion and noise on Ala Moana Boulevard and the alley known as Dewey Lane would be horrendous and exacerbate the gridlock that already occurs on Ala Moana and, to a lesser extent, Dewey Lane. A traffic light to allow left turns from Ala Moana to Dewey will make matters worse.

2. The increased traffic on Dewey, even with a sidewalk, will present a safety hazard to persons (including many small children) using the alley to access the beach.

3. The pollution and noise from buses, taxies, automobiles and trucks entering, leaving and idling at the Hilton all hours of the day and night will increase manyfold. The increased pollution clearly will pose a health hazard, especially to the many elderly who reside nearby. Why does the bus traffic that uses the Diamond Head side of the Hilton have to move to the Ewa side? On the Diamond Head side the Hale Koa Hotel has left a spacious green belt between the Hilton and the Hale Koa, while on the Ewa side the noise and fumes will be trapped next to the Ilikai. Why does all of the ingress/egress have to be funneled into one small area? It doesn't take a traffic engineer to see that there are better ways to route the traffic.

4. The step-by-step approach Hilton has used so far (first convert the Lagoon Apartments to time-share, then build Kalia Tower, now the new time-share building) seems to work, because taken piece by piece, the damage seems less. (What is next, the commercialization of the Lagoon itself?) But viewed as a whole, the Hilton developments have been all to the good of the Hilton. What has the area gained except more pollution, noise and traffic? Look at the outstanding Hale Koa development, which left thousands of square feet of public-use land. Why can't the Hilton be as good a neighbor?
5. If the new tower and the Kalia Tower (not yet open) have 1100 units with an average occupancy of two persons (probably a low estimate), the 2200 occupants will place a strain on water, sewer and power systems serving the area.

We are not trying to stop the Hilton project (even though that would be in the best interest of the public) but ask Hilton and the City to take a more environmentally sound approach - a more humane and ethical approach, if you will. After all, just because something is lawful does not make it right. Maybe it's time Hilton gave something back to the Community.

Sincerely,

James E. Mazure

Patricia C.Mazure

C: Honolulu Dept. of Planning and Permitting

BELT COLLINS

June 28, 2001
01P-149

Ms. Patricia C. Mazure
Ilikai Apartments #444
1777 Ala Moana Blvd.
Honolulu, Hawaii 96815

Dear Ms. Mazure:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, utilities and infrastructure. The DEIS will also address your concerns about the need to preserve open space.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Cindy Fowler Jacobson
1777 Ala Moana Blvd., Ilikai 1130
Honolulu, HI 96815

Director Randall Fujiki
Department of Planning & Permitting
City & County of Honolulu
650 S. King St., 7th Floor
Honolulu, HI 96813

May 7, 2001

Dear Director Fujiki,

Our family has owned our Diamond Head side unit at the Ilikai since the 60's, and now my husband and I plan to make it our residence. My parents selected this side of the building for its quietness, it's wonderful Hawaiian breezes, views of Diamond Head and the ocean. Over the years the Hilton Hawaiian Village has vanquished the views and diminished the breezes, with their huge buildings. Until the sale of the Waikikian property there was some tranquility between the Ilikai and the HHV.

Noise pollution and vehicle emission pollution are of eminent concern in the proposed HHV Waikikian Development Plan . The proposed major change of the traffic flow on the original HHV property, with vehicles entering/exiting the HHV property, via Dewey Lane is not acceptable. The environment of this area will be severely impacted with noise pollution, air pollution, not to mention traffic problems & safety concerns. All that has been presently developed at the Hilton was permitted, & granted prior to HHV's acquisition of the Waikikian Property, purchased in 1999. Your offices accepted the HHV's September 1991 Environmental Impact Statement. As a result of this, all auto, car, bus and other types of vehicle traffic were considered acceptable on the road [illegible] of the HHV property as it was outlined in 1991. To quote the Hilton's EIS, there would only be an additional 58 cars as a result of the construction of the Kalia Tower, and "such small increases in traffic volumes would have no noticeable impact upon the service level of that major intersection" [Ala Moana Blvd. & Kalia Rd.]. Also it should be noted that Kalia Road has now been widened to 4 lanes, with buss turn off, and additional turn lanes for the Hale Koa. In actuality, the traffic coming out of the Hilton, from Rainbow Drive has better movement than stated in this EIS. In it's own words, the Hilton proves there current road and parking system are adequate for the complex.

Consequently, there is no viable reason why the residents of the Ilikai should be impacted with the loss of their right to the peace and quiet of the long established use of Dewey Lane as a pedestrian right of way to access to the beach, with limited traffic for Ilikai services.

Dewey Lane was designated as a "public right of way", at least as far back as 1858, and is so labeled on recorded maps. Of all of the designated beach accesses in Waikiki, I can not think of one that is crossed by a road, or drive out access. Even if the Hilton claims they are providing the beach access, in their plan, they are still forcing the public on to private land, and off a duly designated "public access".

Of additional concern, if this new "traffic plan" were to be put in place, is the impact of additional the vehicles on Holomoana and Hobron Lanes. There are already problems at the "T" intersection of Hobron & Holomoana, (1) (refer to the corresponding numbers on the attached map). Hobron, although designated 4 lanes, rarely is. The curb lanes are almost always blocked by busses, trolleys, delivery trucks, limousines, and vehicles entering & exiting parking garages on both sides. Traffic backs up all the way down Holomoana to the Prince Hotel, sitting, engines idling, trying to turn left on to Hobron, consequently blocking anyone who wants to go straight. Tempers flare, and drivers "just pull out", blocking the vehicles coming down Hobron Lane going toward the Ala Wai (2). Adding the Hilton traffic to this is ludicrous.

To allow the HHV's traffic to funnel into this, heavily congested area, will put the entire area in a "holding pattern", causing more vehicles to sit with engines running, & polluting, and tempers to rise.

The addition of any type of intersection on Ala Moana, between Hobron & Kalia Rd. is absurd. The proposed "taking" of part of the roadway, where Dewey intersects Ala Moana (3), to accommodate this plan, will eliminate the area where "The Bus" presently can pull out of traffic to load and unload, not to mention the service vehicles and tour busses that stop, out of traffic, in this area. Taking away this "eddy" will only cause more problems as these vehicles will stop in a traffic lane and cause blockage on the main thoroughfare. This section of Ala Moana does not need another intersection!

There is already an established road way along the ewa side of the Hilton garage (4), that vehicles can use to exit the complex to Ala Moana Blvd., via the entrance next to Kobe Beef (5). This could easily be widened & visually improved if the Hilton so desired.

Another factor which everyone seems to keep leaving out of this traffic equation is the huge chunk of property that the Outrigger owns between Hobron Lane, Ala Wai Blvd., and Lipeepee. What happens when they get ready to build their potential 350 foot towers.(6)

The third area of concern in the environmental impact, that needs to be addressed, is the "wind pattern changes" that will be caused by squeezing such a large building into a narrow space. This could easily cause a venturi effect down Dewey Lane and prove to be very dangerous to people walking. Since there are so many established buildings in this area of Waikiki, the effects could be cumulative. A bonified professional, physical "wind tunnel" study of the possible venturi effects, should be performed with a scale model of the proposed Hilton Waikikian Tower and all other buildings within a designated area, no computer models. There are civil engineering labs that do this.

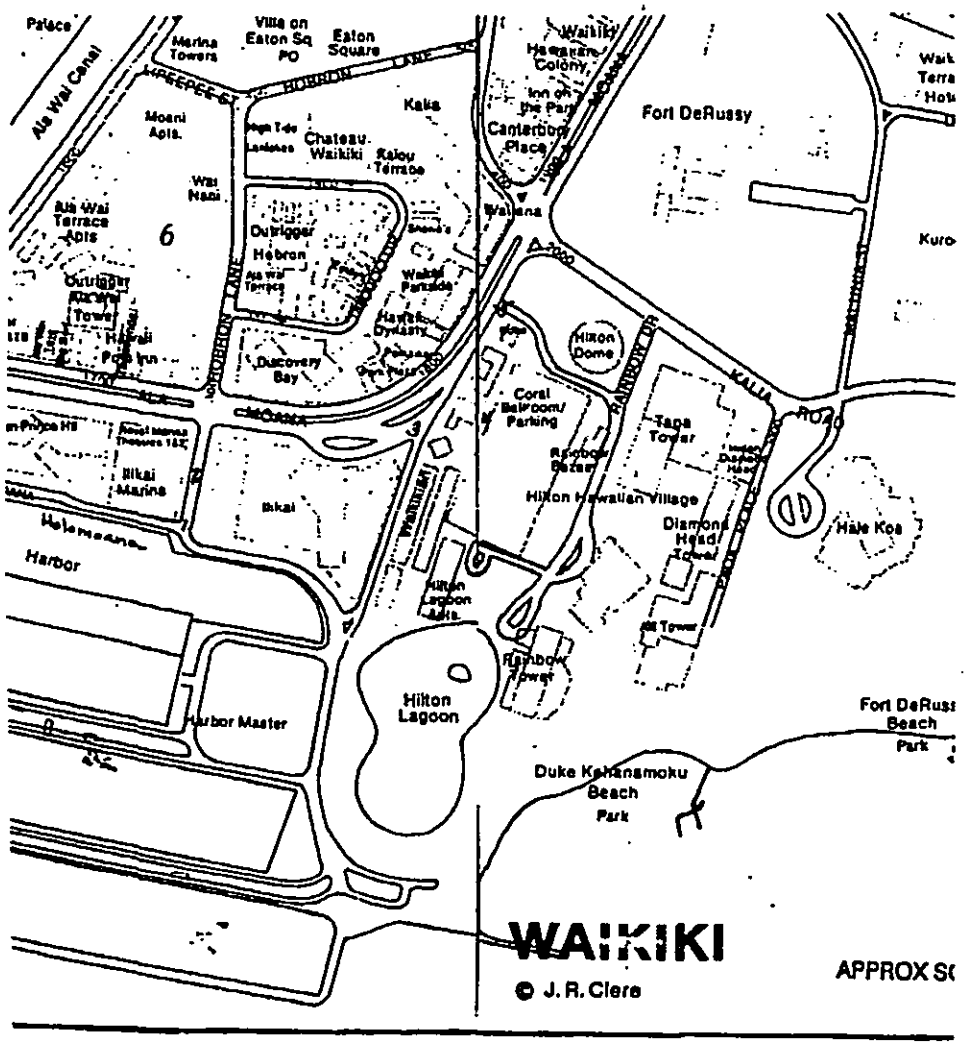
We and other owners and residents of the Ilikai along with other residents in this area of Waikiki are taking this matter very seriously. It is my understanding that the Hilton is presently built to the max for their property, and that the PD-R which they are trying to use to justify extra density was set up to "spiff up" older properties. Quite frankly I do not see how it applies to a completely new building, especially one containing 400 apartments/time shares.

I hope you and your staff come down to our area, an really take a look at what is going on. It is very disheartening when I here so many people say "I never go to W[illegible], there is too much traffic", and yet our well being is left in their hands.

Sincerely

Cindy Jacobson

cc/CFJ
cc/Mr. Lee Sichter, Belt Collins
680 Ala Moana Blvd., Suite 100
Honolulu, HI 96813
In request to be registered as a "consulted party, and be kept informed of all maters related to the Hilton Hawaiian Village' Waikikian Development Plan
cc/Councilman Duke Bainum
cc/Representative Gaylan Fox
cc/Senator Les Ihara, Jr.
cc/Office of Environmental Controls



BELT COLLINS

June 28, 2001
01P-149

Ms. Cindy Fowler Jacobson
Ilikai Apartments
1777 Ala Moana Blvd. Apt 1130
Honolulu, Hawaii 96815

Dear Ms. Jacobson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, and wind flow in the area.

Please be assured that the traffic will fully address the issues you raise in your letter. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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From: pop3.concentric.net [dafaught@concentric.net]
Sent: Monday, May 07, 2001 7:45 AM
To: aching@co.honolulu.hi.us
Subject: hilton expansion

To: Department of Planning and Permitting
Attn: Mr. Randall Fujiki, Director
650 S. King Street, 7th Floor
Honolulu, Hi. 96813

Dear Mr. Fujiki-

We are e-mailing you with great concern regarding the Hilton's new proposed expansion.

We have owned two units at the Ilikai for many years. During that period our views and our air flow have been obstructed by various Hilton projects.
Once again it appears that we will be losing more of our view plus more of our air!

In addition, making Dewey Lane a pick up/drop off point for all size vehicles will be sure to create unhealthful air quality which will be funneled upward. Our idea of Hawaii is not sucking exhaust fumes from the lanai. Let alone all the additional noise that would be created around the clock. The sound currently from the small amount of traffic on Dewey Lane can dampen the Aloha spirit.

We do not know if you have ever been into the units at the Ilikai but you should know that they only have 1 window (which is also a sliding glass door to the lanai). Many people that we know keep these windows open round the clock. Personally we couldn't imagine living in Hawaii any other way but to enjoy the view and air, which now seem to be in jeopardy.

We hope you can appreciate these concerns. We are also requesting to become a consulted party.

Thank you for your time.

Sincerely,

Ronald, Stella, David & Fred Faught
e-mail address: dafaught@concentric.net
Phone number:800-393-3358
Ilikai #1240-1429
1777 Ala Moana Blvd.
Honolulu, Hi. 96815

05/07/2001 8:51 AM 1

Department of Planning and Permitting
Randall Fujiki, Director
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

May 7th, 2001'

Attn: Mr. Fujiki,

Reference: Hilton Hawaiian Village Waikikian Development Plan!

My name is Ronn Faught... and I have owned apartment # 1240 on the lagoon side of the Ilikai Hotel, since 1976'. Since then the Hilton Hawaiian Village has built their Tapa Tower, the new tower that just went up... and now they want to cut off the last bit of our Mountain air by building a New Monster Tower on Ala Moana Blvd!

In addition, they apparently plan on moving their bus stop from the other side of the Hilton Village, to a point right below my lanai, so I can breath their bus carbon monoxide fumes all day!

Please do not let them do this, the Hilton Hawaiian Village has always been a nice place, but this time I think they are going to hurt a lot of people... maybe you can help them think of something better!

Sincerely,

Ronn Faught

President: Ronn Faught
Vice President: Fred Faught
Secretary/Treasurer: Stella Faught

225-G South Glendora Ave.
Glendora, CA 91741
(626) 963-8401

BELT COLLINS

June 28, 2001
01P-149

Ronald, Stella, David & Fred Faught
Ilikai Apartments
1777 Ala Moana Blvd. Apt. 1240
Honolulu, Hawaii 96815

Dear Ronald, Stella, David & Fred Faught:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter and e-mail of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its visual relationship to the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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May 8 8 10 AM '01

The Senate
Twenty-First Legislature
State of Hawaii

May 7, 2001

Mr. Daniel Dinell
Vice President, Strategic Planning and Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawaii 96815-1999

Subject: EIS Preparation Notice for Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Dinell:

This letter is in response to the Environmental Impact Statement Preparation Notice for the Hilton Hawaiian Village Waikikian Development Plan. We have listed below several areas of concern, and we request that particular focus and discussion on these items be included in the development's EIS.

1. Describe plans for other facilities in the area and the impacts on, and from, the Waikikian Development, including those related to the Ala Wai Small Boat Harbor, Waikiki Business Improvement District, Hawaii Convention Center, and possible transfer of Ala Moana Boulevard from the State to the City and County of Honolulu.
2. Explain how the development relates to the hotel room cap, as established by the City.
3. Describe the individual and cumulative impacts of this development on the existing facility infrastructure, including sewer, electricity, roads (traffic) and water.
4. Describe the cumulative impacts on traffic and/or noise that may be anticipated due to other construction in the area during the development's construction, including Board of Water Supply improvements, Kalakaua Bridge improvements, etc.
5. Identify the specific condominium and hotel units that have viewplanes that would be impacted by the development, and describe the total or partial views lost for each unit. Describe the economic loss that each unit may experience, and any method for providing compensation to the owners of these units.
6. Describe the development's impact on property values for condominiums in the area.
7. Include among the development's alternatives one that provides a "breakeven" return on investment.

Your consideration of our concerns would be appreciated. If you have any questions, please feel free to contact either of us.

Sincerely,

LES IHARA, JR.
State Senator, 10th District

CAROL FUKUNAGA
State Senator, 12th District

BELT COLLINS

June 28, 2001
01P-149

Honorable Les Ihara Jr., State Senator
The Senate – District 10
State Capitol
415 S. Beretania Street
Honolulu, Hawaii 96813

Honorable Carol Fukunaga, State Senator
The Senate – District 12
State Capitol
415 S. Beretania Street
Honolulu, Hawaii 96813

Dear Senators Ihara and Fukunaga:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 7, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed.

With regard to your specific concerns, we provide the following responses:

1) The DEIS will address the project's relationship to the Ala Wai Boat Harbor and the transfer of Ala Moana Boulevard from the State to the City. The proposed project has no direct relationship to the Hawaii Convention Center because guests who purchase vacation ownership units are typically free and independent travelers (FIT) as opposed to conventioneers. With regard to the Waikiki Business Improvement District (BID), it is presently focused on helping to improve the cleanliness and landscaping of public areas. The proposed project will have no direct impact on the BID because as part of the Hilton Hawaiian Village, the Waikikian property would be landscaped and maintained by Hilton staff. Hilton proposes as part of the project to provide a landscape strip on the Ewa side of Dewey Lane, and Hilton would maintain that vegetation as well.

2) The DEIS will address the project's relationship to the Waikiki hotel room cap.

3) The DEIS will address the project's impacts on traffic, roadways, and infrastructure.

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4) The DEIS will address cumulative traffic and noise impacts. The principal intersections evaluated in the traffic study extend from Ala Moana Boulevard at Atkinson to Ala Moana Boulevard at Kalakaua. The Kalakaua Bridge project is not evaluated in the traffic study because its presence is not anticipated to directly affect the volume of traffic utilizing Ala Moana Boulevard.

5) The DEIS will include a view analysis. However, it will not identify specific and individual condominium and hotel units that may experience a view impact. To undertake such a study is cost prohibitive. Nevertheless, to address your concern, the DEIS identifies the major residential and hotel buildings which will experience a visual impact and also evaluates the relationship of those buildings' height to the proposed project in order to determine, on a nominal basis, the extent of the visual impact. The DEIS does not propose compensation for the loss of private views. We know of no provisions in City or State land use law which require such compensation. The DEIS will include a socioeconomic analysis which will address, in part, the project's potential impacts upon property values of surrounding condominium apartments.

6) The DEIS will include a discussion of the project's potential impact on property values.

7) The DEIS includes an evaluation of alternative uses for the proposed property. A breakeven alternative was not included because it is inconsistent with Hilton's objectives for the property. Purchasing the property for $20 million and investing in its redevelopment with no prospect of positive revenues is not economical.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

MAY-14-01 MON 08:57 AM FAX: PAGE 1

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

May 11, 2001

Mr. Lee Sichter
Belt Collins Hawaii, Ltd.
680 Ala Moana Boulevard
First Floor
Honolulu, Hawaii 96813-5406

Post-it® Fax Note 7671	Date 5/14/01	pages 2
To Lee Sichter	From Scot Muraoka	
Co./Dept. Belt Collins HI	Co. BWS	
Phone #	Phone # 527-5522	
Fax # 538-1819	Fax #	

Dear Mr. Sichter:

Subject: Your Transmittal of March 28, 2001 of the Environmental Impact Statement Preparation Notice for the Hilton Waikikian Tower Development, Waikiki, Oahu TMK: 2-6-09: 2, 3, 10

Thank you for the opportunity to review the subject document for the proposed hotel development.

We have the following comments to offer:

1. The existing water system cannot provide adequate fire protection as required by our Water System Standards. Our Standards require a fire hydrant to be located within 125 linear feet (l.f.) of the proposed commercial site. The nearest fire hydrant is located approximately 200 l.f. away. Therefore, the developer will be required to install a hydrant in the vicinity of the proposed project. The construction drawings should be submitted for our review and approval.

2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay the applicable Water System Facilities Charges for resource development, transmission and daily storage.

3. There is one active water service consisting of a three-inch compound water meter and one inactive service that was ordered off in April 1996 serving the project site.

4. If an additional three-inch or larger water meter is required the construction drawings showing the installation of the meter should be submitted for our review and approval.

5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

6. Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assemblies are required to be installed immediately after all water meters serving the site.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,

FOR CLIFFORD S. JAMILE
Manager and Chief Engineer

BELT COLLINS

June 28, 2001
01P-149

Mr. Clifford S. Jamile, Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 So. Beretania Street
Honolulu, Hawaii 96843

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Jamile:

Thank you for your letter of May 11, 2001 regarding the subject project. The Draft Environmental Impact Statement (DEIS) currently being prepared will include the information contained in your letter, as well as information describing how the proposed project will comply with Board and Department of Water Supply requirements. The project is being coordinated with the Fire Department to assure their requirements are also met. A copy of the DEIS will be forwarded to you.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
JADINE Y. URASAKI

IN REPLY REFER TO:
HWY-PS
2.2710

MAY 11 2001

Mr. Lee Sichter
Belt Collins Hawaii, Ltd.
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813

Dear Mr. Sichter:

Subject: Environmental Impact Statement Preparation Notice, Early Consultation, Hilton Hawaiian Village, Waikikian Development Plan, Waikiki, TMK: 2-6-09: 2, 3, 10

Thank you for requesting our review and comments on the proposed Waikikian Development Plan.

We reserve our comments until we have reviewed the TIAR that will be included with the draft EIS.

If there are any questions regarding our comments, please contact Ronald Tsuzuki, Head Planning Engineer, at 587-1830.

Very truly yours,

BRIAN K. MINAAI
Director of Transportation

c: Office of Environmental Quality Control

BELT COLLINS

June 28, 2001
01P-149

Mr. Brian K. Minaai, Director
State of Hawaii, Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Minaai:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 11, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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'01 MAY 29 PM 1 44

DEPT OF PLANNING
and PERMITTING
CITY & COUNTY OF HONOLULU

3621 Vine Maple Drive
Eugene, Oregon 97405
May 23, 2001

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street
Seventh Floor
Honolulu, Hawaii 96813

Dear Mr. Fujiki,

PROPOSED BUILDING—HILTON HAWAIIAN VILLAGE

I wish to express my concerns about Hilton's proposal to erect a 34-story building at its Hawaiian Village site. I am the owner of a condominium on the 17th floor of the Ilikai, facing the proposed building, and have concerns relating to noise, traffic, and air quality.

This spring, a black greasy dust film was deposited on my lanai and furniture. It was similar to the grime that builds up in a densely-populated, polluted city such as New York. It was different from the dirt we experienced last year during the renovation of the existing Lagoon Apartments and during the construction of the Kalia Tower. I do not know what caused this film to precipitate, but request that it be investigated whether it accumulated through interference with natural air flows because of the placement of Kalia Tower, and because of increased traffic on Dewey Lane. Further, I request that it be investigated whether the proposed new building would interfere with natural air flows; what air emissions are expected from the further increased traffic on Dewey Lane; and whether emissions pose a potential risk to children in the Fun Pool, Hilton guests, residents and guests in neighboring properties, and the public on the street.

My concern about noise is derived from observing the Friday evening fireworks by the lagoon. This year, there is a definite echo of their noise from the Kalia Tower.

I am concerned that the proposed building will also concentrate echos and increase the noise level unacceptably. I request that the acoustics of the proposed structure be investigated, to determine the effects on people in the street and neighboring properties.

I am concerned that the additional traffic in Dewey Lane will lead to undue congestion in the vicinity, creating a safety hazard and a severe inconvenience to street users. I am also concerned that the increased traffic will contribute to the noise and air quality issues. I request that a comprehensive study be performed of traffic impacts.

Thank you for your consideration of these concerns. Please place my name on your "consulted party" mailing list for further information about this project.

Thank you.

Sincerely,

Leonora J. (Nori) Hemphill

BELT COLLINS

June 28, 2001
01P-149

Ms. Leonora J. (Nori) Hemphill
3621 Vine Maple Drive
Eugene, Oregon 97405

Dear Ms. Hemphill:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 23, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, and air quality.

In a follow-up conversation with you on June 22, we asked whether you could provide a sample of the black dust to which you refer. You indicated that although you did not save any, you will provide us with a smear of the substance should it reoccur. Based on our discussion with you, we suspect that the source of the black dust is the exhaust from the Hilton emergency generator which is located within the existing parking structure. We have asked Hilton to evaluate whether any improvements can be made to the exhaust vent for the emergency generator to reduce particulate emissions.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Donald A. Bremner 348 Dune Circle, Kailua, Hawaii 96734
Tel: 261-2494

Belt, Collins & Associates
680 Ala Moana Blvd. 1st Flr
Honolulu, Hawaii 96814

June 4, 2001

To Whom it May Concern:

Please put me on the mailing list for the draft EIS for the proposed tower at the Hilton Hawaiian Village. Thank you.

Don Bremner
Donald A. Bremner

lee S.

BELT COLLINS

June 28, 2001
01P-149

Mr. Donald A. Bremner
348 Dune Circle
Kailua, Hawaii 96734

Dear Mr. Bremner:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of June 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Yasuko Hirose
4-2-50-308 Roppongi Minato-ku Tokyo 106 Japan
Phone: (813) 3746-7883
E-mail: m-hirose@mue.biglobe.ne.jp

June 3, 2001

Dear Mr. Randall Fujiki, the Director for City Planning & Permits:

I am writing you to express my concern regarding the recently proposed Hilton Hawaiian Village Waikikian Development Plan, in hopes that both the Hilton and the City of Honolulu will consider the objections of the Hilton neighbors before proceeding with the project.

As a longtime owner of room 1126 in The Ilikai, I cannot help but be distressed by the negative effects the new building project would impose upon our hotel complex. The proposed high rise building of 350 feet will surely block our view of the Waikiki area, replacing the postcard panorama with a clear view into the lives of the residents in the vacation ownership tower. Not only would we suffer the loss of our privacy 11 floors above the ground, but the building would also block the sun during the day, and at night, the pleasant night wind that passes through our suite from the Diamond Head side and makes air conditioning unnecessary. I urge the City Planning Department to at the least require Hilton to conduct proper physical wind tunnel experiments, as is required when new buildings are built in downtown Honolulu.

Other possible problems that I perceive include the inevitable increase in noise, traffic, and pollution. I had hoped to establish my second residence in Hawaii because of its tranquility and natural beauty, and I am sure I am not the only one who treasures these qualities. The proposed Hilton project makes void this fundamental attraction of the island, creating, in one person's words, a "Hawaiian Concrete High Rise Jungle" where there should be an opening for everyone to enjoy Hawaii's prestigious ocean views and tropical winds.

I hope the Hilton Hawaiian Village decides not to trample on neighborhood relations by ignoring the concerns of the Ilikai and other neighborhood complexes, and I trust that the City Planning Department will deliberate all the possible costs that Waikiki as an area might have to pay for the project.

Thank you for your time.

Sincerely yours,

Yasuko Hirose

BELT COLLINS

June 28, 2001
01P-149

Ms. Yasuko Hirose
4-2-50-308 Roppongi
Minato-Ku, Tokyo 106 Japan

Dear Ms. Hirose:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of June 4, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its visual relationship to the surrounding area, its impacts on tradewind flow, and the shadows it will cast.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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Postmarked June 7th
from Chicago; envelope
addressed to OEQC

LEE S.

Jim and Susan Lenz
1777 Ala Moana Blvd Apt 1304
Honolulu, HI 96815
5 June 2001

Re: The possibility of building a "Wikikan Tower" Hilton Village

As owners and residents of the Ilikai my husband and I strongly object to more development in this area. When waiting for a bus or walking towards Ala Moana or the new Conference Center between the Hilton, Discovery Bay and the Ilikai it does not take a mental giant to notice the 'canyon' made by buildings and the fumes from busses and cars and the noise are absolutely over powering.
Any further development would only add to this very 'Unhawaiian' environment.

This area is a walkway for many tourists and residents alike going and coming from the Hilton, Discovery Bay and the Ilikai...as well as the Pacific Hotel. Many are destined to the new and lovely Convention Center. For tourists to be subjected to more 'people' traffic and to be subjected to more car and bus traffic ...due to another wing at the Hilton is just unimaginable.

If Honolulu wants to continue to attract tourists it absolutely cannot put in more tall concrete buildings. With more building, the people will of course, also fill up the beach. It is just an unreasonable expectation to think that this area can hold more people...and still be attractive...that people will desire to come back to an area that is so filled with noise, bad smells and so many people.

Most sincerely,

Jim and Susan Lenz

James and Susanne Lenz

Please also answer to
JIM AND SUSAN LENZ
1122 NORTH CLARK APT 2703
CHICAGO, IL 60610

BELT COLLINS

June 28, 2001
01P-149

Mr. James and Mrs. Susanne Lenz
1777 Ala Moana Blvd. Apt. 1304
Honolulu, Hawaii 96815

Dear Mr. and Mrs. Lenz:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of June 5, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic, noise, air quality, as well as its impacts upon Waikiki beach. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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MANSFIELD DEVELOPMENT COMPANY
2617 South Wadsworth Circle
Denver, Colorado 80227
Telephone (303) 985-9692 Fax (303) 986-5189

May 21, 2001

RECEIVED
01 MAY 21 AM 9:29
DEPT OF PLANNING
C & C OF HONOLULU

Mr. Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI 96813

RE: Hilton Hawaiian Village expansion

Dear Sir:

Please add our name to the list of consulted parties if there is time, or if not, add our name to the list of parties very opposed to the proposed Hilton expansion onto the former Waikikian property.

We have owned an apartment in the Ilikai for almost thirty years, during which time we have seen many changes in the immediate area as well in Honolulu as a whole. Many of these changes have increased traffic and noise, created unpleasant congestion, and irreversibly damaged life in Honolulu. Even so, lasting economic prosperity has not resulted. Now, with the change the Hilton proposes to make, there will be a severe negative impact on the Ilikai property including immediate, significant loss of value.

Already there is very little greenery and open land in the Waikiki area. The proposed Hilton project will make this problem even worse. If the City does not use its zoning and planning authority to protect or enhance health, beauty or economic value...what is saved?

We will appreciate being kept informed of the progress or disposition of this matter by mail or e-mail.

Very truly yours,

MANSFIELD DEVELOPMENT CO.

Joyce J. Neville
Secretary-Treasurer and Director
e-Mail: jjneville@aol.com

Cc:
The Honorable Duke Bainum
Waikiki District City Councilman
530 S. King Street, Suite 202
Honolulu, HI 96813

Senator Les Ihara, Jr.
State Capitol, Room 317
Honolulu, HI 96813

Office of Environmental Quality Controls
Attention: Nancy Heinrich
235 Beretania St., Suite 702
Honolulu, HI 96813

BELT COLLINS

June 28, 2001
01P-149

Ms. Joyce J. Neville
Secretary-Treasurer and Director
Mansfield Development Company
2617 South Wadsworth Circle
Denver, Colorado 80227

Hilton Hawaiian Village - Waikikian Development Plan

Dear Ms. Neville:

Thank you for your letter of May 21, 2001 concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic and air quality, as well as its impact on property values in the surrounding area.

The proximity of the proposed project to the Renaissance Ilikai Hotel has been carefully considered in Hilton's planning of the project. We believe that the DEIS will alleviate some of your concerns.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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April 28, 2001

Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawaii 96815-1999

Dear Mr. Dinell:

I have reviewed your most recent development plan wherein you hope to build "yet another" high building on your property. I believe you did not have the concentrated opposition to your 325 ft Kalia Tower because you acquired the Waikikian Hotel property and your neighbors were trying to be fair; realizing that you wanted to justify your investment in the property. Even though Kalia Tower was not built on the new Waikikian property most neighbors hoped the newly acquired property would be used as a support and greenbelt area considering the large amount of "concrete" you already have on your property. You have six towers on your property in addition to numerous retail, office space, and parking space.

Why do you think that increasing the width of Dewey Lane is an improvement for anyone on the island other than the Hilton Hotel? This alley has served its purpose well for the last 38 years. It provides access to the beach for a great many local people, and has allowed the private home owners in the Ilikai to enter and exit their garage with safety. This alley was never intended to be used for the purpose that the Hilton Hotel is now attempting to use it. Shame on you "Hilton Hotel" trying to take advantage of your immediate neighbors and all the local people who could count on reaching the beach without encountering all your taxi's and tour buses..

I do not appreciate your offer to widen an alley "Dewey Lane" so you can turn it into a major thoroughfare and use it for your cabs, buses, tour trolleys. If you are unable to design a way to handle all of your increased traffic without using Dewey lane ; then you should rethink your development.

I also don't think your suggested changes for Ala Moana Blvd. is an improvement for anyone. The "so called " improvements to the Ala Moana Intersection would create a slowing of traffic rather then improving it.. We have avioided stop lights for these many years because the island in front of the Ilikai Hotel separates the traffic very well; allowing it to flow. The current traffic problem is due to all the construction trucks from the Hilton. When that is finished and Hilton leaves "what works well" alone we can get back to our normal flow of traffic. .

Sincerely,

Your Neighbor, Lee Sasak Watts
1777 Ala Moana Blvd #1810
Honolulu, Hi

Please keep me informed by E-mail GEOWATTS@MSN.COM

BELT COLLINS

June 28, 2001
01P-149

Ms. Lea Sasak Watts
Ilikai Apartments
1777 Ala Moana Blvd.
Honolulu, Hawaii 96813

Dear Ms. Watts:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of May 23, concerning the subject property. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as has been completed. The DEIS will include detailed studies to analyze the proposed project's impacts on traffic. The DEIS will also evaluate the impacts of the recommended improvements to the Ala Moana Boulevard intersection.

We respectfully disagree with your characterization of Dewey Lane. While it has functioned as a service lane for the Ilikai and a pedestrian route to the Ala Wai Boat Harbor, it is not a safe street and is usually avoided by people at night. We believe that the recommended improvement to Dewey Lane will benefit the entire community, and especially the Ala Wai Boat Harbor by providing a more direct route to Ala Moana Boulevard. The widening of Dewey Lane will also improve the safety of Ilikai owners when exiting their parking garage by providing better visibility for merging into the lane.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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BELT COLLINS

June 28, 2001
01P-149

Mr. Bill Dillmore
1777 Ala Moana Boulevard, #1940
Honolulu, Hawaii 96815

Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Dillmore:

Thank you for your request to the Department of Planning and Permitting concerning the subject property. We will include you as a consulted party and provide you with a copy of the Draft Environmental Impact Statement as soon as it has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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BELT COLLINS

June 28, 2001
01P-149

Ms. Francis Delany
469 Ena Road
Honolulu, Hawaii 96815

Dear Ms. Delany:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your request to be included as a consulted party. We will provide you with a copy of the Draft Environmental Impact Statement (DEIS) for your review and comment as soon as it has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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We are absolutely opposed to the Hiltons Waikikian development plan of March 2001. Increased traffic congestion, noise, and air-pollution would be intolerable.

Judy Wanamaker #605
Virginia Eykholt #1511
Marianne Dillis #1736
Katy Souza 1314
William Zimmerman 1442
Elizabeth Petrie 1441
Tony Peterson 1326
Lawrence O. Wong 1344
Royal Boyte 1943
Shirley M. Boyte 1943
Evelyn J Cheng 1944
Catherine A. Campbell 2611
Hanna Markoff
Wanda H. Funk #501
Paul Thurston #908
Margaret Lee 1441
Stafford Lee 1794
Paul Wilson
Susan Doyle 1133
Mary J. Wilson 1925
Morgan Young 513
Kathy Hoffmann 1510

Richard C Pembroad 2126
W Heusberger 1239
Marjorie N. Hickman 1705
Betty Aggson
Doris Souza 1543
Jeanette M Dawson 421
Harry W Davis 1939
Catherine 1745
Jeff Kim 722
Mary E. Baker
Klaas & Geertrui 736
Werner Maas #2133

PAUL_Thurston @ ATT.net
MARYANN Sazzmann Apt. 808
Lt. Col. Ret. Theodore E. Sazzmann
Very Mr. Waters apt 3206
Roux C 1025
Ka Aaua
617

We are absolutely opposed to the Hiltons Waikikian development plan of March 2001. Increased traffic congestion, noise, and air-pollution would be intolerable.

James Bolins	609 Ilikai
Eleanore Jansen	803 Ilikai
Margaret Meyerake	801 Ilikai
Nancy A. Pagenkopf	1042 Ilikai
Andrew T. Kmon	635 Ilikai
Howard A. Barron	1505 Ilikai
Eleanor Ferguson	
Robert Price	1023 "
Fred Wilde	1229
Marilyn Keller	632
Wallace Popson	934
	1212
Patricia Wagard	433
Lynn Davenport	1209
Norah Hall	943
Faith C. Keally	627
Joyce N.	936
Priscilla Peterson	914
Zoraima Dyer-La Fratta	1026
Lucia A. Pritchard	
Tom Jacobson	843
Cindy Jacobson	1130
	814
Guy Antle	1117

We are absolutely opposed to the Hiltons Waikikian development plan of March 2001. Increased traffic congestion, noise, and air-pollution would be intolerable.

#1928 Ronald Nishio	
#1309 - Edith M. Silby	
Lorraine Knox	
932 Elizabeth Bubnick	
739 City Stephenson	
1139 Kuloha F. Tatch	
1179 Anna Tatch	
1142 James W. Tucker	
337 Paul Matter	
Helen Duffy Agnew	
1310 LaVonne West	
Peter W. Latham	
841 Doris Lovell	
Abe Rabinowitz	
916 Merlin Bayley	
916 David Clouston	
1943 Myra N. Yuen	
1943 Brenda L Verbeck	

We are absolutely opposed to the Hiltons Waikikian development plan of March 2001. Increased traffic congestion, noise, and air-pollution would be intolerable.

Yasunishi 1635
CHS JASINSKI "
Nellie E. McEwen 1838
Margaret N Mason 419
Cynthia J. Takai 1140
Jackie Pabon 726
Evelyn Cheng 1035, 2133
G. N. Kamo 904
CM Lyon 1289
[illegible] Janice 1289
[illegible] Lucas 441
[illegible]
[illegible]
Jacque Rodrigues
[illegible] Ashmore

We are absolutely opposed to the Hiltons Waikikian development plan of March 2001. Increased traffic congestion, noise, and air-pollution would be intolerable.

PRINTED NAME	SIGNATURE	ADDRESS
Geri O'Leary	Geri O'Leary	1860 Ala Moana #803 - 96815
Russ Dearing	Russell Dearing	1804 " " #38 96815
DON BIRDSALL	Donald V. Birdsall	1804 Ala Moana 18A
ROBERT R. HARMAN	Robert R. Harman	1860 Ala Moana #1602 96815
ROSE F. CRAWFORD	Rose F. Crawford	1860 Ala Moana #1806 96815
MALI. W/R		1860 ala moana #1802 96815
[illegible] WILFRED PACHECO		1860 ALA MOANA # 600 96815
MIRIA H. PACHECO		1860 ALA MOANA # 1310 96815
OSCAR JASPER		1860 ALA MOANA #904 96815
OLAW MONDS		1860 ALA MOANA #2104
MONIQUE JENKINS		1860 ALA MOANA # 2104
DANIEL O'LEARY	Daniel O'Leary III	1860 ALA MOANA #1903 - 96815
BENJAMIN C. HABLUTZEL	Benjamin C. Hablutzel	1860 ALA MOANA # 1506 - 96815
LINDA KUO	Linda Kuo	1860 Ala Moana #1602 Honolulu 96815
DAVID OBANION	Dan Obanion	1860 ALA MOANA BLVD #1401 96815
Elaine Alford	Elaine Alford	1860 Ala Moana #2102
Lucile F. BROWN		1860 ala moana # 2002
Robert K. Thomas		1860 Ala Moana #1106
Baki Thomas		1860 Ala Moana Blvd #2304
JAMES BONHAM		1860 ALA MOANA BLVD #908

BELT COLLINS

June 28, 2001
01P-149

Board of Directors
Association of Apartment Owners
Of the Ilikai Apartment Building, Inc.
1777 Ala Moana Blvd.
Honolulu, Hawaii 96815

Hilton Hawaiian Village - Waikikian Development Plan

Dear Board of Directors:

Thank you for your petition. We will include the Association of Apartment Owners of the Ilikai Apartments Building, Inc. as a consulted party and provide the AOAO with a copy of the Draft Environmental Impact Statement as soon as it has been completed.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

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To: Lee Sichter From: D.Dinell@Hilton

Aloha. Pomaikai-Hilton Early Consultation Meeting (4/30/2001) on proposed Waikikian Development Plan. Please sign in.

Name	Address/Apartment Number
Russell Birdsong	Pomaikai 1804 Ala Moana Apt 15B Honolulu HI 96815 PH-1678
Gray and Jamie Mantkes	1804 Apt 4A, HA
John and Carol Molay	1804 Ala Moana #13B
Dick Stephenson	#939 1777 Ala Moana Blvd 944-2879 Hawaii777@aol.com
Tom Lee	1804 Ala Moana Blvd. #5B (mailing address is 155 N. Wacker Dr. #4425 Chicago IL 60606)
Lew Taffe	Pomaikai 3A
Lee Sichter	Belt Collins Hawaii
Daniel Dinell	Hilton Hawaiian Village
Del Beesley	1804 Ala Moana 18A
Akeiji Shimasaki	1804 Ala Moana 3B
Russ Darling	" " " " 96815

BELT COLLINS

June 28, 2001
01P-149

Rosella Birdsong
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 15B
Honolulu, Hawaii 96815-1678

Gary and Janice Nantkes
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 4A
Honolulu, Hawaii 96815-1678

John and Carol Mulay
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 13B
Honolulu, Hawaii 96815-1678

Russ Dearing
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 3B
Honolulu, Hawaii 96815-1678

Tom Lee
155 N. Beretania Street, #1412
Honolulu, Hawaii 96819

Len Jaffe
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 3A
Honolulu, Hawaii 96815-1678

Cheryl Shimasaki
Pomaikai Apartments
1804 Ala Moana Blvd. Apt. 3B
Honolulu, Hawaii 96815-1678

Dear Sir or Madam:

Hilton Hawaiian Village - Waikikian Development Plan

On Monday, April 30, 2001, Daniel Dinell of Hilton Hawaiian Village and I attended a meeting with you at the Pomaikai building. I would like to take this opportunity to respond in writing to the comments that were made at that meeting. Based upon our notes of the discussion, the following is a summary of comments that were made at the meeting.

Attending the meeting were: Rosella Birdsong (15B); Gary and Janice Nantkes (own 4A and 13A); John and Carol Mulay (13B); Tom Lee (5B); Len Jaffe (3A); Don Birdsall (18A); Cheryl Shimasaki (3B); Russ Dearing (Resident Manager); Dick Stephenson (Ilikai #739); Daniel Dinell (Hilton Hawaiian Village); Lee Sichter (Belt Collins Hawaii).

- How do you know the traffic impacts if the building isn't built and the people aren't there? If you don't know when the cars come and go, how can the impacts be determined? Kalia Tower isn't even finished – how can it be factored in?

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Answer: The traffic impact analysis report included in the Draft Environmental Impact Statement (DEIS) presents the findings of computer modeling conducted for the proposed project. The computer model uses methodologies developed by the Transportation Research Board, a division of the National Science Foundation, and the 1997 Highway Capacity Manual. The volume of traffic (stated as trips) generated by the 453-room Kalia Tower, as well as its associated commercial and retail improvements, is included in the computer model, based upon the above methodologies. The entire report is subject to review by the State Department of Transportation.

- Will Rainbow Tower use the Dewey Lane entrance? Seems like Hilton is just shifting the load to Dewey Lane when the Rainbow/Kalia intersection has a better LOS. Why not continue to use the existing entrance? You're making two towers use Dewey Lane – a new use.

Answer: The traffic report projects traffic conditions in the year 2005, with and without the proposed project. The report indicates that providing an improved intersection at Dewey Lane will attract vehicular traffic from elsewhere in the Hilton Hawaiian Village, but that in so doing, it would result in improved traffic conditions at the intersections of Ala Moana Boulevard with Hobron Lane and with Kalia Road.

- The DEIS traffic study needs to factor in how much Dewey Lane is used today, plus the additional traffic generated by the Hilton that would use the proposed new exit.

Answer: The traffic study evaluates traffic on Dewey Lane in late 1999 and projects traffic conditions in the year 2005, with and without the proposed project.

- Right now it's difficult because of limited sightlines to get out of the driveway of Pomaikai onto Ala Moana. How will the proposed development help? In fact, won't the situation become worse since the intersection causes queuing that will make it even harder to get out of our driveway? The existing lights at Hobron and Kalia back up traffic today.

Answer: It is not possible to predict at this point whether the addition of a traffic signal at the Dewey Lane intersection would make ingress and egress for the Poamaikai driveway better or worse. The project is not at the development stage where a detailed analysis of the intersection design would be done. However, it appears from the conceptual plan that the drive location may be so close to the intersection that the stop line could be configured to benefit the Poamaikai driveway, meaning that movements in and out of the driveway might be regulated by the stop light.

- What happens to the project if the proposed intersection isn't built?

Answer: The traffic study in the DEIS evaluates the project with and without the intersection improvements.

- What assumptions are you using for increased traffic?

Answer: The traffic report assumes that traffic on Ala Moana Boulevard with increase approximately 1.4 percent annually between 1999 and 2005.

- Residents don't want the proposed intersection at all. Prefer not to have a stoplight at all – can an intersection without signals work?

Answer: A signalized intersection would be much safer than an unsignalized intersection.

- Have we evaluated Dewey Lane as one-way makai? Why not? Isn't it the role of the objective DEIS to consider all alternatives and report them dispassionately rather than simply analyze only what the applicant wants?

Answer: Dewey Lane was evaluated as a one-way makai street early on in project development, but the idea was rejected because it resulted in a significant deterioration in traffic conditions at the Hobron Lane intersection with Ala Moana Boulevard.

- The DEIS needs to look not just at intersection wait time, but the time it takes to transit a series of lights – i.e. how long on average does it take to go from Atkinson to Kalia today at peak time? How much is that going to change?

Answer: The traffic study evaluates the wait time at each stoplight from Atkinson to Kalakaua Avenue. The traffic study indicates that with implementation of the proposed intersection at Dewey Lane, the average delay times at Hobron and Kalia will decrease. However, the addition of a new signalized intersection at Dewey Lane would add additional time to drive from Atkinson to Kalakaua Avenue.

- A stoplight causes more emissions and noise. Will the DEIS study these issues including people gunning their cars?

Answer: An air quality impact study conducted for the DEIS evaluates the impact of traffic on air quality in the year 2005 with and without the project. It is not possible to project the number of people who may gun their car engines or the frequency of such events.

- Lots of seniors live in the area – emergency vehicle response time is critical. How will it be impacted?

Answer: Emergency vehicle response times are certainly impacted by traffic congestion. The traffic study indicates that the proposed project would increase traffic entering and leaving Hilton Hawaiian Village by about 10 percent in the year 2005. However, this increase has no substantive impact upon traffic conditions projected for 2005 without the project. This is due to the fact that the volume of traffic generated by the proposed project actually represents a very small percentage of traffic that moves along Ala Moana Boulevard (on the order of one or two percent). Therefore, while traffic congestion would likely increase between 2001 and 2005 without the project, the addition of the project doesn't add signficantly to that congestion.

- Is there going to be a bus stop in front of the Pomaikai going toward downtown? (Currently it's at Hawaii Dynasty and causes a lot of rubbish.)

Answer: The City is proposing the implementation of the Bus Rapid Transit (BRT) plan by 2005. Once the plan is in place, the City indicates that regular bus service may be decreased by up to 50 percent. The transit station proposed for the BRT system would be situated close to Hobron Lane. It will be up to the City to determine the location of TheBus bus stops along Ala Moana Boulevard.

- Going in the Diamond Head direction of Ala Moana, where is the bus stop? Hilton is proposing to take out the existing additional lane pullout. Won't this compound the traffic problem?

Answer: Space will be available for a bus stop just Diamond Head of Dewey Lane. The traffic study indicates that the elimination of the pull out will not compound traffic conditions.

- Is there any point where an intersection is rated an "F" on LOS or air quality is so bad that a permit is denied?

Answer: We are unaware of any such circumstance.

- Can't get into the Hilton parking lot now; if you're building 400 more spaces, how will that help the situation?

Answer: With the alterations Hilton is currently making to the existing parking structure in the form of additional entry gates and improved entry gate technology, the rate of vehicles that can enter the structure per hour will almost double. Thus, by the time the proposed project is completed, it will only take about half as long as it does now to enter the structure during a major event. The addition of the project will have very little impact because of the small volume of traffic involved.

- What are you factoring in for ADA parking required as well as the impact of the need for more employee parking?

Answer: The city requires one parking stall for every four hotel units, plus one parking stall for every 800 square feet of retail or commercial use. The city also has specific standards for parking for the disabled. These standards address both employee and guest parking. The conceptual plan includes these requirements in its allocation of parking.

Concerns Design/Use:

- How much land do you need in open space?

Answer: The city requires that 50 percent of the property be retained in open space.

- Are there any proposed additional meeting rooms?

Answer: No.

- Has Hilton considered flipping the parking garage to the makai side in order to increase the open space and reduce building mass along Ala Moana Boulevard?

Answer: No. The proposed parking structure needs to be built next to the center of the existing parking structure in order to allow vehicles to move between the two structures. If the new structure were to be relocated on the makai side of the proposed tower, it would have to be a stand-alone facility which would likely take up more space than the one presently proposed.

- What about flipping the pool to the Lagoon Green side to reduce the noise? One attendee indicated a willingness to accept the occasional outdoor function noise over the constant racket of a pool filled with screaming kids.

Answer: The Grand Lawn (Lagoon Green) is utilized for large Hilton outdoor events, especially during the evenings. It is likely that the swimming pool slide will be closed before evening. Therefore, switching the locations of the Hilton events to the site of the proposed pool would likely result in an increase in noise, especially in the evening, rather than a decrease.

- Why does the parking garage have to be rectangular? Can't it have a more Hawaiian style? We're always building plain boxy structures.

Answer: Parking garages tend to be most efficient with a rectangular shape.

- What is the setback distance on Dewey Lane for the building?

Answer: The proposed setback is only a few feet and will require the approval of the city.

- Hilton already cut off our Diamond Head view with Kalia Tower and now our ocean views are being eliminated.

Answer: Based on the location of the Pomaikai Building in relation to Dewey Lane, any building on the Waikikian property rising above the old Waikikian Hotel will impact views.

- Are there any State or City laws or ordinances that protect private view corridors?

Answer: No, not to our knowledge.

- How much is my property value going to decline because of the loss of view?

Answer: An analysis conducted for the DEIS indicates that the loss of view will not likely affect property values. This appears to be due to the fact that the Pomaikai building is located well inland from the shoreline and on the mauka side of a six-lane roadway.

- Doesn't the City care about the blockage of the view of the sky from the Kalia/Ala Moana intersection area looking makai?

Answer: The City's regulations call for the protection of shoreline views from public places and mountain views from public places, as well as the protection of Diamond Head views from Punchbowl lookout.

Concerns Noise/Other:

- What about construction noise – piling driving, air horns, trucks, etc? We put up with it for two years for Kalia Tower and now this.

Answer: No piles were driven at Kalia. No piles will be driven at the proposed structure.

- Noise from traffic and exhaust of buses on Dewey Lane.

Answer: The DEIS will evaluate the noise and air quality impacts from traffic.

- The overhead wires from Kalakaua to the Ala Wai along the mauka side of Ala Moana Boulevard make it look like a third world country.

Answer: It is our understanding that efforts are being made to locate the wires underground, as part of the City's pending Ala Moana Boulevard beautification project.

- There's a bill in the legislature that looks like it will pass calling for a "carrying capacity" study. Will it be addressed in the DEIS?

Answer: The bill appropriated $1.2 million for the Department of Business Economic Development and Tourism to conduct a study of the carrying capacity for the entire state's tourism industry. The study is supposed to be presented to the 2002 legislature. It is highly unlikely the study will be completed prior to the publication of the DEIS. Therefore, the DEIS is treating the matter as an unresolved issue.

- Will the impact of adding more tourists to the streets of Waikiki be addressed in the DEIS?

Answer: Yes. The proposed project would increase the visitor population by about 1,300 people, based upon an assumption of 90 percent occupancy. This impact is not considered to be negative because the proposed number of visitor units are accommodated under the City's hotel room cap for Waikiki.

- When does the application for PD-R have to be in? Does it need to be granted before year-end 2001?

Answer: The PD-R application needs to be accepted for processing by December 31, 2001. It does not need to be granted before year end.

- What about the other lots – particularly the Mini Mart site? The stores are really trashy looking.

Answer: Hilton does not own the property occupied by the Mini Mart, Budget, or Kobe Steak House.

We will provide for your review and comment copies of the DEIS.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee Sichter
Senior Planner

The following are comment letters on the Draft EIS, together with the responses, presented in the order they appear in Section 9.1

BENJAMIN J. CAYETANO
GOVERNOR
STATE OF HAWAII

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

RAYNARD C. SOON
CHAIRMAN
HAWAIIAN HOMES COMMISSION

JOBIE M. K. M. YAMAGUCHI
DEPUTY TO THE CHAIRMAN

July 25, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Hilton Hawaiian Village
Waikikian Development Plan, Waikiki, Oahu

Thank you for the opportunity to review the subject application. The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Mr. Daniel Ornellas at 586-3836.

Aloha,

Raynard C. Soon, Chairman
Hawaiian Homes Commission

c: Department of Planning and Permitting
Belt Collins Hawaii Ltd.
Office of Environmental Quality Control

Belt Collins

November 16, 2001
2000-33-3801 / 01P-290

Mr. Raynard C. Soon, Chairman
Hawaiian Homes Commission
State of Hawaii
P.O. Box 1879
Honolulu, HI 96805

Dear Mr. Soon:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of July 25, 2001. We appreciate your participation in the environmental impact statement review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Seattle
Singapore
Thailand

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

Robert J Gladwell
1777 Ala Moana Blvd # 1741
Honolulu HI 96815

468 Oak Circle
Severna Park, MD 21146
Tel 410 647 7183

July 28 2001

Dept of Planning and Permitting
650 South King St, 7 th Floor
Honolulu HI 96813

Attn Randall Fujiki, Director

Subj; Hilton Hawaiian Village Waikikian Dev Plan

Dear Mr Fujiki,

I am a long time owner of property in the Ilikai Tower and am listed as,a 'consulted party', in the application by Hilton Hotels for planning permission to develop the old Waikikian property. I want to register my strong objection to the plan as currently presented.

I have delayed responding to information on the original application provided by Belt Collins until return from a recent extended stay in our Ilikai property during which time I have had an opportunity to look at the proposal ' from the ground'. Our property faces west so the proposed development would not directly impact our views but I have sympathy and support those other owners who over the years have seen their views of the mountains and ocean progressively blocked by one Hilton skyscraper after another. My specific objections to the project are in the following areas:

1 The proposed building at 350 ft is too tall. It should be capped significantly below the height of both the Kalia Tower and the Ilikai.The argument that Hilton HAVE to have it this high to recoup their $20m investment in the lot is false. Hilton made a business decision to purchase the lot at that price; they cannot now force the local community to accept a reduction in their property values to compensate for what might be a bad business decision by Hilton.

2 As I have observed on my recent stay, road traffic in the Holomoana/Hobron/Ala Moana/Kalia area is a congested mess, with gridlock now occurring through the majority of the day, significantly worse than when we were in Honolulu last year The idea of alleviating Hiltons internal traffic congestion by dumping their traffic on Dewey Lane even before considering the effect of the increase in traffic by the building of the Waikikian tower makes no sense. And as for adding another stop light on Ala Moana on Dewey Lane I have to question the professional judgment of any traffic engineer who can believe this will do anything other than increase the current unacceptable traffic congestion in the area. Hilton have to solve their internal traffic congestion themselves, not dump it on their neighbors.

3 My other reason for objecting to the current proposal is peripheral to the traffic problem and relates to noise and pollutions. The current volume of traffic produces significant noise pollution to the occupants of the Ilikai and impairs the enjoyment of outside activities, one of the prime reasons people come to Hawaii. Traffic, particularly diesel powered trucks, buses, and tour coaches produces significant soot deposits on lanai's and other outside areas in the Ilikai property, and is a situation which gets worse by the year. If Hilton is given permission to build to the density of their current plans for the Waikikian property this situation will become unbearable.

4 Finally, the Kalia Tower has only just opened, and the impact of the conversion of the Lagoon Apartments to Time Share has yet to be felt due to the slow sales of units. I believe any decision on a further increase in the density of the Hilton Hawaiian Village and its impact on the area surrounding it, should await the evaluation of these newest additions before further expansion is approved

Sincerely
Robert J Gladwell

Copy Mr. Lee Sichter
Belt Collins

BelfCollins

November 16, 2001
2000-33-3801 / 01P-291

Mr. Robert J. Gladwell
468 Oak Circle
Severna Park, MD 21146

Dear Mr. Gladwell:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of July 28, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The height of the proposed tower complies with the height limits established by the City's Land Use Ordinance (LUO), pursuant to the provisions of the Waikiki Special Design District. The units will be located in a single tower built to the allowable height limit, rather than in a lower tower which would require a larger footprint and cover more of the property. Hilton has determined that the proposed development must include at least 330 units to be economically viable. With regard to property values, the proposed improvements may enhance the property values of the east-facing units of the Ilikai by providing substantive improvements to the physical character of the property and its abutting alley.

2. Your characterization that traffic gridlock now occurs through the majority of the day is not supported by the traffic analysis performed for this project. Our traffic monitoring efforts confirm that while congestion does occur during peak travel periods, vehicular traffic flows are relatively unencumbered throughout the remainder of the day. Of course, there are periods of congestion caused by short-term construction activity, accidents, and/or special events at the Hilton Hawaiian Village, or elsewhere, but these are irregular.

   With regard to your concerns about Hilton "dumping traffic on Dewey Lane" to alleviate internal congestion, please be advised that we have considered the matter at great length. We agree that during large special events, traffic congestion within the Village is a problem. As discussed in the EIS, Hilton has taken several steps to address the issue. Please refer to the discussion on page 3-7 of the Traffic Impact Study (Appendix B of the EIS). With regard to Dewey Lane traffic, we believe it would be

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T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

irresponsible to develop the property without widening the abutting alley and improving its intersection with Ala Moana Boulevard. The EIS clearly documents that the changes will improve vehicular (and pedestrian) access to Hilton Hawaiian Village and the Ala Wai Boat Harbor, and generate more traffic on Dewey Lane than currently exists. However, the study also projects the increased traffic to remain well below the capacity of the improved roadway and intersection.

The traffic study evaluates traffic conditions in 2005 without and with the proposed project. Therefore, we cannot agree with your statement that we have not considered the effect on traffic resulting from the proposed Waikikian tower. The traffic study also demonstrates that the provision of a signal at the Dewey Lane/Ala Moana Boulevard intersection has a beneficial impact on traffic conditions at the Kalia Road/Ala Moana and the Hobron/Ala Moana intersections.

3. As discussed in Section 5.73 of the EIS, the dominant noise source in the area is traffic on Ala Moana Boulevard. The proposed development is projected to contribute seven-tenths of one decibel to the ambient traffic noise. It will, in fact, have a negligible impact on traffic noise from Ala Moana Boulevard. Please note also that the proposed project is not anticipated to generate additional bus traffic. As discussed in the EIS, vacation unit owners are free and independent travellers (FIT) and, thus not part of large tour groups that travel by bus. The addition of the new vacation ownership tower will not result in an increase in demand for additional tour buses to service the Hilton Hawaiian Village. In addition, Hilton continues to view the Tapa Tower bus loading area as the principal pick-up and drop-off point for buses servicing the Village. It is therefore unlikely that buses destined for the Village would utilize Dewey Lane.

4. The aforementioned traffic study projects traffic conditions in 2005, assuming 90 percent occupancy of both the Lagoon Tower and the Kalia Tower. Thus, the effects of these towers were taken into account in the study. In addition, a new series of traffic counts were conducted from September 6 to 9, 2001 to update the 1999 baseline. We are including the update in Appendix B of the EIS. At the time of the new traffic counts, the Kalia Tower had an occupancy of about 99 percent and the Lagoon Tower was operating at about 78 percent occupancy. The overall occupancy of Hilton Hawaiian Village was about 98 percent. Fort DeRussy's Asia Pacific Center was also operating. This time period was selected because it represented the beginning of the Aloha Week festivities, a period of traditionally high hotel occupancy in

Waikiki. The traffic count indicates that even with the Village operating at nearly full occupancy, the traffic volumes at the key intersections were on the average about 6.7 percent lower than the counts recorded in 1999.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

BENJAMIN J. CAYETANO
GOVERNOR

MAJOR GENERAL EDWARD L. CORREA, JR.
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
[illegible] DIAMOND HEAD ROAD
HONOLULU, HAWAII [illegible]

PHONE [illegible]
FAX [illegible]

August 7, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Draft Environmental Impact Statement (DEIS)
for Hilton Hawaiian Village--Waikikian Development Plan,
Honolulu, Hawaii

We appreciate the opportunity to review and comment on the subject proposal.

Recommend that Hilton Hawaiian Village Beach Resort & Spa install an Emergency Alert System (EAS) Receiver. The EAS Receiver should be placed in a 24 hour manned office and have direct communications with security personnel.

Should you have any questions, please contact Mr. Norman Ogasawara at 733-4300, extension 531.

Sincerely,

EDWARD T. TEIXEIRA
Vice Director of Civil Defense

c: Oahu Civil Defense Agency (OCDA)
Environmental Section, Department of Defense (DOD)

Aug 8 11 45 AM '01

BelfCollins

November 16, 2001
2000-33-3801 / 01P-292

Mr. Edward T. Teixeira
Vice Director of Civil Defense
Department of Defense
State of Hawaii
3949 Diamond Head Road
Honolulu, HI 96816-4495

Dear Mr. Teixeira:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 7, 2001 providing a recommendation for the installation of an Emergency Alert System (EAS) Receiver at the Hilton Hawaiian Village. Hilton will consider your recommendation.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

LS

BENJAMIN J. CAYETANO
Governor
SELI F. NAYA
Director
SHARON S. HARIMATSU
Deputy Director
DAVID W. BLANE
Director, Office of Planning

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

Energy, Resources & Technology Division
235 South Beretania Street, Leopapa A Kamehameha Bldg., 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, HI 96804-2359
Web site: www.hawaii.gov/dbedt/ert

Telephone: (808) 587-3807
FAX: (808) 587-3820

August 10, 2001

2001 AUG 15 A 11:59

Mr. Daniel Dinell
Vice President-Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Hilton Hawaiian Village – Waikikian Development Plan, Oahu, Draft EIS
Tax Map Key: 2-6-9:1-3, 7, 9-13; 2-6-8:1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, 38

Thank you for the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village – Waikikian Development Plan. We would like to call your attention to: (l) State energy conservation goals, (2) energy saving design practices and technologies, and (3) recycling and recycled-content products.

1. **State energy conservation goals.** Project buildings, activities, and site grounds should be designed with energy saving considerations. The mandate for such consideration is found in Chapter 344, HRS ("State Environmental Policy") and Chapter 226 ("Hawaii State Planning Act"). In particular, we would like to call to your attention HRS 226 18(c)(4) which includes a State objective of promoting all cost-effective energy conservation through adoption of energy-efficient practices and technologies. We note that you have briefly mentioned these State objectives in Chapter 7 of your narrative.

We recommend that you consult the City & County of Honolulu Energy Code early on in your project. Hawaiian Electric Co., Inc., (HECO) may also have demand-side management programs that offer rebates and/or incentives for installation of energy efficient technologies.

2. **Energy saving design practices and technologies.** We recommend that energy efficient design practices and technologies be specifically addressed. The statement on page 7-14 that the proposed project will utilize "the most modern and efficient technology for

conserving energy in the building" is not sufficient. Some of the methods and technologies that could be considered, as appropriate, include:

- Use of natural ventilation to increase comfort of occupants;
- Maximum use of natural lighting without heat gain;
- Use of high efficiency compact fluorescent lighting;
- Use of insulation/radiant barrier for an equivalent R-19 value in ceiling; use of ceiling fans;
- Use of landscaping for dust control and to minimize heat gain to area; and
- Use of photovoltaics, fuel cells and other renewable energy sources.

3. Recycling and recycled-content products.

- Develop a job-site recycling plan for construction and recycle as much construction and demolition waste as possible;
- Incorporate provisions for recycling into the project – a collection system and space for bins for recyclables; and
- Specify and use products with recycled content such as: steel, concrete aggregate fill, drywall, carpet and glass tile.

Please refer to the attached *Guidelines for Sustainable Building Design In Hawaii: A planner's checklist* and *A Contractor's Waste Management Guide*" for additional information.

Sincerely,

Maurice H. Kaya
Energy, Resources, and Technology
Program Administrator

Attachments

c: OEQC
Randall Fujiki
Genevieve Salmonson
Lee Sichter

Belt Collins

November 16, 2001
2000-33-3801 / 01P-293

Mr. Maurice H. Kaya
Energy, Resources, and Technology Program Administrator
Dept. of Business, Economic Development and Tourism
State of Hawaii
P.O. Box 2359
Honolulu, HI 96804-2359

Dear Mr. Kaya:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 10, 2001. Please be assured that Hilton will consider the City and County of Honolulu Energy Code during the design of the proposed facilities. The construction manager for the project will also consult with HECO concerning demand-side management programs and incentives.

We recognize that energy efficiency is not only in the best interest of the State and the City and County of Honolulu, it is also in the best interest of Hilton. However, with regard to energy saving design practices and technologies, please understand that until the project reaches the actual design stage, it is difficult to commit to the implementation of specific practices or technologies. We appreciate your suggestions for energy conservation methods and technologies, and the project architect will consider them during the design of the building.

With regard to recycling programs and products, Hilton presently conducts a recycling program for glass, paper, cardboard, and waste cooking oil. Hilton also contracts with local farms for wet food waste recycling which greatly reduces the kitchen water usage at the dishwasher pre-rinse scrapping areas. These programs will be extended to include the proposed development wherever practicable.

Hilton Hawaiian Village Beach Resort and Spa is actively engaged in Energy Conservation initiatives, awareness programs, and consumption / cost reduction programs. Hilton has taken a three-pronged No Cost-Low Cost-Capital Cost approach with energy-saving projects. A few of our noteworthy projects include:

No-Cost Energy Saving Projects

Awareness programs that concentrate on turning off lights and air conditioning when not in use. Closing doors to maintain proper air balance and air conditioning boundaries.

Raise Back of House air conditioners 2 degrees and schedule nighttime "off" hours.

Increased cycles of concentration in the Air Conditioning Plant condenser water and cooling towers by means of an enhanced chemical treatment program.

Adjusted landscape irrigation time clock schedules to decrease watering frequency and increase plant absorption rates.

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Eliminated entire property common area daily water washdowns. Hilton has divided the property into different areas based on traffic patterns. These areas are then cleaned on a weekly rotating schedule. Brooms, wet mops, and low-flow pressure washers are now being used with the same, if not better, results.

Low-Cost Energy Saving Projects

Installed motion sensors for lighting in offices, kitchens, mechanical rooms, and Back of House areas.

Installed astrological automatic timers for grounds nightlighting circuits.

Converted pool and pond filters to element type eliminating the need for backwashing.

Converted guestroom showerheads to Low-Flow type.

Converted guestroom toilets to Low-Flush (1.6 gal.) type.

Capital Expense Energy-Saving Projects

Energy Management System: Phases 3 and 4 In Progress. Replace old and obsolete system with a state-of-the-art system for monitoring and controlling water chillers, cooling towers, pumps, boilers, exhaust fans, ventilation units, air handlers, and emergency generators. The new system will have the capability to program automatic on and off times for the ballroom and meeting room air handlers resulting in reduced chill water loads and fan run times. The new system will also be expanded to additional components that will allow us to monitor energy consumption more closely and to allocate energy costs more effectively.

Central AC Chiller Replacement: 1 of 3 Chillers Completed. Due to the addition of the new Kalia Tower, the central chilled water plant capacity needed to be increased. By replacing the existing chillers with new larger high efficiency chillers, Hilton will be able to meet the increased chill water load without increasing the electrical load. This opportunity also allowed Hilton to take a proactive step with the Clean Air Act by changing to equipment using HFC-134a refrigerant with "ZERO" ozone depletion potential. Each replaced chiller will qualify for a $45,000 rebate from Hawaiian Electric Company as well as provide a cost saving on refrigerant and maintenance. The second chiller replacement is scheduled before 2001 year end.

Property-Wide Lighting Retrofits: As part of the Energy Star and Green Lights program, Hilton has systematically performed lighting retrofits to Back of House throughout the property. The following is a summary to date:

Tapa Tower Phase I, Alii Tower, Parking Garage: Completed 1994.

Tapa Tower: Phase 2 Completed 1999.

Rainbow Tower: Completed 2001.

Future Projects

Diamond Head Tower and Apartments Lighting Retrofit: Projected 2003 Budget Item.

Central AC Chiller Replacement: 2 of 3 Chillers Projected 2003 Budget Item.

Finally, the documents you provided in your letter will be utilized during the design of the proposed facilities.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET, SUITE H425 • HONOLULU, HAWAII 96819-1869
TELEPHONE: (808) 831-7781 • FAX: (808) 831-7750 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

August 14, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Hilton Hawaiian Village - Waikikian Development Plan
Waikiki, Oahu
TMK: 2-6-009: 001-003, 007, 009-013; 2-6-008: 001-003, 005, 007, 012, 019-021, 023, 024, 027, 031, 034, 037, 038

We received a letter dated July 20, 2001, from Mr. Lee Sichter of Belt Collins Hawaii Ltd., who requested that we respond to you directly regarding the Draft Environmental Impact Statement for the Hilton Hawaiian Village - Waikikian Development Plan.

The Honolulu Fire Department requests that the following be complied with:

1. Provide a private water system where all appurtenances, hydrant spacing, and fire flow requirements meet Board of Water Supply standards.

2. Provide a fire department access road within 150 feet of the first floor of the most remote structure. Such access shall have a minimum vertical clearance of 13 feet 6 inches, be constructed of an all-weather driving surface complying with Department of Transportation Services (DTS) standards, capable of supporting the minimum 60,000 pound weight of our fire apparatus, and with a gradient not to exceed 20%. The unobstructed width of the fire apparatus access road shall meet the requirements of the appropriate county jurisdiction. All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround having a radius complying with DTS standards.

3. Submit civil drawings to the Honolulu Fire Department for review and approval.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/DL:jo

cc: Randall Fujiki, Department of Planning and Permitting
Lee Sichter, Belt Collins Hawaii Ltd.
Genevieve Salmonson, Office of Environmental Quality Control

BeltCollins

November 16, 2001
2000-33-3801 / 01P-294

Mr. Attilio K. Leonardi, Fire Chief
Fire Department
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, HI 96819-1869

Dear Chief Leonardi:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 14, 2001. The applicant acknowledges the need to comply with your requests.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Seattle
Singapore
Thailand

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor ▪ Honolulu, Hawaii 96813 USA
T/808 521 5361 ▪ F/808 538 7819 ▪ honolulu@beltcollins.com ▪ www.beltcollins.com

BENJAMIN A. KUDTANG
GOVERNOR

ANTHONY J.H. CHING
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
P.O. Box 2359
Honolulu, HI 96804-2359
Telephone: 808-587-3822
Fax: 808-587-3827

'01 AUG 22 AM 10:43
CITY & COUNTY OF HONOLULU

August 16, 2001

Mr. Randall K. Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Draft Environmental Impact Statement (DEIS), Waikikian Development Plan, Hilton Hawaiian Village, Waikiki, Oahu, TMK: 2-6-09: 1-3, 7, 9-13; 2-6-08: 1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, and 38

We have reviewed the subject DEIS forwarded by your letter dated August 3, 2001, and confirm that the project site, as generally represented on Figure 1-2, is designated within the boundary of the State Land Use Urban District.

We have no further comments to offer at this time. We appreciate the opportunity to comment on the DEIS.

Please feel free to contact Bert Saruwatari of my office at (808) 587-3822, should you require clarification or any further assistance.

Sincerely,

ANTHONY J.H. CHING
Executive Officer

c: OEQC

Belt Collins

November 16, 2001
2000-33-3801 / 01P-295

Mr. Anthony J.H. Ching, Executive Officer
Land Use Commission
Dept. of Business, Economic Development and Tourism
State of Hawaii
P.O. Box 2359
Honolulu, HI 96804-2359

Dear Mr. Ching:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 16, 2001. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

1777 Ala Moana Blvd, Apt 1808
Honolulu, Hawaii 96815

August 17, 2001

Mr Daniel Dinell
Vice-President , Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort and Spa
2005 Kalia Road
HONOLULU, Hawaii 96815

Dear Mr Dinell,

Belt Collins Hawaii Ltd, who is employed by Hilton, requested me and others on July 20 2001 to review their 4.5 pounds of Draft Environment Impact Statement (DEIS) they entitled "Waikikian Development Plan". Some say the Hilton Timeshare Plan.

Requesting anyone to review their four-year plan in a few days, which has already received approval by certain agencies, is a useless exercise. So I will offer only a few general comments which are the most obvious.

You have to ask yourself, who is really reaping the harvest and who are taking the hits?

Hilton has run out of space and city streets are their answer. Namely Kalia Road and Dewey Lane, along with all streets around the Hawaii Prince Hotel: Ala Moana Blvd, Hobron Lane and Holomoana Street where tour buses, delivery trucks etc will now be routed. After all, there is a limit on how many buildings you can "stack on top of each other and abut one to another". Belt Collins' words, not mine. The words "sandwiched in" are also used.

So where's the "impact"? Aside from compressing the current traffic bottleneck (Ala Moana and Kalia), other bottlenecks are planned on the streets mentioned above. This is also going to be a delivery truck/tour bus/carbon monoxide nightmare. Sorry Iliki Hotel. Sorry Hawaii Prince Hotel. Sorry Lagoon Tower. Sorry Kalia Tower.

Another impact will be the property value loss to hotels and to all those owners with their current $50,000+ views surrounding the proposed Timeshare Building. Assessed value will decrease, thereby decreasing city and county tax income. The Hawaiian tax paying travelers will pay the price, but they are only tax payers and of little concern.

Bottom line 1: The Timeshare Building will be built in accordance with Hilton's wishes. The DEIS tone is, of course positive, but does have its share of bogus and questionable statements.

Only one spelling correction: "Porte cochere" should be "Porte cochon"!

Bottom line 2: Have we gone completely nuts?

Yours Very Truly

Max H Watson

copy to: Mr Randall Fujiki, Director
Mr Lee Sichter
Ms Genevieve Salmonson
The Honolulu Advertiser
Honolulu Star Bulletin

BelfCollins

November 16, 2001
2000-33-3801 / 01P-296

Mr. Max H. Watson
1777 Ala Moana Blvd., Apt. 1808
Honolulu, HI 96815

Dear Mr. Watson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 17, 2001. We regret that you feel you did not have adequate time to review the Draft EIS. Our records show that it was mailed to you and over 100 other consulted parties on July 20, 2001. The official comment period for the document was 45 days, ending September 6, 2001.

Please note that some of the terms you attribute to Belt Collins are not in the EIS document. The term "stack on top of each other and abut each other" does not appear in the Draft EIS. The word "stack" is, however, used four times: twice on page 4-12, once on page 4-14, and once again on page 4-35. Each time the word is used in reference to the queuing of traffic.

The term "sandwiched in" does appear on page 2-7 of the Draft EIS and was used to describe the character of a hotel structure that was proposed on the Waikikian property in 1990 by the property's previous owner.

The purpose of the EIS is to disclose the identifiable impacts of the project, to determine their significance, and to propose mitigation wherever practicable. We believe it would be irresponsible to develop the property without widening the abutting alley and improving its intersection with Ala Moana Boulevard. The EIS clearly documents that the resulting improvements will improve vehicular (and pedestrian) access to Hilton Hawaiian Village and will generate more traffic on the Dewey Lane than currently exists. However, the study also demonstrates that the increased traffic would remain well below the capacity of the improved roadway and intersection and would result in a measurable improvement to traffic flow at the Kalia Road and Hobron Lane intersections with Ala Moana. Thus, we cannot agree with your claim that the project will result in "bottlenecks" at these streets.

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T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

With regard to your concern about tour buses and delivery trucks, please be advised that the development of the proposed project will not result in the rerouting of existing traffic. As discussed in the EIS, vacation unit owners are free and independent travellers (FIT) and not part of large tour groups that travel by bus. Thus, the addition of the new vacation ownership tower will not result in an increase in demand for additional tour buses to service the Hilton Hawaiian Village. In addition, Hilton continues to view the Tapa Tower bus loading area as the principal pick-up and drop-off point for buses servicing the Village. It is therefore unlikely that buses destined for the Village would utilize Dewey Lane. Although there will be an increase in delivery vehicle trips as the result of the proposed development, the EIS includes an analysis of air quality impacts and concludes that the project will not result in a deterioration of air quality.

With regard to property values, the Draft EIS included an analysis of impacts and concluded that the project is not anticipated to have a substantive negative effect on property values. Included in the Final EIS (Section 6.12.4) is an expanded analysis of the project's impact on the property values. In addition to the Ilikai, Discovery Bay, Pomaikai, and Wailana, the expanded analysis included a review of real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Tradewinds, Villa on Eaton Square, and Waipuna. The analysis found some association between views and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai, and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "view" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. To understand the impact of the proposed project on views from surrounding properties, the number of units with a view of the project site was noted and the share of ocean view that the proposed tower could obscure was estimated. The conclusion is that the impact of the proposed tower is large for only one building, Pomaikai. Elsewhere, the view that qualifies units as having an Ocean View is affected little, if at all, by the project.

In the case of Pomaikai, the analysis suggests that view contributes about $21,600 of assessed value to each of the eight units with existing views of the property. At current tax rates ($4.21 per $1,000 assessed value for Apartments), this amounts to about $91 in taxes per unit per year, for an annual total of about $725 for the entire building. Said another way, it is anticipated that the assessed value of the eight Pomaikai units with existing views of the property will decrease about 10 percent with the construction of the proposed project. In sum, the additional analysis indicates that, while the proposed project will affect some views from some condominium units mauka of Ala Moana Boulevard, the data show no

factual basis for expecting that the effect will translate into a loss of value except in the case of Pomaikai. There, the impact of views on property taxes appears to be about $725 per year for the building. The impact on sales values for Pomaikai is unknown.

Finally, with regard to your spelling correction, the term "porte cochere," meaning "carriage door," is a commonly used architectural term. Your proposed "porte cochon" translates as "pig door," an amusing but inappropriate term.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

L. Sichter

1777 Ala Moana Blvd
Ilikai Apartments #444
Honolulu HI 96815
August 20, 2001

Mr Daniel Dinell, Vice-President
Hilton Hawaiian Village
2005 Kalia Rd
Honolulu HI 96815

Project Title: Hilton Hawaiian Village - Waikikian Development Plan

Dear Sir:

We are dismayed and discouraged after studying the Draft Environmental Impact Statement ("DEIS") submitted by the Hilton because it discusses but does nothing to resolve the issues and concerns raised by us and hundreds of others.

There is nothing in the Statement that justifies the increased traffic congestion, pollution and noise that the new tower will bring to Waikiki nor does it justify building so close to the Ilikai. What Hilton is really saying is, "We bought this property and you - the City - must approve whatever it takes to make it profitable for us".

We trust that the city will continue to act in the best interests of all of its citizens and ensure that this project is curtailed within reasonable limits.

We attach a copy of our letter of May 7,2001, and reiterate our objections therein.

Sincerely,

Patricia C. Mazure

James E. Mazure

cc: R. Fujiki, G. Salmonson, L. Sichter

Attachment

ILIKAI APARTMENTS #444
1777 Ala Moana Blvd
Honolulu HI 96815

May 7, 2001

Hilton Hotel
C/o Belt Collins Hawaii Ltd.

Re: WAIKIKIAN DEVELOPMENT PLAN

This refers to the EIS Preparation Notice in connection with the Waikikian Development Plan. By copy of these comments to the Honolulu Department of Planing and Permitting we are requesting that our names be included as interested parties to receive copies of all notices, correspondence and reports that pertain to this project, including the Environmental Impact Statement.

After reviewing the Preparation Notice, we believe that the project cannot be approved in its present form. Our reasons are summarized below:

1. The traffic congestion and noise on Ala Moana Boulevard and the alley known as Dewey Lane would be horrendous and exacerbate the gridlock that already occurs on Ala Moana and, to a lesser extent, Dewey Lane. A traffic light to allow left turns from Ala Moana to Dewey will make matters worse.

2. The increased traffic on Dewey, even with a sidewalk, will present a safety hazard to persons (including many small children) using the alley to access the beach.

3. The pollution and noise from buses, taxies, automobiles and trucks entering, leaving and idling at the Hilton all hours of the day and night will increase manyfold. The increased pollution clearly will pose a health hazard, especially to the many elderly who reside nearby. Why does the bus traffic that uses the Diamond Head side of the Hilton have to move to the Ewa side? On the Diamond Head side the Hale Koa Hotel has left a spacious green belt between the Hilton and the Hale Koa, while on the Ewa side the noise and fumes will be trapped next to the Ilikai. Why does all of the ingress/egress have to be funneled into one small area? It doesn't take a traffic engineer to see that there are better ways to route the traffic.

4. The step-by-step approach Hilton has used so far (first convert the Lagoon Apartments to time-share, then build Kalia Tower, now the new time-share building) seems to work, because taken piece by piece, the damage seems less. (What is next, the commercialization of the Lagoon itself?) But viewed as a whole, the Hilton developments have been all to the good of the Hilton. What has the area gained except more pollution, noise and traffic? Look at the outstanding Hale Koa development, which left thousands of square feet of public-use land. Why can't the Hilton be as good a neighbor?
5. If the new tower and the Kalia Tower (not yet open) have 1100 units with an average occupancy of two persons (probably a low estimate), the 2200 occupants will place a strain on water, sewer and power systems serving the area.

We are not trying to stop the Hilton project (even though that would be in the best interest of the public) but ask Hilton and the City to take a more environmentally sound approach - a more humane and ethical approach, if you will. After all, just because something is lawful does not make it right. Maybe it's time Hilton gave something back to the Community.

Sincerely,

James E. Mazure

Patricia C.Mazure

C: Honolulu Dept. of Planning and Permitting

Belt Collins

November 16, 2001
2000-33-3801 / 01P-297

Mr. James and Ms. Patricia Mazure
1777 Ala Moana Blvd., #444
Honolulu, HI 96815

Dear James and Patricia Mazure:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 20, 2001, which included an attachment of your May 7, 2001 comments on the EIS Preparation Notice. Your May 7 letter raised concerns about traffic congestion and noise on Ala Moana Boulevard and Dewey Lane and describes the anticipated impacts as "horrendous." It also cites concerns about air pollution and potential impacts on infrastructure (water, power, and sewers).

Based on technical studies, the EIS concludes that the project will contribute less than two percent to the traffic on Ala Moana Boulevard in 2005 and that the project will contribute approximately seven tenths of one decibel in noise on Ala Moana Boulevard. By any reasonable standards, this cannot be interpreted as significant. And while the project will contribute to increased traffic and noise on Dewey Lane, the study also demonstrates that the increased traffic would remain well below the capacity of the improved roadway and intersection and that the noise levels are within an acceptable threshold as established by the State Department of Health. Finally, the EIS concludes that the project will have no significant impact on air quality in the area, and that infrastructure in the area is adequate to accommodate the project (although the timing of potential City improvements to a connecting force main in the Kapiolani area remain unresolved at this time). The sum effect is that the project does not appear to have significant impacts on traffic, noise, air quality, or infrastructure capacity.

To clear up your apparent misunderstanding, please note that an EIS is not intended as a vehicle to "justify" a project. Pursuant to Chapter 343, Hawaii Revised Statutes, as amended, the preparation and publication of an Environmental Impact Statement are intended to disclose identifiable impacts of a project, determine their significance, and present measures to mitigate significant impacts.

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We believe that the proposed privately funded mitigations: the widening of Dewey Lane to a much safer two-lane road, the provision of a signalized intersection at Dewey Lane which results in an improvement of traffic flow at the Ala Moana Boulevard intersections with Kalia Road and Hobron Lane, the addition of a safe pedestrian pathway from Ala Moana Boulevard to the Ala Wai Boat Harbor, and the provision of a new pedestrian path around the mauka side of Hilton Lagoon sufficiently mitigate the identified potential impacts of the project.

With all due respect, we believe that concerns about horrendous traffic increases and increased air and noise pollution resulting from the project are unfounded and are not supported by objective technical analyses. The studies presented in the EIS were conducted utilizing professionally accepted methodologies that are recognized and required by the appropriate regulating agencies. Our endeavor is to present an objective and unbiased analysis for use by elected officials, agencies, neighbors of the project, and interested members of the general public.

Finally, we would note that comparisons of Hilton Hawaiian Village to Fort DeRussy are inappropriate. Fort DeRussy is a federally-funded military recreation area, whereas the Hilton Hawaiian Village is a privately-owned resort which must be economically viable to exist. While Fort DeRussy is largely a park space with a single hotel component, Hilton Hawaiian Village is a 3000-room resort designed as a village setting. Further, the Hilton Hawaiian Village is obligated by law to retain at least fifty percent of its land area in open space. Since its inception nearly 40 years ago, Hilton Hawaiian Village has worked diligently to improve not only its own facilities but the entire character of Waikiki. You may rest assured that the proposed project will uphold that tradition and commitment.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96858-5440

REPLY TO ATTENTION OF

August 21, 2001 Aug 23 9 13 AM '01

Civil Works Technical Branch

Mr. Daniel Dinnell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort and Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinnell:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village, Waikikian Development Plan, Waikiki, Oahu (TMKs 2-6-9: 1-3, 7, 9-13; 2-6-8: 1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, and 38). The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

a. Any work in the lagoon below the higher high tide line may require a DA permit. Please contact Mr. Peter Galloway of our Regulatory Branch at (808) 438-8416 and refer to file number 200100418.

b. The flood hazard information provided on pages 5-7 to 5-8 of the DEIS is correct.

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

James Pennaz, P.E.
Chief, Civil Works
Technical Branch

BelfCollins

November 16, 2001
2000-33-3801 / 01P-298

Mr. James Pennaz, P.E.
Chief, Civil Works Technical Branch
U.S. Army Engineer District, Hawaii
Department of the Army
Ft. Shafter, HI 96858-5440

Dear Mr. Pennaz:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 21, 2001. Hilton acknowledges your comments. No work below the higher high tide line of the lagoon is contemplated as part of the proposed project at this time.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor ▪ Honolulu, Hawaii 96813 USA
T/808 521 5361 ▪ F/808 538 7819 ▪ honolulu@beltcollins.com ▪ www.beltcollins.com

L. Sichter

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

WAYNE H. KIMURA
COMPTROLLER

MARY ALICE EVANS
DEPUTY COMPTROLLER

LETTER NO. (P)1549.1

AUG 22 2001

Mr. Daniel Dinell, Vice President
Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village - Waikikian Development Plan, Waikiki, Oahu
TMK: 2-6-9:1-3, 7, 9-13;
2-6-8:1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, 38

Thank you for the opportunity to review the subject project's Draft Environmental Impact Statement. The project does not directly impact any of the Department of Accounting and General Services' projects or existing facilities. Therefore, we have no comments to offer.

If there are any questions regarding the above, please have your staff call Mr. Bruce Bennett of the Planning Branch at 586-0491.

Sincerely,

GORDON MATSUOKA
Public Works Administrator

BB:mo
c: Mr. Randall Fujiki, Department of Planning & Permitting
Ms. Genevieve Salmonson, OEQC
Mr. Lee Sichter, Belt Collins Hawaii Ltd.

BeltCollins

November 16, 2001
2000-33-3801 / 01P-299

Mr. Gordon Matsuoka
Public Works Administrator
Dept. of Accounting and General Services
State of Hawaii
P.O. Box 119
Honolulu, HI 96810

Dear Mr. Matsuoka:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 22, 2001. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

To: "lee sichter" <lsichter@beltcollins.com>
From: "Nancy Heinrich" <nheinri@health.state.hi.us>
Subject: small correction to Waikiklan EIS
CC:
Date Sent: Friday, August 24, 2001 2:02 PM

Hi Lee,
I wanted to point out a small mistake which is not serious enough to be in a comment letter. In section 6.11.5 on Recreation, you refer to Queen's Beach. Queen's Beach is actually out near Makapuu. The one in Waikiki is called Queen's Surf.

Nancy Heinrich
Office of Environmental Quality Control
phone: 808 586 4185
fax: 808 586 4186

BeltCollins

November 16, 2001
2000-33-3801 / 01P-300

Ms. Nancy Heinrich
Office of Environmental Quality Control
State of Hawaii
235 S. Beretania Street, Suite 702
Honolulu, HI 96813

Dear Ms. Heinrich:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your e-mail to Lee Sichter on August 24, 2001. The EIS has been revised to reflect your comment concerning the appropriate name of the Queen's Surf beach area.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

PHONE (808) 594-1888 FAX (808) 594-1865

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPIOLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813

SEP 6 10 28 AM

August 24, 2001

Mr. Daniel Dinell
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, HI 96815

Dear Mr. Dinell,

Subject: Draft Environmental Impact Statement for the Hilton Hawaiian Village-Waikikian Development Plan
2-6-9:1-3,7,9-13; 2-6-8:1-3,5,7,12,19-21, 23, 24, 27, 31, 34, 37, 38
Waikiki, O'ahu, Hawai'i

Thank you for the opportunity to comment on the above-referenced draft environmental impact statement.

The draft EIS must include adequate assessment of the project's impacts and mitigation measures to ensure the protection of cultural resources and nearshore areas.

Cultural Resources

Since the project involves ground-disturbing activities, OHA is concerned about the project's impact on human burials and other cultural deposits. The archeological report states that it's "unlikely that under the existing Waikikian building that there is much undisturbed ground above the water table." (p.19) But the ground above the water table is not the only impact area. The area for the elevator core and the swimming pool will require excavation to a depth below the existing water table (p. 2-12), that may have implications for cultural resources. The report also submits that traditional Hawaiian remains have been encountered in the area.

Given these conditions, OHA requests that a cultural monitor be present, particularly for the work on the elevator core and the swimming pool. A cultural monitor ensures that native Hawaiian remains found inadvertently during construction are treated properly. The monitor acts as an independent observer who works closely with the archeologist to provide a liaison with NH community and ensure that inadvertently discovered burials or sites are properly identified and treated.

In preparation of the cultural impact assessment, the applicant did not consult with Native Hawaiian individuals or organizations. At a minimum, the preparer of the cultural impact statement should consult with Native Hawaiian individuals and organizations to determine the

impact of the proposed structures and activities on cultural practices. The study assumes that consultation is not necessary because "with the exception of shoreline access for recreation and marine resource exploitation, potential cultural impact assessment issues would be highly unlikely." However, this statement, on its face, indicates that consultation should occur on the issue of shoreline access for recreation and marine resource exploitation. The study's assumption that cultural impacts could be addressed through the public comment process on the draft EIS abdicates the applicant's responsibility for ensuring that cultural impacts are identified and addressed.

Near Shore and Lagoon Environment

The project has potential impacts on the Hilton Lagoon and the near shore areas. The planned addition of a landscaped area should not only "compliment" the rest of the lagoon as the EIS states, but should be appropriately designed for a coastal area and must not adversely affect beach processes as outlined in the shoreline setback requirements. Further, as the draft EIS approximates the addition of approximately 1,200 people, the study should include some analysis of the impact of significantly increased use of nearshore areas and possible degradation of these waters. OHA requests that the final EIS address these concerns about the near shore and lagoon impacts.

Sincerely,

Colin C. Kippen, Jr.
Deputy Administrator

Cc: Board of Trustees
Clyde Namu'o, Administrator
Mr. Randall Fujiki, Department of Planning and Permitting
Ms. Genevieve Salmonson, Office of Environmental Quality Control
Mr. Lee Sichter, Belt Collins Hawaii Ltd.

Belt Collins

November 16, 2001
2000-33-3801 / 01P-301

Mr. Colin C. Kippen, Jr.
Deputy Administrator
Office of Hawaiian Affairs
State of Hawaii
711 Kapiolani Blvd., Suite 500
Honolulu, HI 96813

Dear Mr. Kippen:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 24, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. We believe the EIS adequately assesses the likelihood of cultural resources on the project site and adequately addresses the project's potential impacts on nearshore areas.

2. Please note that Figure 2 of the Archaeological Subsurface Inventory (Appendix C of the EIS) presents a map of the subject property with the approximate location of the 1880s shoreline superimposed on it. By comparing that map to Figure 2-4 of the EIS, it is evident that both the elevator core and the proposed swimming pool would be situated in areas that were historically submerged. Thus, it is highly unlikely that cultural resources are present. Also, please note that by its letter of September 5, 2001, the State Historic Preservation Division (SHPD) of the Department of Land and Natural Resources concurs with the findings and determination of the subsurface survey that past disturbances on the property have likely destroyed any subsurface historic sites on the property.

3. The aforementioned report refers to traditional Hawaiian remains that have been found in the general Waikiki area. No human burials or human remains were found on the subject property.

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

4. It is our understanding that while the topic of cultural monitors has been discussed under the auspices of the O'ahu Island Burial Council, there has been no public discussion of this topic to date, and thus, there are no regulatory requirements or guidelines that define what would assist in the identification, selection and use of a cultural monitor. Until these aspects of the concept are worked out, we must rely upon the SHPD draft rules regarding the monitoring of construction sites. The aforementioned September 5 letter from SHPD includes specific recommendations that excavation activities on site be monitored by a qualified archaeologist. Hilton will comply with that recommendation. Please keep us advised as to the evolution of the cultural monitor concept. If the program is up and running at the time construction begins, the applicant would be pleased to consider participation in its implementation.

5. We have asked Dr. Paul H. Rosendahl, the author of the cultural impact assessment included in the Draft EIS as Appendix D, to comment on your recommendation concerning the need for consultation with Native Hawaiian individuals and organizations to determine the impact of proposed structures and activities on cultural resources. He offers the following:

"There is no consideration [in the OHA letter] of the various relevant factors that were mentioned, nor any acknowledgement of the important functional difference between "guidelines", which are meant to be flexible and to provide general guidance, as opposed to "rules", which are meant to provide the minimal requirements for compliance.

The approach taken in the preparation of the cultural impact assessment was generally consistent with the recommendations provided by Dr. Holly McEldowney, SHPD Staff Specialist with the History and Culture Branch (pers. comm.; February 14, 2001). She is the individual in SHPD who has in the recent past been the staff person that reviewed cultural impact assessment. As a member of the OEQC Cultural Impacts Committee, she was also directly involved in the formulation of the OEQC *Guidelines for Assessing Cultural Impacts* that were formally adopted by the Environmental Council in November 1997.

To understand the cultural impact assessment issue, it is necessary to be aware of the intent and evolution of the OEQC guidelines, which basically evolved out of what are commonly referred to as "PASH/Kohanaiki" issues - issues relating

to native Hawaiian traditional and customary access and land use rights as they were reasserted by a State Supreme Court decision in August 1995 and further clarified in its 1998 decision in State v. Hanapi - and the need for appropriate means to address these issues within the State environmental impact review process.

Initial attempts to address various issues relating to native Hawaiian traditional and customary access and land use rights within the framework of the State environmental impact review process were made in the form of proposed changes to the State EIS law as contained in Chapter 343 (HRS). These attempts to require a formal cultural impact assessment failed to pass the State legislature in 1996 and 1997. A subsequent, second attempt to address various issues relating to native Hawaiian traditional and customary access and land use rights was made in the form of proposed changes in the "Administrative Rules" for compliance with Chapter 343 (DOH Title 11, Chapter 200). This attempt to require an explicitly defined cultural impact assessment also failed, as the governor declined to approve the proposed amendments. The third attempt to address various issues relating to native Hawaiian traditional and customary access and land use rights within the State environmental impact review process has resulted in the current OEQC "Guidelines for Assessing Cultural Impacts" (OEQC 1997b). Draft guidelines were initially issued for public review and comment on September 8, 1997, and the Environmental Council formally adopted the guidelines in their final form on November 19, 1997.

The relationship of the OEQC guidelines to the State Supreme Court "PASH" decision was clearly stated on the front page of the September 8, 1997 issue of the OEQC bulletin, "The Environmental Notice," when the draft guidelines were first issued for public review and comment:

> For years, a controversy has simmered over developer's responsibility to perform a "Cultural Impact Study" prior to building a project. The recent Supreme Court "PASH" decision reaffirmed the state's duty to protect the gathering rights of native Hawaiians. In light of these events, the Environmental Council has drafted a guidance document to provide clarity on when and how to assess a project's impacts on the cultural practices of host communities.

As an aside, it should be noted that the guidelines for cultural impact assessment are meant to include consideration of all the different groups comprising the multiethnic community of Hawai'i; however, this inclusiveness is generally understated, and the clear emphasis is meant to be upon aspects of native Hawaiian culture.

One significant aspect of the "PASH" decision was to indicate the opinion that traditional and customary native Hawaiian access and use rights did not apply to what was referred to as "fully developed property"–e.g., the Waikikian property which had undergone intensive residential and commercial development and utilization since the beginning of the 20th century. Thus for the Waikikian Project, the only possible "PASH" issue with potential impacts was determined likely to be shoreline access for purposes of recreation and marine resource exploitation. Given the existence of shoreline setbacks, public access requirements, and the public ownership of the beach and immediately adjacent ocean waters, it was concluded that the Waikikian Project should have no significant effects–much less any adverse impacts–upon any traditional and customary access and use rights that any native Hawaiian cultural practitioners might wish to exercise.

Finally, it should be noted that the Hawai'i State Supreme Court in its more recent decision in Ka Pa'akai o Ka'Aina v. Land Use Commission, State of Hawai'i et al. stated that "an analytical framework for enforcement" was needed to preserve and protect traditional and customary native Hawaiian access and use rights. The initial step in the application of this framework was the identification of significant cultural, historical, or natural resources that might be present within a specific project area. Based on the "fully developed" status of the Waikikian property and the negative results of the subsurface archaeological inventory survey, it was concluded that no significant cultural, historical, or natural resources were present, and therefore the Waikikian Project should have no significant effects–much less any adverse impacts–upon any traditional and customary access and use."

We respectfully disagree with your statement that, at a minimum, the preparer of the cultural impact statement should consult with Native Hawaiian individuals and organizations. The OEQC guidelines provide a recommendation for a cultural impact assessment methodology. However, they do not carry the force of law. We believe

that the methodology for a cultural impact assessment should take into account the context of the subject property. In the instance of the Waikikian, most of the property was formerly submerged under nearshore waters and the surface and subsurface have been extensively, if not completely, disturbed by intense urban use since the mid-1950s. In addition, no resources exist on the property that might be associated with gathering practices. No historic sites or archaeological remnants have been identified. Thus, given these facts, and as the result of guidance sought from the State Historic Preservation Division, the consulting archaeologist determined that consultation with Native Hawaiian individuals and organizations was not warranted.

As with the urban character of the property and its continual use for hotel use (and prior to that residential and commercial use), so too must the character of the shoreline be viewed in its proper context. As presented in the EIS, at its nearest point the property is over six hundred feet from the nearshore waters. Although the makai end of the property abuts the Hilton lagoon, the lagoon is man-made consisting of fill that was placed in the nearshore waters in the 1950s. The subject property abuts a public right-of-way that connects Ala Moana Boulevard to the Ala Wai Boat Harbor and Kahanamoku Beach. The proposed project includes the widening of the right-of-way and the construction of a paved pedestrian pathway to facilitate greater public access to the shoreline. It also includes a new pedestrian pathway around the mauka side of the lagoon. It is clearly evident that the project will improve access to Kahanamoku Beach and the nearshore area. The fact that consultation is not warranted in the inland areas does not mean that by default it is obligated elsewhere. The context of the property location, its historic uses, and the attributes of the proposed project were all taken into account when determining the appropriate methodology for a cultural impact assessment.

Further, we respectfully do not agree with your assertion that the applicant's responsibility for ensuring that cultural impacts are identified and addressed has been in any way abdicated to the EIS process. A cultural impact assessment has been prepared in compliance with the OEQC guidelines, as outlined above, and has been published as part of the EIS. The cultural impact assessment correctly notes that if any issues arise, they can be addressed within the context of the EIS process. To date, no comments concerning the presence of historical or cultural resources at the project site have been received.

At issue is whether the consulting archaeologist has the latitude to render a determination as to the appropriate methodology for a cultural impact assessment based on the attributes of a given property. In the absence of specific rules, and in view of the undisputed developed character of the subject property, we believe the cultural impact assessment included in the EIS is adequate.

5. With regard to the landscape character of the Hilton Lagoon, please refer to Figure 1-4 of the EIS. The entire project area, including the mauka portion of the Hilton Lagoon, is situated several hundred feet away from the shoreline setback area. Because the lagoon was constructed of fill material and is not exposed to wave action, it is not subject to the beach processes to which your letter refers.

Finally, we cannot agree with your statement that the project would result in a significant increase of use of the nearshore waters. To further address the matter of beach impacts, we directed our socio-economic consultant, SMS Research, to review the matter. An expanded analysis is included in Section 5.9.2.4 of the Final EIS and in a new appendix (Appendix I). SMS concludes that the proposed project will increase the unit count of Hilton Hawaiian Village by about 11 percent and the resort's guest population by about 17 percent. To determine the likely impact of the proposed project upon beach use, SMS reviewed the Visitor Satisfaction survey conducted for the State Department of Business, Economic Development and Tourism to determine whether vacation unit (timeshare) owners use the beach in the same manner as hotel guests. The survey, which was based on data from the US mainland visitors during the first six months of 2001, states that:

- O'ahu vacationers are less likely to go to the beach and swim in the ocean than are visitors to neighbor islands; and

- O'ahu timeshare visitors are even less likely to be beachgoers than O'ahu hotel guests, but statewide, time share visitors are a bit more likely than hotel guests to be beachgoers.

Based on these and other indicators in the survey, SMS concluded that Hilton Hawaiian Village guest use of nearby beaches will over time increase by about 10 percent to 15 percent as a result of occupancy of the Waikikian project. However, Hilton guests are only part of the user group on the nearby beaches, so the increase in total users count would be a smaller percentage.

If, as you propose, the occupants of up to 350 Waikikian units were to use the beach and the nearshore area at the same time, the increase would be equal to approximately seven percent of the total units existing in the immediate area (Ilikai = 1,012 units; Hilton Hawaiian Village = 2,998 units; and Hale Koa Hotel = 812 units; for a total of 4,822 units divided by 350). But because the proposed development is actually replacing the former 132-unit Waikikian Hotel, the net increase in units is only 200 units, which is equal to just over four percent of the total units in the area. However, when the project is placed in its proper context, it must be acknowledged that the provision of a new swimming pool on the Waikikian property will attract at least a portion of the Hilton Hawaiian Village beach users. Thus, the actual impact on the beach would be even less than the four percent net increase noted above. Finally, this does not account for users of the beach who are not Waikiki guests, e.g. hotel employees and/or local residents. In sum, the impact of the additional guests from the proposed project does not appear to represent a significant increase.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

L. CARMEN ARZO

2800 75th SE #PH300
Mercer Island, WA 98040
(206) 232 0053

1777 Ala Moana Blvd #PH 2606
Honolulu, HI 96815
(808) 947 3500

August 27, 2001

COPY

Mr. Daniel Dinell, Vice President-Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

RE: Hilton Hawaiian Village – Waikikian Development Plan

Thank you for the Draft Environmental Impact Statement and the Waikikian Development Plan for the above project. I am sorry to inform you that at the present time I cannot support your proposal as written.

I realize that ALL hotels not only those in Hawaii are subject to fluctuations in occupancy that are caused by both annual seasonal and economic cycles. As was stated on page 1-2 – 1.4 of your Waikikian Development Plan dated July 2001, "HHV not only has more rooms than any other property in the State, it also has over 100 stores and restaurants which are vulnerable to change in occupancy." Instead of adding more rooms to the already congested area, have you considered converting your new Kalia Towers into a more profitable Time-Share Building to protect the profitability of your compound?

By adding ANOTHER TOWER to your compound; widening Dewy Lane for your direct traffic flow; stop lights on Ala Moana Boulevard will no doubt make the former "Kaiser's Hawaiian Village (?)" more desirable but it will deteriorate all the surrounding hotels and condominiums and will affect the residents' quality of life.

In my opinion, Ala Moana Boulevard, Holomoana Street and Dewey Lane will become a "holding pad" for the Hilton Hawaiian Village traffic. Emergency vehicles (fire trucks, rescue boats servicing the Ala Wai Canal area and first aide vehicles) will be hampered by the congested traffic thereby endangering the residents and tourist's lives. The noise factor will be greatly increased and unless the service trucks, buses and cars etc. are restricted from using the new entrance on Dewey Lane to the HHV before 9:00AM or after 9:00 PM, the noise will be unbearable for the residents and tourist living on the Dewey Lane side of the Ilikai Apartment Building/Hotel.

Mainland tourists come to Hawaii for the weather, beautiful beaches, cool ocean view and friendly Hawaiian atmosphere. If they want tall buildings and congested roads they will go to New York or Seattle.
I predict in a very few years the mainland tourist will be going to Cuba hoping to find the "old Hawaii".

Page 1-14 – 1.8.2.4 regarding the new Waikiki Tower would have a portion constructed over the existing HHV garage. "The proposed alignment preserves all existing ocean views from the Ilikai". Mr. Dinell, **the HHV has already taken practically all the view of the ocean from the Ilikai Apartment/Hotel area with their numerous previously constructed towers.** To me, this statement should have said, "The proposed alignment will enable more rooms of our new Waikikian Tower to have a direct ocean view and command a higher price."

1

COPY

Page 3-3 – 3.2.7 Postponing the Action. The neighboring property owners requested that the traffic impacts of the recently completed Kalia Tower be fully evaluated. "This alternative has been rejected on the basis that an assumption of the traffic generated by Kalia Tower has been included in the traffic study conducted for the Waikikian project."

On page 4-1 it shows the survey was conducted from 6:00 to 9:00 AM and 3:00 to 6:30 PM in 1997, 1998 and 1999. In my opinion, this survey is out-dated. I would be interested in seeing a survey made in 2001 and during the days when both the new Convention Center and the Hilton Hawaiian Village were having functions. I personally have been delayed in the already congested traffic (prior to the construction of the Kalia Tower) many times and my Hawaiian friends won't drive to Waikiki due to the congestion!

I would like to see statements concerning the water supply, sewer capacity and other utilities that did not contain the word "appears" to be adequate. Before additional buildings are added to your project you should be positive the utilities are adequate.

I also do not like "subject to change" on any subject.

The plan is confusing as to how tall the Waikikian Tower will be from the ground level. Page 2-10 – 2.6.2.1 P#2 states "the plan proposes that the new Waikikian Tower be constructed to the maximum allowable height, not including the height of rooftop mechanical equipment permitted to encroach beyond the prevailing 350 foot height limit". P#6 states, "The first level of visitors units will begin at an elevation of about 37 feet. The tower will contain 35 floors as counted from the first level of units on the Makai side of the building."

This would indicate to me the total height of this tower would be 387 feet plus the mechanical equipment on top of the building. Is this correct?

The proposal indicates that the entire first floor of the existing Hilton Hawaiian Garage will be used as a receiving area for all supplies for the HHV. On page 2-10 2.6.2.1 P#3 states that 174 additional parking stalls will be provided to the new tower occupants from HHV parking garage. How many parking stalls will then be available in the HHV parking garage if the first floor parking is changed to a supply room and 174 is allotted to the Time Share Rooms? Will there be adequate stalls for the 3256+/- hotel room's guest parking plus parking for employees, commercial business's employees and guests attending their many functions?

The plan stated that one of your buildings would butt Dewey Lane. If so will the proposed sidewalk end there?

Page 2-16 – 2.6.2.6 Renovation of the Lagoon Tower Swimming Pool. It appears that this pool's deck was installed originally on public property. With the removal and relocation of same, will the public now have access to the public beach from both ends of the lagoon? Incidentally, for your information when we originally purchased our condominium, The Association of Owners of the Ilikai Apartments contributed to the maintenance of this lagoon. I have not checked our records recently to see if this is still being funded.

On page 6, paragraph H-2 of the Environmental Impact Statement it stated, "The Ilikai hotel.....consists of two components. The condominium tower fronting Hobron Land and the three wing Renaissance Ilikai Waikiki Hotel abutting Dewey Lane." I KNOW this is in error as my condominium is located on the 26th floor of the "C" wing.

On page 2-3 of your Waikikian Development Plan dated July 2001 Volume I, paragraph 2.2 Existing and Surrounding Uses corrects the above paragraph. However, it also stated "The building closest to Dewey Lane is a 30 story tower comprised of three wings and containing approximately 706 units." I KNOW this is

incorrect because I have personally counted the units listed in the Ilikai Horizontal Property Regime. There are 1011 rooms in the main tower of the Ilikai. 585 individually owned and 426 owned by the hotel.

It also stated, "The second building is a 17 story tower abutting Hobron Lane and containing about 305 units." This is also not correct as it is only 16 stories high with air conditioning machinery on the roof and has 375 rooms. My information was obtained from the former owner of the Ilikai, Western Hotel's failed Time Sharing 1983 Project when they too wanted to secure their commercial business of retails stores, restaurants etc. with visitors using the Time Shared Units.

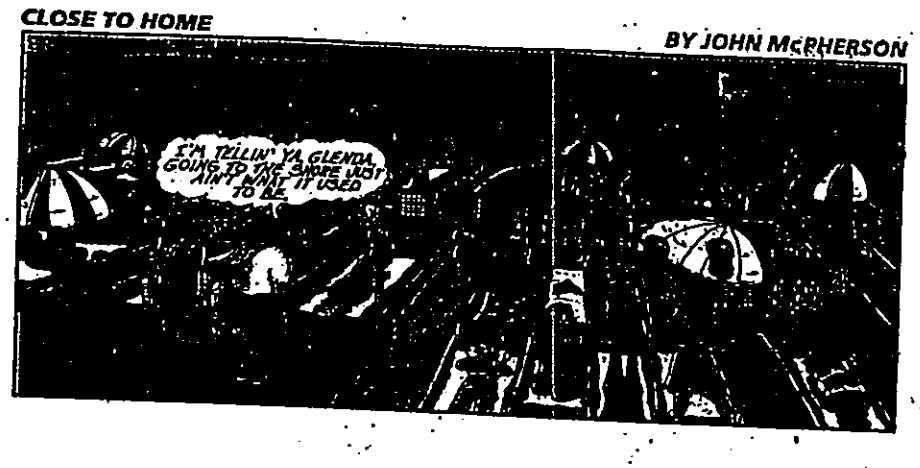
Due to the errors made in the HHV's Environmental Impact Statement and the Draft Environmental Impact Statement that I KNOW are incorrect, I question the veracity of the other items in this report.

Since your project will affect the quality of life, health and safety of so many residents and tourist living in the vicinity of your project, I believe you should review the proposed project more thoroughly

Thank you for the opportunity of reviewing your proposal and I trust you will find a solution that will not affect the quality of life of your neighbors.

Very truly yours,

L. Carmen Ayau COPY



Belt Collins

November 16, 2001
2000-33-3801 / 01P-302

Ms. L. Carmen Arzo
2800 75th SE, #PH300
Mercer Island, WA 98040

Dear Ms. Arzo:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 27, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. No, the recently completed Kalia Tower has not been considered for conversion to time-share.

2. As discussed in the traffic impact analysis, the provision of a new traffic light on Ala Moana Boulevard would improve traffic flow at the intersections of Kalia Road/Ala Moana and Hobron Lane/Ala Moana. With regard to quality of life issues, the EIS discusses the fact that traffic generated by the proposed project will increase noise on Ala Moana Boulevard by about one percent. This is not believed to constitute a significant deterioration in quality of life for all the surrounding hotels and condominiums.

3. The addition of the proposed project, as discussed in the traffic report in the EIS, does not result in a significant impact on traffic flow in the area. The so-called Level of Service of surrounding intersections, which is a quantitative description of the relationship between roadway capacity and vehicle delay, does not change significantly with the proposed project. This means that traffic congestion will be no worse in 2005 with the project than without the project.

4. We do not expect mainland tourists to be visiting Cuba until the U.S. government lifts restrictions on U.S. citizen travel to that country.

5. While other towers at Hilton Hawaiian Village have impacted ocean views from the Ilikai, the proposed Waikikian will not be among them. As evidenced in Figure 2-4, the proposed tower is situated mauka of the Ilikai and will not impact ocean views.

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

6. Projected additional traffic due to the Kalia Tower was included in the traffic analysis performed for the Waikikian project. The traffic impact study assumed 90 percent occupancy of Kalia Tower in 2005.

7. We have updated the traffic survey to include a new series of traffic counts which were conducted from September 6 to 9, 2001 to update the 1999 baseline. We are including the update in Appendix B of the EIS. At the time of the new traffic counts, the Kalia Tower had an occupancy of about 99 percent and the Lagoon Tower was operating at about 78 percent occupancy. The overall occupancy of Hilton Hawaiian Village was about 98 percent. Fort DeRussy's Asia Pacific Center was also operating. This time period was selected because it represented the beginning of the Aloha Week festivities, a period of traditionally high hotel occupancy in Waikiki. The traffic count indicates that even with the Village operating at nearly full occupancy, the traffic volumes at the key intersections were on the average about 6.7 percent lower than the counts recorded in 1999.

8. The word "appears" is simply a figure of speech and is not intended to impart uncertainty as to the adequacy of the infrastructure systems, given current projections of future demand and use.

9. With regard to the phrase "subject to change," we acknowledge your dislike.

10. The proposed height of the building is 350 feet. The first 37 feet of the building will be devoted to uses other than hotel rooms. The remaining 313 feet of the building will be devoted to hotel rooms (37 + 313 = 350).

11. You have misinterpreted the statement on page 2-10. It says that the first floor of the new tower, not the parking structure, will be occupied by administrative, service, and back of the house operations. We have deleted the statement in the EIS pertaining to the 174 parking stalls. The proposed project will include all the required off-street parking, and this parking will be contained within the proposed building. No additional parking stalls from the existing parking structure will be required.

12. The proposed sidewalk will extend continuously along the entire length of the property.

13. The entire area of the Hilton Lagoon is addressed in an Indenture and Deed agreement between the Territory of Hawaii and Hilton's predecessor executed in 1955. As discussed in the EIS, with implementation of the proposed project, the public will have direct public access to the beach from both ends of the lagoon, something which it does not enjoy today. With regard to the Ilikai's participation in the maintenance of the lagoon, we have not been able to confirm any contribution from the Ilikai.

14. According to the management of the Renaissance Ilikai, the three-wing tower contains both hotel units and condominium units.

15. The total number of units in the Ilikai was provided to us by the hotel management. The number is also validated by real estate information we have researched for the Ilikai property. We relied upon both sources for the numbers provided in the EIS.

16. The number of units in the tower abutting Hobron Lane has also been confirmed with Ilikai management and independent real estate records, as well as records of the City and County of Honolulu.

17. While the EIS may contain inadvertent and/or unintended errors, we have made every effort to correct them to the best of our ability. This is one of the functions of the Draft review period. We do not believe that inadvertent errors in a document invalidate the reliability of other items within the document.

18. In direct response to comments received during the review period, the entire project has been thoroughly reevaluated.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

BENJAMIN J. CAYETANO
GOVERNOR

Lee S.

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

August 28, 2001

Randall Fujiki, Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attn: Anthony Ching

Dear Mr. Fujiki:

Subject: Draft Environmental Impact Statement (EIS), Waikikian Development Plan

We have the following comments to offer:

1. Signature page: This section must indicate that the environmental impact statement and all ancillary documents were prepared under the signatory's direction. This is required by §11-200-20d of Hawaii Administrative Rules. Include this in the final EIS. The FEIS copy with the original signature should go to the accepting authority.

2. Figures and tables:

   a. On Figures 5-27 to 5-32 (noise levels) define the term LAFMax, or add it to the Acronyms & Abbreviations section.

   b. On Tables 5-12 to 5-14 (noise levels) define the terms LAeq and LAMax , or add them to the Acronyms & Abbreviations section.

3. Table of contents: It would be helpful to have the titles of the appendices listed in the Volume I table of contents.

4. Comment letters:

   a. In the final EIS reproduce a legible copy of the EIS preparation notice comment letter received from Yasuko Hirose.

   b. Be sure to reproduce all attachments in addition to the comment letters themselves.

5. Permits and approvals: Include the status of each permit and approval listed in Section 1.13.

6. Cumulative Impacts: The environmental impact statement law requires full disclosure, analysis and discussion of cumulative impacts on all geographically-related projects. Factors should include traffic, noise, air quality, water resources, drainage and visual resources. Your analysis should include development of the nearby Outrigger property, the recently opened Kalia Tower and any other projects either underway or in the planning stages. Consult with the Department of Planning & Permitting and the State Land Use Commission for identification of such projects.

7. Archeological & historic resources: Appendix C notes that a State Historic Preservation Division archeologist was consulted regarding the findings of the archeological study. It is essential that SHPD's letter of concurrence with this report's findings and proposed mitigation plan appear in the final EIS.

8. Cultural impact assessment: Appendix D concludes that this project will have no impact on cultural resources. This conclusion is based upon the negative results of the archeological survey and the absence of evidence of current use for traditional cultural purposes. Our guidelines strongly recommend consultation with native practitioners and those familiar with the history of the area. Were any practitioners or area residents consulted? If so include their names and synopses of interviews with them in this appendix or in the main text of the final EIS.

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

GENEVIEVE SALMONSON
Director

c: Lee Sichter, Belt Collins
Peter Schall, Hilton Hotels

BelfCollins

November 16, 2001
2000-33-3801 / 01P-303

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 S. Beretania Street, Suite 702
Honolulu, HI 96813

Dear Ms. Salmonson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 28, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The signature page has been revised as requested.

2. The list of acronyms and abbreviations has been revised to include the requested items.

3. We have added the list of appendices to the Volume I table of contents.

4. We have replaced the EISPN comment letter from Yasuko Hirose with a more legible copy.

   With regard to your comment about including all attachments to comment letters, it is our policy to do so. According to our records, you advised us on July 18, 2001 that you had received four attachments to the letter from Dr. Ketchmark which we did not have in our possession (they were not attached to the letter we received from him). You faxed us those attachments and we are including them with the original letter from Dr. Ketchmark.

5. Section 1.13 has been revised per your request.

6. The analysis of project impacts in the year 2005, including traffic, noise, air quality, views, and socio-economic effects includes the Kalia Tower.

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

As indicated in Section 8.5, at the time the Draft EIS was prepared, the Outrigger had not publicly announced its plans for its Lewers Street property. Please recognize that although the Waikikian Draft EIS was published in the OEQC Bulletin on July 23rd, the accepting authority required its submission to the City for review on June 26th. The Outrigger's EISPN was published on July 8 in the OEQC Bulletin. Thus, the Draft EIS had been completed prior to the official notification of the Outrigger project.

It is our understanding that the net increase in visitor units at the Outrigger project is about 234 rooms. Since the announcement of the Outrigger project, we have been in regular contact with the project planner from Group 70, the consultant for the Outrigger EIS. Group 70 has subsequently provided data which we have included in an update to our traffic study (see addendum to Appendix B). This information will address the cumulative traffic impacts. Outrigger's consultant studies concerning air quality and noise were recently sent to us, and the findings have been included in the Final EIS. However, we have not received any information from Outrigger concerning infrastructure impacts, although we have been advised that Outrigger wastewater will likely be routed to the Beachwalk Wastewater Pump Station (WWPS), as opposed to the Fort DeRussy WWPS where the Waikikian wastewater will be routed. Therefore, we have, to the best of our ability, attempted to address the cumulative impacts of the two projects with the information provided to us. If additional information is received from Group 70 in a timely manner, it will be included in the Final EIS.

7. With regard to your statement that it is essential that SHPD's letter of concurrence and the proposed mitigation plan appear in the Final EIS, we note that there are no requirements under Chapter 343, Hawaii Revised Statutes, as amended, or under the Hawaii Administrative Rules that require the inclusion of a SHPD letter of concurrence in a Final EIS. However, the SHPD's September 5, 2001 letter commenting on the Draft EIS will be included in the Final EIS. The September 5 letter states that although the department has not concluded its review of the subsurface inventory plan, it concurs with the archaeologist's conclusions and recommendations.

8. We cannot conclude from our reading of the OEQC guidelines for cultural impact assessment that they strongly recommend consultation with native practitioners. We have carefully reviewed the guidelines and have concluded that the recommended methodology for a cultural impact assessment provides no weighing of any single element over any other. We have asked the consulting archaeologist, Dr. Paul Rosendahl, to respond to your comment, and he offers the folfowing:

The approach taken in the preparation of the cultural impact assessment was generally consistent with the recommendations provided by Dr. Holly McEldowney, SHPD Staff Specialist with the History and Culture Branch (pers. comm.; February 14, 2001). She is the individual in SHPD who has in the recent past been the staff person that reviewed cultural impact assessment. As a member of the OEQC Cultural Impacts Committee, she was also directly involved in the formulation of the OEQC *Guidelines for Assessing Cultural Impacts* that were formally adopted by the Environmental Council in November 1997.

To understand the cultural impact assessment issue, it is necessary to be aware of the intent and evolution of the OEQC guidelines, which basically evolved out of what are commonly referred to as "PASH/Kohanaiki" issues - issues relating to native Hawaiian traditional and customary access and land use rights as they were reasserted by a State Supreme Court decision in August 1995 and further clarified in its 1998 decision in State v. Hanapi - and the need for appropriate means to address these issues within the State environmental impact review process.

Initial attempts to address various issues relating to native Hawaiian traditional and customary access and land use rights within the framework of the State environmental impact review process were made in the form of proposed changes to the State EIS law as contained in Chapter 343 (HRS). These attempts to require a formal cultural impact assessment failed to pass the State legislature in 1996 and 1997. A subsequent, second attempt to address various issues relating to native Hawaiian traditional and customary access and land use rights was made in the form of proposed changes in the "Administrative Rules" for compliance with Chapter 343 (DOH Title 11, Chapter 200). This attempt to require an explicitly defined cultural impact assessment also failed, as the governor declined to approve the proposed amendments. The third attempt to address various issues relating to native Hawaiian traditional and customary access and land use rights within the State environmental impact review process has resulted in the current OEQC "Guidelines for Assessing Cultural Impacts" (OEQC 1997b). Draft guidelines were initially issued for public review and comment on September 8, 1997, and the Environmental Council formally adopted the guidelines in their final form on November 19, 1997.

The relationship of the OEQC guidelines to the State Supreme Court "PASH" decision was clearly stated on the front page of the September 8, 1997 issue of the OEQC bulletin, "The Environmental Notice," when the draft guidelines were first issued for public review and comment:

> For years, a controversy has simmered over developer's responsibility to perform a "Cultural Impact Study" prior to building a project. The recent Supreme Court "PASH" decision reaffirmed the state's duty to protect the gathering rights of native Hawaiians. In light of these events, the Environmental Council has drafted a guidance document to provide clarity on when and how to assess a project's impacts on the cultural practices of host communities.

As an aside, it should be noted that the guidelines for cultural impact assessment are meant to include consideration of all the different groups comprising the multiethnic community of Hawai'i; however, this inclusiveness is generally understated, and the clear emphasis is meant to be upon aspects of native Hawaiian culture.

One significant aspect of the "PASH" decision was to indicate the opinion that traditional and customary native Hawaiian access and use rights did not apply to what was referred to as "fully developed property"–e.g., the Waikikian property which had undergone intensive residential and commercial development and utilization since the beginning of the 20th century. Thus for the Waikikian Project, the only possible "PASH" issue with potential impacts was determined likely to be shoreline access for purposes of recreation and marine resource exploitation. Given the existence of shoreline setbacks, public access requirements, and the public ownership of the beach and immediately adjacent ocean waters, it was concluded that the Waikikian Project should have no significant effects–much less any adverse impacts–upon any traditional and customary access and use rights that any native Hawaiian cultural practitioners might wish to exercise.

As a result of the determination that the Waikikian property was fully developed, Dr. Rosendahl concluded that no consultation was necessary as part of the cultural impact assessment for the project, which is presented in the EIS.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Lee Sichter

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111
http://www.honolulupd.org
www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

LEE D. DONOHUE
CHIEF

MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

OUR REFERENCE CS-KP

August 31, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort and Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Daniel Dinell:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement for the Hilton Hawaiian Village - Waikikian Development Plan.

We have no further comment to offer at this time. However, if any unforeseen police-related problems arise, we would like to resolve them as expeditiously as possible and with the least impact on the public. Therefore, please provide Major Thomas Nitta of District 6 at 529-3795 with the name and telephone number of a contact person. He will also be the Honolulu Police Department's point of contact.

If there are any questions, please call Ms. Carol Sodetani of the Support Services Bureau at 529-3658.

Sincerely,

LEE D. DONOHUE
Chief of Police

By Eugene Uemura
EUGENE UEMURA
Assistant Chief of Police
Support Services Bureau

cc: Mr. Lee Sichter
Belt Collins Hawaii, Ltd.

Mr. Randall K. Fujiki
Department of Planning and Permitting

Ms. Genevieve Salmonson
OEQC

Serving and Protecting with Aloha

BeltCollins

November 16, 2001
2000-33-3801 / 01P-304

Mr. Eugene Uemura
Assistant Chief of Police
Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, HI 96813

Dear Mr. Uemura:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of August 31, 2001. A representative of Hilton Hawaiian Village will be contacting Major Nitta to provide him with the name and phone number of a contact person, as requested.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Mr. Lee Sichter

September 1, 2001

Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawaii 96815-1999

Dear Mr. Dinell:

I have reviewed your most recent development plan wherein you hope to build "yet another" hugh building on your property. I believe you did not have the concentrated opposition to your 325 ft Kalia Tower because you acquired the Waikikian Hotel property and your neighbors were trying to be fair; realizing that you wanted to justify your investment in the property. Even though Kalia Tower was not built on the new Waikikian property most neighbors hoped the newly acquired property would be used as a support and greenbelt area considering the large amount of "concrete" you already have on your propterty. You have six towers on your property in addition to numerous retail, office space, and parking space.

Why do you think that increasing the width of Dewey Lane is an improvement for anyone on the island other than the Hilton Hotel? This alley has served its purpose well for the last 38 years. It provides access to the beach for a great many local people; and has allowed the private home owners in the Ilikai to enter and exit their garage with safety. This alley was never intended to be used for the purpose that the Hilton Hotel is now attempting to use it. Shame on you "Hilton Hotel" trying to take advantage of your immediate neighbors and all the local people who could count on reaching the beach without encountering all your taxi's and tour buses..

I do not appreciate your offer to widen an alley "Dewey Lane" so you can turn it into a major thoroughfare and use it for your cabs, buses, tour trolleys. If you are unable to design a way to handle all of your increased traffic without using Dewey lane ; then you should rethink your development.

I also don't think your suggested changes for Ala Moana Blvd. is an improvement for anyone. The "so called " improvements to the Ala Moana intersection would create a slowing of traffic rather then improving it.. We have avioided stop lights for these many years because the island in front of the Ilikai Hotel separates the traffic very well; allowing it to flow. The current traffic problem is due to all the construction trucks from the Hilton. When that is finished and Hilton leaves "what works well" alone we can get back to our normal flow of traffic. .

Sincerely,

Your Neighbor, Lea Sasak Watts
1777 Ala Moana Blvd #1810
Honolulu, Hi

Please keep me informed by E-mail GEOWATTS@MSN.COM

Belt Collins

November 16, 2001
2000-33-3801 / 01P-305

Ms. Lea Sasak Watts
1777 Ala Moana Blvd. #1810
Honolulu, Hawaii 96813

Dear Ms. Watts:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 1, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. Section 3.2.3 of the EIS discusses the alternative of retaining the Waikikian property in open space and concludes that it cannot be justified in terms of the value of the property.

2. We believe that increasing the width of Dewey Lane is an improvement for the entire community because it will:

   a. Improve vehicular circulation from Ala Moana Boulevard to Holomoana Street and the Ala Wai Boat Harbor,

   b. Improve pedestrian safety and access by providing pedestrians with a paved walkway so that they do not have to continue to walk in the alley, and

   c. Improve safety and security on the street by transforming it from a dark alleyway to a lighted public street.

   We respectfully disagree with your comment that the alley was never intended to be used for the purpose Hilton now proposes. As evidenced by the tax map for the area, the alleyway includes an easement across Ilikai property for the purpose of a public right-of-way. Hilton is proposing to improve its function as a public right-of-way. This is clearly consistent with the original intent.

   Finally, please be advised that Hilton cannot control the use of the alleyway by private buses. Since it is a public right-of-way, no vehicles can be restricted from it.

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However, it has been and continues to be Hilton's policy to utilize Paoa Place on the Diamond Head side of the Village as the major bus pick-up and drop-off point for the resort.

3. We believe it would be irresponsible to not improve Dewey Lane given its current condition. While the Ilikai has enjoyed somewhat exclusive use of Dewey Lane for its service vehicles and as an exit for its parking garage, the fact remains that the alley is a public right-of-way intended for use by the general public. It is unlikely that many Ilikai residents walk along Dewey Lane because they benefit from an alternate route, i.e. a pedestrian bridge that connects the Ilikai directly to Holomoana Street. However, the remainder of the community does not have direct access to the pedestrian bridge and, therefore, must negotiate the unmarked, unlighted, and hazardous mix of service vehicles on Dewey Lane without the benefit of even a sidewalk. Widening Dewey Lane will provide two clearly marked lanes, street lighting, and a sidewalk, all of which will benefit the larger community.

4. We agree that the provision of a new stop light at the intersection of Ala Moana and Dewey Lane will slow the movement of traffic. However, as the traffic study indicates, it will actually decrease the delay time of vehicles at the Hobron and Kalia Road intersections with Ala Moana. We note that it has been the City's policy for several years now to slow traffic in an effort to control speeding vehicles, improve pedestrian safety, and reduce the tendency of major thoroughfares to act as pedestrian barriers to residents of the surrounding community. We believe that the existing turn-out actually contributes to traffic congestion because of the need for city buses and service vehicles to merge back into traffic without the benefit of a signal. Reconfiguring the intersection to provide a pedestrian plaza and a well functioning intersection will benefit the entire community.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

3621 Vine Maple Drive
Eugene, Oregon 97405

September 1, 2001

Mr. Daniel Dinell, Vice President –Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell,

I appreciate the opportunity to respond to the DEIS for the Waikikian Development Plan.

I remain very concerned about the air quality, which will result from yet another structure on the Hilton Hotels property on Waikiki. As an owner of a unit in the Ilikai, I have a black sooty substance on my lanai which is in excess of what was there only one year ago. Indeed, in August, 2001 and note for the first time, I have been charged by the rental association handling this property an additional fee for cleaning the lanai. Additionally, I am concerned about those living in the immediate area. Many are elderly, and air quality is important to their well being

Section 5.10.4.6 of the DEIS, "Deposition of Soot and Dust", does not make any attempt to address this issue, which I raised in my letter to Mr. Randall Fujiki dated May 23, 2001. To recap, there has been a substantial increase in soot deposition on my lanai on the seventeenth floor of the Ilikai since completion of the Kalia Tower, and I am concerned that the proposed development will increase the deposition and impact air quality.

It is necessary for the DEIS to specifically address this issue, but it makes no attempt to do so. The information provided in Section 5.10.4.6 is generic, unquantified, and not at all site-specific. No evidence whatsoever is provided for the "no significant impact" conclusion presented in the DEIS. A scientific analysis of the issue is necessary, to determine whether the proposed development will exacerbate the situation.

I remain deeply concerned about traffic congestion on Dewey Lane and the areas to which it provides access; traffic volume increases are acknowledged in the DEIS. The conclusion in Table 5-11 that there will not be a significant increase in traffic noise levels on that side of the Ilikai is simply not credible, and this analysis needs to be performed again.

I appreciate that the draft enviornmental impact statement has tried to address issues using models. The reality however, may not match the model outputs.

Sincerely,

Leonora J. (Nori) Hemphill

Copies:
Mr. Randall Fujiki
Ms. Genevieve Salmonson
Mr. Lee Sichter

Bell Collins

November 16, 2001
2000-33-3801 / 01P-306

Ms. Leonora J. (Nori) Hemphill
3621 Vine Maple Drive
Eugene, Oregon 97405

Dear Ms. Hemphill:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 1, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. When you commented on the soot issue on May 23, 2001 we immediately followed up with a phone call to you asking for more information, including the possibility of providing us with a sample in the form of a smear. We also passed your concerns on to our air quality consultant. The discussion in Section 5.10.4.6 of the EIS was specifically intended to address your concerns. It concludes that soot generated at the ground level is unlikely to impact the upper floors of buildings. It notes that during no-wind or light-wind conditions, soot generally settles close to the source and is generally associated with highly travelled roadways. However, your direct experience appears to contradict this conclusion. Since Dewey Lane is not highly travelled, it would not appear that general traffic in the alley would be the likely source of the soot you describe. While the soot may be coming from bus and truck traffic on Ala Moana Boulevard, the distance of your unit from the boulevard and its height above the street makes this possibility unlikely. During normal tradewind days, it is unlikely that diesel exhaust from Ala Moana rises seventeen floors from the street to be deposited on your lanai.

   Based on direct observation, we note that the truck that hauls away the Ilikai garbage trailer generates a considerable plume of diesel smoke as it guns its engine to load and unload the trailer and to move up and down the ramp. We also note that exhaust from diesel powered trucks utilizing the Ilikai loading dock may have a better opportunity to reach the upper floors of the Ilikai than fumes from Dewey Lane because the loading dock is about 16 feet higher than the street and the loading dock is much closer to the Ilikai lanais than Dewey Lane. We recommend that you discuss these matters with the Ilikai management to determine if there may be a connection between the

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presence of soot on your lanai and the operation of diesel powered vehicles servicing the Ilikai.

As we indicated in our letter to you on June 28, we believed that a possible source of the soot might also be the Hilton's emergency generator vent on the Ilikai side of the parking garage. There are two vents in question. Both are located on the makai ewa corner of the parking garage. However, they are both only about 8 feet above the ground, so given their location and height it seems unlikely that their exhaust reaches your lanai. We are advised by Hilton that the emergency generators are tested for 5-10 minutes once a week (usually on a Sunday). Hilton is presently conducting mechanical tests to determine the extent of exhaust from these vents and if any adjustments need to be made.

We do not feel that the contents of Section 5.10.4.6 need to expanded for this particular issue. Given the character of the proposed development, we do not believe it will result in a significant increase in particulate matter in the vicinity of the project.

2. With regard to noise, Table 5-11 does not discuss levels of significance. It shows predicted increases in noise at specific locations (as shown on the next page in Figure 5-23). Of relevance to the Ilikai are two locations; "B" on south facing wing of the Ilikai at the 8th floor, and "7" at the mauka end of the Ilikai on the 5th floor.

Section 5.7.3 of the EIS clearly states that Dewey Lane would experience relatively large increases in future traffic noise under the worst case development scenario. It projects an increase of about 10 decibels, but concludes that the resulting noise will not exceed 65 ldn (the State Department of Health's maximum allowable limit at a distance of 64 or more feet from the noise source). The section states that dominating noise on Dewey Lane would continue to be the noise of traffic on Ala Moana, delivery and grounds maintenance along Dewey Lane, and the operating mechanical equipment at the makai end of the Ilikai platform. Given this information, we see no need to perform the analysis again. The conclusion is that while noise on Dewey Lane will increase, such an increase will be within allowable standards.

3. Models are used to predict impacts for future events. The models used for projecting traffic impacts, air quality impacts, and noise impacts, have been developed in accordance with agency standards and over the years have been refined to ensure that their ability to predict falls within parameters with an acceptable margin of error. If

the methodology for modeling in the EIS was faulty, we would be so advised by the overseeing agency (either the State Department of Health or the State Department of Transportation). We select our consultants for a study such as the Waikikian EIS on the basis of their ability to perform data collection, modeling, and analysis in compliance with accepted agency and professional standards.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

LaVonne West
1777 Ala Moana Blvd.
Honolulu, HI 96815
September 2, 2001

Attn: Mr. Daniel Dinell V.P.
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, HI 96815

Sep 6 10 27 AM '01

Re: DEIS, Waikiki Development Plan July -2001

Dear Mr. Dinell:

Traffic:

1. Your traffic forcasts are for 2005, if your "new" tower is not completed until then, please do an impact statement for 2005. Also, an accurate vehicle count of today's Ala Moana, Kalia & Dewey Lane.
2. Recently it took me 5 light changes to enter Dewey Lane from Eva end of Hawaii Prince Hotel.

Pollution:

1. The exhaust from busses, trollies and car is horrific now. Recent study by D.L. Davis (Carnegie Mellow U.) confirms that exhaust is deadlier than crashes.
2. Lanai railings, furniture-both inside and outside confirms this by a daily finger wipe which results in black residue.

Winds:

1. At the present time, the Ilikai and beyond receive the mountain winds from the Old Waikikian & Dewey Lane. Your new proposed 350' bldg would certainly create a wind tunnel , so please conduct a physical experiment.

Dewey Lane:

1. Your new Kalia Tower has two truck spaces for deliveries. Why are you having truck deliveries made from deliveries made from Dewey Lane where they are parked in a red zone, headed in wrong direction which ties up traffic, and causes a very dangerous situation for beach access pedestrians. Is the ambience of the HHV tarnished by truck deliveries?
2. We were informed that your fire lane 3-01 could not be used for any type of vehicle other than emergency vehicles. All vehicles use it at present time and small trucks and taxis are parked in fire lane all the daylight hours plus permanent trash bin.

Peter Schall:
WHY NOT DONATE THE WAIKIKIAN PROPERTY TO THE CITY AS A PARK AND BEACH ACCESS?

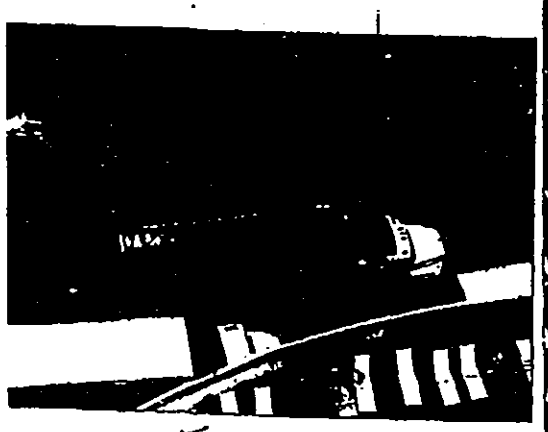
You would have the respect, bouquets and admiration of all Waikiki, your patrons, neighbors especially, heck all of Oahu and think of your TAX REDUCTION.

Sincerely,

LaVonne West

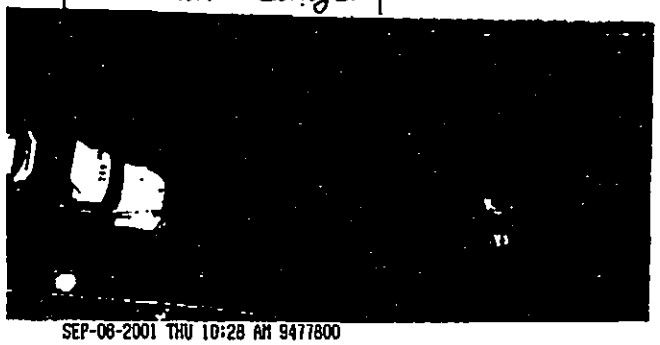
Dewey Lane
Aug. 02

3 Trucks – red zone + going wrong way



Truck Jam

pedestrian – danger



Fire Lane Traffic

Belt Collins

November 16, 2001
2000-33-3801 / 01P-307

Ms. LaVonne West
1777 Ala Moana Boulevard
Honolulu, HI 96815

Dear Ms. West:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The EIS, with its time horizon of 2005, if accepted by the City, would remain valid until such time that the City determined that either the project or surrounding conditions had changed enough to warrant a new document. We have conducted a new traffic count for Kalia, Ala Moana, and Dewey Lane and are providing those numbers in the Final EIS. The traffic count, which was conducted on September 6, 2001 indicates that traffic volumes at the key intersections surrounding Hilton Hawaiian Village decreased approximately 6.7 percent from September 1999. At the time of the new traffic counts, the Village was operating at 98 percent occupancy, with Kalia Tower at 99 percent occupancy, Lagoon Tower at 78 percent occupancy, and with Fort DeRussy's Asia-Pacific Center in operation.

2. We acknowledge that traffic is congested at times in Waikiki.

3. Vehicle exhaust, while problematic in close vicinity to some individual vehicles, is not considered to be a problem in the general area. The air quality in Waikiki is considered to be quite good by the regulating agencies. That is not to say that more cannot be done toward improvement. We understand that the City's proposed BRT (bus rapid transit) system will eventually result in a decrease of the current diesel bus fleet by half. We are also advised by our air quality consultant that air quality impacts associated with vehicle exhaust are anticipated to decrease in the coming years as the direct result of older vehicles being retired and stricter Environmental Protection Agency policies being implemented.

4. As discussed in the air quality study, it is unlikely that particulate matter from vehicles at ground level (Dewey Lane and Ala Moana Boulevard) is being deposited on lanai furniture on the upper floors of nearby buildings. During normal trade wind days, the exhaust is dispersed and during light or no-wind days it is believed to settle close to the source. Based on direct observations, we note that the truck that hauls away the Ilikai garbage trailer generates a considerable plume of diesel exhaust as it guns its engine to load and unload the trailer and to move up and down the ramp. We also note that fumes from diesel powered trucks utilizing the Ilikai loading dock may have a better opportunity to reach the upper floors of the Ilikai than fumes from Dewey Lane because the loading dock is about 16 feet higher than the street and the loading dock is much closer to the Ilikai lanais than Dewey Lane. We recommend that you discuss these matters with the Ilikai

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management to determine if there may be a connection between the presence of soot on your lanai and the operation of diesel powered vehicles servicing the Ilikai.

5. The EIS included a complete and detailed wind analysis of the subject property with and without the proposed project, including a wind tunnel study. The result is that the project does not create a tunnel effect. Based upon this data, we do not believe any further study is warranted.

6. Your concerns about service vehicles on Dewey Lane have been passed on to the appropriate persons at Hilton. We are advised that Hilton's security staff does its best to prevent truck drivers from parking on Dewey Lane. Hilton specifically requires delivery drivers to use designated loading zones, but actual compliance often rests with individual drivers.

7. Your information concerning fire lanes is not accurate. Hilton recently redesigned the arches and ceilings over Rainbow Drive so that it could be converted to a fire lane. These design changes have been approved by the Fire Department. Rainbow Drive is now recognized as the official fire lane for the Hilton Hawaiian Village. Such a designation does not preclude its use by other vehicles.

8. As discussed in Chapter 3 of the EIS, the conversion of the Waikikian property to a park is not considered by Hilton to be a practical alternative.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

SEP. 6.2001 10:26AM H&V EXECUTIVE OFFICE NO.876 P.2

1777 Ala Moana Blvd., 620
Honolulu, HI 96815

540 Main Street, Apt. 1302
Roosevelt Island, NY 10044

September 2, 2001.

Mr. Daniel Dinell, Vice-President
Strategic Planning + Community Affairs
Hilton Hawaiian Village Beach Resort + Spa
2005 Kalia Road
Honolulu, HI 96815

Dear Mr. Dinell,

I have reviewed the Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village - Waikikian Development Plan.

As a resident of the adjacent Ilikai, I continue to have the same concerns I had before reviewing the DEIS.

The impact of the widening of Dewey Lane will be:

- increased traffic
- increased noise
- increased pollution
- lower air quality

The entire impact will be a negative one on my residential life.

I continue to urge you to find an acceptable solution for me and other residents of the Ilikai.

Sincerely,
A Maurer
(DR. AUDREY MAURER)

SEP-06-2001 THU 10:28 AM 8477800 P. 02

BeltCollins

November 16, 2001
2000-33-3801 / 01P-308

Dr. Audrey Maurer
540 Main Street, Apt. 1302
Roosevelt Island, NY 10044

Dear Dr. Maurer:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 2, 2001. As discussed in the EIS, the project will result in approximately one percent more traffic on Ala Moana Boulevard and less than one percent of an increase in noise. These increases are not considered to be significant. Air quality will be impacted by the additional vehicles, but the impacts are considered to be within the range regarded as acceptable by the State Department of Health. The project will not generate additional bus traffic because vacation ownership guests do not travel in large groups. Additional truck traffic generated by the project will be limited because delivery vehicles already service the resort. In sum, we acknowledge your opposition to the project, but do not feel that it will have the degree of negative impact that you anticipate.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Sept 3, 2001

Dear Sirs

I have revieved your plan of The Hilton plan. I am still against This project, There is enough congestion in The area and traffic will only be come worse. What happen to common sense?

Sincerly
Bill Kruse

Bill Kruse
P.O. Box 89585
Honolulu, HI 96830-9585

BellCollins

November 16, 2001
2000-33-3801 / 01P-309

Mr. Bill Kruse
P.O. Box 89585
Honolulu, HI 96830-9585

Dear Mr. Kruse:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 3, 2001. As discussed in the EIS, the project will result in approximately one percent more traffic on Ala Moana Boulevard. This increase is not considered to be significant.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

2001/ED-7(TC)
2001/SMA-50(PD)

September 4, 2001

Mr. Daniel Dinell
Vice President
Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Project:	Waikikian Development Plan
Location:	Hilton Hawaiian Village - Waikiki
Tax Map Key:	2-6-9: 1-3, 7, 9-13; 2-6-8: 1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37, & 38
Received:	July 23, 2001

We have reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Waikikian Development Plan at Hilton Hawaiian Village (HHV) for various on-site improvements, including a 350-unit, 350-foot high hotel building and elevated porte-cochere, a wedding chapel, a restaurant building, a 5,700-square foot "fun pool", new commercial/retail establishments, demolition of the Lagoon Tower swimming pool and porte-cochere, demolition of the existing 7-story Waikikian Hotel, construction of a new 4-story parking garage, expansion of the "Great Lawn" area, and new paved pedestrian paths and landscaping.

In addition, the proposal includes various off-site improvements including the widening of Dewey Lane, modification of and signalization of the intersection of Dewey Lane and Ala Moana, modifications to traffic lanes on Ala Moana, a new pedestrian plaza, and several infrastructure improvements such as a new relief sewer line under Ala Moana, construction of a new branch off the Ala Moana water main, a new fire hydrant, and extension of an existing natural gas line.

Based on our review of the DEIS, there are some areas in which we have concerns and would like to review further. We are concerned about the proposed building orientation and mass, consistency with the provisions of the Waikiki Special District (WSD), and the building's impact on public views, as discussed in Section 5.8.5.4 of the DEIS.

In our view, the proposed public benefits outlined in the DEIS are not commensurate with the requested modifications and reductions and the economic benefit which will be gained by the applicant. The DEIS speaks to the issue of the applicant gaining a "reasonable return" on his investment, i.e., the $20 million purchase price for the 3 new lots, and the projected $65 million cost for construction of the proposed improvements. According to Table 6-23, it appears that the $85 million will be recouped before the end of the second year (following completion of construction), and cumulative sales figures at the end of 5 years (i.e., by 2010) will be $474.3 million.

In this regard, public benefits relating to CZM issues, such as enhancement of coastal resources need to be considered. The DEIS notes that water quality at Kahanamoku Beach is not good; therefore, improvements to the water quality at this key resource would constitute a public benefit. Other public benefits you may want to consider could include such things as providing free or reduced-rate parking to beach users (on the HHV site), or contributing to the City's infrastructure needs. Essentially, we view this as an excellent opportunity to improve the site, the immediate vicinity, and Waikiki as a whole.

In summary, we are asking that you reconsider the building design and the commensurate amount of public benefits. The purpose of the PD-R process is to provide opportunities for creative redevelopment that may not be possible under strict adherence to the development standards of the special district. However, the applicant must demonstrate commensurate amount of public benefits to the community and to the stability, function, and overall ambience and appearance of Waikiki.

We offer the following additional comments on the content of the DEIS:

1. Joint Development. In Section 7, Relationship of the Proposed Action to Land Use Plans, Policies, and Controls for the Affected Area, there should be a discussion of the Conditional Use Permit (CUP) requirement for joint development of the HHV and Waikikian lots. The FEIS should provide a discussion which includes the following information: (1) the Land Use Ordinance (LUO) requirement for a CUP to jointly develop two or more lots; (2) the proposal's reliance on joint development in several ways (and the FEIS should disclose these, e.g., parking structure over fire lane, the new tower on the existing HHV parking structure, "surplus" parking from HHV used to satisfy parking requirements for new development, wedding chapel location, etc.); and, (3) identification and LUO description of all lots within the existing HHV development. This is to determine the development potential of all lots, and which ones must be included in the joint development.

   Essentially, a CUP for joint development will be required for all lots that are necessary for further development of the HHV "zoning lot". Please be advised that previous subdivision actions for HHV which were not recorded with the Bureau of Conveyances are still recognized by the DPP, and that the applicant must comply with all LUO requirements relative to joint development.

2. Proposed Density - There are discrepancies between DPP records and the information contained in the DEIS regarding density and lot coverage. Please indicate whether the proposed development will comply with density and lot coverage regulations, or if modifications and reductions will be sought.

   We believe it is inaccurate to identify the project floor area ratio (FAR) as 4.0. The DEIS states that the 4.0 FAR is the ratio of the proposed floor area (435,000 square feet) and the lot area of the three "Waikikian properties" plus one-half of the abutting right-of-way (i.e., Dewey Lane). In order to determine the proper FAR and maximum allowable floor area, the calculations in the DEIS should be revised based upon the following:

   a. The proposed development extends beyond the three parcels, i.e., over the existing parking structure and around the existing Lagoon Tower. Therefore, the lot area must include the additional parcels. Without including these additional parcels, the proposed density figure is incorrect;

   b. According to LUO Article 10, the definition of floor area ratio (FAR) is the ratio of floor area to total area of the zoning lot. Again, because the proposed development extends over other parcels, the FAR calculations must include the existing and proposed floor area of all related parcels; and

   c. Please note that calculation of the floor area ratio (FAR) does not include the area of one-half of the abutting right-of-way. In determining the maximum allowable floor area, the FAR is applied to an "expanded" lot area, which includes one-half of the abutting right-of-way.

3. Floor Area Tabulations - In Appendix A, the Area Summary does not accurately list all areas to be counted as floor area, (e.g., elevator shafts (23,600 s.f.) and covered entry areas (15,754 s.f.) should be included as floor area), and therefore, the total floor area listed (435,000 s.f.) is incorrect. Also only a portion of the balconies may be excluded from floor area as shown. The floor area summary table should be revised. We would request larger floor plans (to scale) to verify that the proposed project does not exceed maximum allowable density.

4. Building Orientation - According to the WSD Design Guidelines, a mixture of low-, mid- and high-rise buildings are recommended to provide adequate light and air, to create neighborhoods with a pedestrian scale, and to provide appropriate height transitions to adjoining projects. The long axis of new high-rise structures should be oriented in a mauka-makai direction to minimize obstructions of views and maximize natural ventilation. Building forms which produce narrow towers are preferred. There should be more discussion what mitigating measures can be employed to satisfy these building design guidelines.

In Section 5.8.7, we question the statement that, "these negative impacts (i.e., private ocean views) cannot be mitigated through building orientation." A comparison of the visual impacts of Alternatives A-1 & A-2 with the impacts of Alternatives B-1, B-2, and Preferred (see Photo Plates 8-31), clearly shows that building orientation would make a difference in view blockage down a major public street (Ala Moana Boulevard), and on the Waikiki skyline, especially from the makai vantage points (Ala Wai Yacht Harbor and Magic Island). The photograph overlays show how the Preferred Alternative also has visual impacts on the surrounding areas.

5. View Corridor Analysis - We appreciate the view analysis from both the "regulatory" and "non-regulatory" perspectives. However, we had difficulty understanding the tables and figures as they relate to view blockage. We undertook our own view analysis and compared view blockage from the major streets and surrounding buildings (private ocean views). We feel that there are concerns for view blockages from both perspectives.

In accordance with LUO Section 21-9.80-1(j), one of the WSD objectives states that, "a visual relationship with the ocean as experienced from Ala Moana Boulevard" shall be maintained and improved where possible. Although there are limited ocean views from Ala Moana Boulevard, we are still concerned about the amount of view blockage, as a result of the Preferred Alternative, looking towards the ocean.

In accordance with LUO Section 21-9.80-3(a) and (b), intermittent ocean views from Ala Wai Bridge on Ala Moana Boulevard should be preserved, maintained and enhanced, whenever possible.

Based upon the WSD Design Guidelines regarding building orientation and the WSD objectives and requirements mentioned above, we would recommend you study turning the long axis of the proposed building in the mauka-makai direction to minimize view blockage from Ala Moana Boulevard.

6. Proposed Modifications and Reductions to Site Development and Design Standards for PD-R. The FEIS should disclose all proposed modifications and reductions to site development and design standards for the proposed PD-R development (i.e., density, yards, heights, transitional height setbacks, open space, and landscaping). The location and extent of encroachments should be shown on the site plan, building sections, and/or exterior elevations (as appropriate).

7. Yard Averaging - If applicable, there should be some discussion as to whether the proposed development would be utilizing yard averaging (see LUO Figure 21-9.1). This should be tabulated and shown on enlarged site plans.

8. HHV Site Plan. Figure 2-4, "Waikikian Site Plan", should be identified as a partial site plan of the HHV, and a complete site plan of the HHV should be provided, showing the new development in the context of the existing HHV property, illustrating how the project will be integrated into the HHV complex. The overall site plan should show and label all buildings, entrances/exits to the site, and interior roadways. Having a graphic representation in the form of a scaled, overall site plan is important since the proposal includes changes in circulation patterns and number of vehicles using the various entrances and exits to the site, as well as issues pertaining to calculation of FAR, open space, and required off-street parking.

9. Dewey Lane. Please clarify whether the applicant is proposing to acquire Dewey Lane and existing easements. In addition, a detailed drawing showing the "before" and "after" conditions of Dewey Lane should be provided. Landscaping is proposed adjacent to the Ilikai, and the plan should indicate the location of the Ilikai property line along the diamond head side, and the location of its 3 driveways along that side.

Please clarify whether the 10-foot wide strip of HHV property, which will be used to widen Dewey Lane, will be subdivided out of the HHV site, and who the owner of the strip of land will be.

10. Off-street Loading - Additional loading spaces should be provided at a ratio of one stall per 100,000 square feet of floor area or major fraction thereof.

11. Off-street Parking - All changes to existing parking stalls should be clearly noted on the floor plans and the total counts reflected in the parking tabulations.

    Please provide detailed information on the calculation of the number of "surplus" parking spaces on the HHV site which are to be used toward the parking requirement for the new development.

    Please clarify whether the proposed new parking spaces serve other buildings/uses elsewhere on the HHV property.

12. Recreation Improvements. The DEIS states that, upon demolition of the Lagoon Tower swimming pool, a "portion" of the area will be converted to a sand groundcover, and landscaping. Please provide a drawing of the proposal, and the square footage of the area which will become an expansion of the "Great Lawn".

    The DEIS states that the new "fun pool" will be excavated to a depth of about 4 feet below grade (which is below the existing water table). Please clarify whether the entire pool will have a depth of only 4 feet, and provide information on the approximate amount of excavation in cubic yards.

    Please provide more detailed information on the proposed gazebo which will cover the main water slide. Where is the main water slide going to be located? Is the gazebo structure enclosed on all sides?

    In addition, more detailed information is needed regarding the project's impact on public beach resources, for example, the number of additional users and the impact on water and beach resources.

13. Other Planned Resort Developments. The document does not include the nearby major expansion proposed by Outrigger Hotels (as described in their EIS Prep Notice, OEQC publication date July 8, 2001) and an assessment of resultant secondary and cumulative impacts on factors such as noise, air quality, traffic, and infrastructure, in accordance with Chapter 343, HRS.

14. Landowners. A list of fee landowners for each of the 25 parcels should be provided, since the applicant does not own all parcels.

15. Shoreline Setback. Figure 1-4 should be corrected to indicate the location of the 100-foot shoreline setback. It supersedes the 40-foot setback. Thus, the lesser setback is not applicable, and need not be shown.

16. Wastewater Line. Please clarify if a new 18-inch or a 15-inch wastewater collection line is proposed. (The DEIS indicates a 15-inch line on page 2-17, and an 18-inch line is specified on page 1-12.)

17. Air Quality. Air quality information in the FEIS should address conditions on the site and its immediate vicinity. The information presented in the DEIS should be expanded. The FEIS should elaborate on potential impacts, and site-specific samplings of existing air quality in the vicinity of the project (for example, along Ala Moana) should be provided. With the existing air quality readings as a baseline, the impact of additional vehicles (including cars, vans, trucks, and busses) generated by the development may be projected.

18. Section 7.8.2, Primary Urban Center Development Plan, Table 7-4, Special Provisions for the Primary Urban Center - The DEIS indicates that the proposal is "non-supportive" of Section 24-2.1(c)(5) of the Primary Urban Center Development Plan (PUCDP) in that the proposal conflicts with the policy to restrict new high density development in Waikiki. And, the DEIS further states that this policy is contradicted by "1997" amendments to the WSD provisions in the LUO. We note that:

a. The Special Area provisions for Waikiki, under Section 24-2.2(b)(2)(C) were amended under Ordinance No. 96-70 with the express purpose of addressing the policy issue of "high density" development in Waikiki with respect to the planned development option; and

b. The WSD amendments referred to by the DEIS were actually adopted in 1996, not 1997, under Ordinance No. 96-72 (dated December 18, 1996).

The Ordinance No. 96-70 amendments to the Waikiki Special Area provisions of the PUCDP included additional language to provide for higher density development in Waikiki where "accompanied by public amenities." This was the enabling language for the plan development options later instituted under Ordinance No. 96-72. The FEIS should include appropriate corrections to its discussion of these issues.

19. Table 7-10, Chapter 25 - Special Management Area - Item No. (c)(1), referring to SMA policies associated with dredging, filling or otherwise altering any bay estuary, salt march, river mouth, slough or lagoon, has been left blank (page 7-70). The following "discussion" appears to indicate that none of these activities is associated with the project. Therefore, the table should be checked "not applicable" for this item.

20. Special Management Area Resources. If the document is intended to satisfy the assessment requirements of Chapter 25, ROH, the FEIS should disclose project impacts on Special Management Area resources including the wedding chapel, restaurant, and retail establishments.

21. Previous Review Comments - As a general note, the DEIS responded to many of our review comments (DPP letter dated May 4, 2001) by stating that they will be "addressed as part of the project's permit application." We are concerned about such a general response because these are building envelope issues that need to be disclosed so that the public is aware of the building massing implications (i.e., density calculations, off-street parking and loading, open space, and transitional height setbacks). These issues have a bearing on the proposed development and building design, which may have an impact onto the surrounding areas.

22. Special District Permit - Please be advised that we will need to resolve the land use permit issues identified previously before we can accept a special district permit application for a Planned Development-Resort (PD-R) project.

If you have any questions regarding the above items, please contact Anthony Ching of our Urban Design Branch at 527-5833 or Pamela Davis of our Land Use Approvals Branch at 523-4807.

Sincerely yours,

RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKP:cs

cc: Ms. Genevieve Salmonson, OEQC
Mr. Lee Sichter, BCH

doc111627rev1

BelfCollins

November 16, 2001
2000-33-3801 / 01P-310

Mr. Randall K. Fujiki, AIA, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, HI 96813

Dear Mr. Fujiki:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 4, 2001. On October 16, 2001, we met with members of your staff to discuss your comments in greater detail. Following are our responses to your comments, taking into account the substance of the meeting.

For the record, the term "fun pool" appeared in our EIS Preparation Notice (EISPN) but not in the Draft EIS (DEIS). Based upon the noise impact analysis conducted for the DEIS, the conceptual design for slides in the proposed pool was scaled back to reduce potential noise levels.

Following are responses to your remaining comments in the order they were presented in your letter.

1. A new section (7.14) has been added to the EIS to address the project's need for a Conditional Use Permit if a joint development agreement is needed for development of the Hilton Hawaiian Village and the Waikikian lots. Sections 1.5 and 1.6 reference the LUO description of the parcels.

2. The proposed project will seek a Planned Development-Resort permit in order to exceed the allowable FAR and to encroach upon the required transitional height setback on the mauka side and ewa side of the building. The project will comply with lot coverage regulations. The requested FAR discussed in Section 1.12, Section 2.6.1, and Appendix A has been corrected.

3. The floor area tabulations in Appendix A have been corrected pursuant to our meeting with staff on October 16, 2001 and the floor area summary table has been revised. It is not practical to include larger floor plans for the project in the EIS. However, larger plans will be provided as part of the project's PD-R application.

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

4. The EIS has been revised to present a new building orientation that is consistent with WSD guidelines by turning the long axis of the building in a mauka-makai direction. The contents of Chapter Two has been revised to reflect this change, and the corresponding view analysis and shadow analysis have been revised. The new building orientation is now identified as the Mitigative Alternative. The Mitigative Alternative represents a modification of the Alternative B-1 which was presented in the Draft EIS.

5. We are unclear about your statement concerning limited ocean views from Ala Moana Boulevard. If you are suggesting that ocean views exist in the vicinity of the Waikikian property, we cannot agree. Photo Plates 3 and 4 in the EIS show that the ocean cannot be seen from Ala Moana Boulevard looking makai. The Mitigative Alternative will improve general views across the property from Ala Moana Boulevard but it is unlikely that the ocean will be visible. The makai end of the Waikikian property is separated from the shoreline by the Hilton Lagoon and the Ala Wai Boat Harbor public parking lot. We believe the elevation of the parking lot obscures views of the horizon from Ala Moana Boulevard. The Mitigative Alternative increases the distance between the proposed building and Dewey Lane, and in so doing, provides additional visual relief but will not likely result in new views of the ocean at the pedestrian level from Ala Moana Boulevard.

   However, if you are speaking in more general terms, then we would agree that it is possible to view the ocean from Ala Moana Boulevard at the Ala Wai bridge.

6. We are unable to provide within the EIS context all proposed modifications and reductions to site development and design standards for the proposed PD-R development as you have requested. We can, however, provide you with a summary of the modifications and reductions that are anticipated at this stage of the design process. This information, together with the location and extent of encroachments has been added to Appendix A. Additional details, as they become available, will be provided within the appropriate context of the PD-R application.

7. Appendix A has also been amended to provide a summary of yard averaging information. Enlarged site plans will be provided to you with the PD-R application.

8. Figure 2-4 has been revised per your request.

9. The applicant is not proposing to acquire Dewey Lane or existing easements within the lane. "Before" and "after" drawings of Dewey Lane have been added to Appendix A (see Figures A-9 and A-10). Figure 2-4 has been revised to show the Ilikai property line and the three Ilikai driveways.

   The applicant has not yet determined whether the 10-foot-wide strip of HHV property which will be used to widen Dewey Lane will be subdivided out of the HHV site. As you are aware, discussions are continuing between the State Department of Transportation and the City about the possible transfer of Ala Moana Boulevard to the City. We are unclear at this time if such a transfer would impact the current ownership of Dewey Lane. The applicant's decision about the best mechanism for widening Dewey Lane (subdivision, dedication, or easement), will be made once more information becomes available. Hence, the proposed transfer of Ala Moana Boulevard is identified in Chapter Eight as an unresolved issue.

10. Acknowledged.

11. The Mitigative Alternative will include location of the required off-street parking within the first five stories of the proposed tower, thereby eliminating the need for a separate parking facility. The tower proposed in the Mitigative Alternative will be constructed adjacent to the existing HHV Parking Structure. The parking facilities in the proposed tower will be accessed through the existing HHV Parking Structure. At this point in the design process, it is estimated that approximately three parking stalls in each of four floors in the existing HHV Parking Structure will be eliminated to facilitate the extension of the center lane to access the new building. We are advised by the applicant that there are presently approximately 176 surplus stalls in the existing HHV Parking Structure. Thus, the elimination of 12 stalls to facilitate access to the new tower's parking facility will not undermine the HHV's ability to comply with the off-site parking requirement. None of the surplus parking in the existing HHV Parking Structure will be used to satisfy the parking requirement of the new development.

    The parking spaces provided in the new tower will satisfy the off-site parking requirement for the new tower, the proposed retail/commercial floor area, the new restaurant, and the proposed wedding chapel. The off-site parking requirement for retail space, the restaurant and the wedding chapel have been calculated on the basis of one stall for every 800 square feet of floor area. The total off-site parking requirement

is presently estimated to be 106 parking stalls. The Mitigative Alternative provides 120 parking stalls.

12. A drawing of the Lagoon Tower pool platform redevelopment has been added to Appendix A (Figure A-11). The square footage associated with the expansion of the Great Lawn has been added to the Open Space Plan in Appendix A.

    Section 2.6.2.1 includes a discussion pertaining to excavation for the project, including the area of the proposed swimming pool. The term "fun pool" is not used in this section, nor elsewhere in the EIS. At this point in the design process, the proposed pool will have varying depths. The volume of the proposed excavated material has been converted to cubic yards, as requested.

    The water slide is depicted in Figure 2-4. It connects two elements of the swimming pool. The proposed gazebo at the top of the slide will not be enclosed on all sides. However, the detailed design of the gazebo has not been completed at this stage of the planning process.

    With regard to the project's impact on beach resources, an expanded analysis is included in Section 5.9.2.4 of the Final EIS and in a new appendix (Appendix I). SMS concludes that the proposed project will increase the unit count of Hilton Hawaiian Village by about 11 percent and the resort's guest population by about 17 percent (for a total HHV population of approximately 6,370 guests). To determine the likely impact of the proposed project upon beach use, SMS reviewed the Visitor Satisfaction survey conducted for the State Department of Business, Economic Development and Tourism to determine whether vacation unit (timeshare) owners use the beach in the same manner as hotel guests. The survey, which was based on data from US mainland visitors during the first six months of 2001, states that

    - O'ahu vacationers are less likely to go to the beach and swim in the ocean than are visitors to neighbor islands; and
    - O'ahu timeshare visitors are even less likely to be beachgoers than O'ahu hotel guests, but statewide, time share visitors are a bit more likely than hotel guests to be beachgoers.

Based on these and other indicators in the survey, SMS concluded that Hilton Hawaiian Village guest use of nearby beaches will over time increase by about 10 percent to 15 percent as a result of occupancy of the Waikikian project. However, Hilton guests make up only a portion of the user group on the nearby beaches, so the overall total increase in beach use would be a smaller percentage.

13. You may recall that the Outrigger project's EIS preparation notice was published on July 8th, but the Waikikian Draft EIS was submitted to DPP in late June. Therefore, at the time the DEIS was prepared, no specific information concerning unit counts or traffic impacts was available.

    Since then, Outrigger's consultant, has supplied us with traffic information and it has been included in our supplemental traffic report which has been added to Appendix B. We have recently received a copy of their noise impact study and air quality study and the findings are now addressed in the Waikikian Final EIS. Should we receive any additional information from Group 70 in time to include it in the Final EIS, we will.

14. A list of fee landowners is attached for your review. A new table (Table 2-1) has been added to Chapter Two which identifies the ownership of tax map parcels in the project area.

15. Figure 1-4 has been corrected.

16. The EIS has been corrected. The proposed wastewater line is a 15-inch line.

17. In response to your concern, we have directed our consultant to conduct air quality modeling for the two major intersections closest to the project site (Kalia at Ala Moana and Hobron at Ala Moana). The section of the EIS pertaining to air quality as been revised to reflect the outcome of the modeling and all the data has been included in Appendix F. The outcome of the modeling confirms the previous determination that the project will result in no significant adverse impacts on air quality in the vicinity of the project. Therefore, the specific on-site sampling you recommend is not warranted.

18. The EIS has been revised to correct its discussion pertaining to the proposed project's relationship to the density policies of the Primary Urban Center Development Plan and the Land Use Ordinance (see new discussion at the end of Table 7-4).

19. The requested correction has been made.

20. Chapter Seven has been expanded to include a discussion of the project's impacts on the Special Management Area.

21. We note that your comment letter on the EIS Preparation Notice contained nineteen itemized comments. We responded to five of those comments by committing to providing additional information to you as part of the PD-R permit application.

    In our meeting with DPP staff on October 16, 2001, we expressed our concern that the level of detail being requested exceeds the content requirements of Chapter 343, Hawaii Revised Statutes, as amended, and limits the applicant's flexibility in the design process. We respectfully point out that Section 11-200-17(e), Hawaii Administrative Rules, states:

    > "The draft EIS shall contain a project description which shall include the following information, but need not supply extensive detail beyond that needed for evaluation and review of the environmental impact: (emphasis added)
    >
    > ...(6) Summary technical data, diagrams, and other information necessary to permit an evaluation of potential environmental impact by commenting agencies and the public..."

    While we agree that information pertaining to density, off-street parking, open space, and transitional height setbacks are issues that have a bearing on a project's impacts, and we have done our best to provide this information in the Final EIS, we are concerned that some requested detail, such as yard averaging, seems to exceed the spirit of Section 11-200-17(e).

    We remain concerned that the inclusion of detailed design information in an EIS might have a negative consequence for the applicant as the project moves through the subsequent design process. If, as a result of discussions with the DPP or the review and approval process of the project's conceptual plan by the City Council, pursuant to Section 21-2.110-2(g) of the LUO, the project plan were revised in a manner that exceeded the scope of the EIS, we are concerned that the applicant might then be required to prepare a supplemental EIS. This could result in a significant delay and additional cost to the project. In view of this concern, we are providing you with as

much detail as we are able to at this juncture of the design process with the understanding that its inclusion in the EIS is intended to provide agencies and the general public with an opportunity to assess the environmental impacts of the project, but not at the expense of limiting the project's design flexibility.

22. Acknowledged.

And finally, with regard to your comments concerning public benefits on page 2 of your letter, the assumption that $85 million is the total investment in the project is not correct. As we discussed with your staff on October 16th, the eventual investment in the project includes not only construction cost, but also land, soft costs (furnishings, fixtures, equipment, and professional fees), and sales and advertising.

The public benefits that are proposed include the following:

- The contribution of approximately 5,700 square feet of Hilton property to facilitate the widening of Dewey Lane.
- The design and construction costs of widening Dewey Lane, including the development of a landscaped strip abutting the Ilikai and extending about 180 feet from the mauka end of Dewey Lane to the beginning of the Ilikai easement.
- The design and construction costs of a new pedestrian walkway along Dewey Lane.
- The design and construction costs of a fully signalized intersection at Dewey Lane and Ala Moana Boulevard.
- The design and construction costs of a new 12,000-square-foot pedestrian plaza at the Dewey Lane intersection.
- The design and construction costs of demolishing the existing Lagoon Tower swimming pool and replacing it with a landscaped area which would include a public pedestrian pathway around the mauka side of Hilton Lagoon.

The cost of constructing these improvements is estimated to be $7-$8 million, not including the costs for Hilton staff to conduct regular maintenance of all public amenities described above.

Public benefits related to coastal zone management solutions have been considered as part of the project's planning process but have been rejected as being infeasible. Hilton presently maintains the Kahanamoku beach area and using its own equipment and staff cleans it every morning, seven days a week. Improving the water quality at Kahanamoku Beach represents a challenge that no one property owner could reasonably undertake. The nearshore water quality is directly related to the proximity of the beach to the Ala Wai Canal, and there are several ongoing public initiatives to clean up the canal as well as provide education on the watershed's impact on the canal.

The applicant has also reconsidered the building design presented in the Draft EIS and has revised the long axis of the building to a mauka-makai orientation, which is consistent with the WSD guidelines. In view of this revision, the extent of the applicant's proposed modifications and reductions pursuant to the Planned Development-Resort (PD-R) process are at this time limited to two areas:

- Encroachments into required transitional height setbacks on the Ewa and mauka facing sides of the building starting at the 27th floor and resulting in a maximum encroachment of between 10 and 12 feet at the top (33rd) floor; and
- An increase in density resulting in an FAR of approximately 3.0.

In our meeting with your staff on October 16, 2001, we asked what the Department's methodology is for determining a commensurate amount of public benefits. We were advised that it has not been defined. It is, therefore, quite difficult for the applicant to determine at this point what the Department believes would be sufficient. But in light of the revised building design and the total value of the project, we respectfully request that the Department reconsider its determination as to the adequacy of the public benefits proposed.

The total public benefits presented in the EIS represent a comprehensive approach to improving pedestrian access to Waikiki Beach for the enjoyment of visitors as well as the local community. The provision of a direct, safe pedestrian access route from the Ena Road/Hobron area, which is as described in Table 6-3 of the EIS the largest

concentration of residents in a single census tract in Waikiki, provides what the applicant believes to be a significant contribution to the community's enjoyment of Waikiki's ocean resources, and is, in fact, a noteworthy improvement to the site, its immediate vicinity, and Waikiki as a whole. The applicant feels that these proposed public benefits are commensurate to the modifications being requested.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf
Attachment

Hilton Hawaiian Village Property Data

Tax Map Key	Land Tenure	Area (square feet)	Owner/Lessee
2-6-08:01	Fee Simple	16,653	Hilton Hawaiian Village, LLC
:02	Leasehold	5,900	Taran, George D. Trust (Lessor)/ Hilton Hawaiian Village, LLC (Lessee)
:03	Fee Simple	4,865	Hilton Hawaiian Village, LLC
:05	Fee Simple	8,121	Hilton Hawaiian Village, LLC
:07	Fee Simple	2,618	Hilton Hawaiian Village, LLC
:12	Fee Simple	3,126	Hilton Hawaiian Village, LLC
:19	Fee Simple	4,940	Hilton Hawaiian Village, LLC
:20	Leasehold	14,360	Packs Foundation/Hilton Hawaiian Village, LLC
:21	Fee Simple	18,215	Hilton Hawaiian Village, LLC
:23	Fee Simple	4,340	Hilton Hawaiian Village, LLC
:24	Fee Simple	2,157	Hilton Hawaiian Village, LLC
:27	Fee Simple	6,584	Hilton Hawaiian Village, LLC
:31	Fee Simple	1,992	Hilton Hawaiian Village, LLC
:34	Fee Simple	394,518	Hilton Hawaiian Village, LLC
:37	Fee Simple	1,317	Estate of Stanley Cutter
:38	Fee Simple	3,751	Estate of Harry Culman
2-6-09:01	Fee Simple	70,000	Hilton Grand Vacation Development Company
:02	Fee Simple	45,105	Hilton Hotels Corporation
:03	Fee Simple	8,880	Hilton Hotels Corporation
:07	Fee Simple	13,281	Hilton Hawaiian Village, LLC
:09	Fee Simple	1,312,645	Hilton Hawaiian Village, LLC
:10	Fee Simple	29,374	Hilton Hotels Corporation
:11	Fee Simple	37,984	Hilton Hawaiian Village, LLC
:12	Fee Simple	56,428	Hilton Hawaiian Village, LLC
:13	Fee Simple	77,249	Hilton Hawaiian Village, LLC
		2,143,603	
TOTAL LAND AREA		962,603 (22.098 acres)	

Note: Boldface = Waikikian Properties

9/04/2001

Mr. Daniel Dinell, Vice President-Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Rd.
Honolulu hi. 96815 Fax # 808-948-7748
cc. Mr. Randall Fujiki, Director
Dept. of Planning and Permitting Fax # 808-527-6743
cc. Ms. Genevieve Salmonson,Director
Office of Environmental Quality Control Fax # 808-586-4186
State Dept. if Health
cc. Mr. Lee Sichter
Belt Collins Hawaii Ltd. Fax # 808-538-7819

Hilton Hawaiian Village -- Waikikian Development Plan

Dear Daniel

Thank you for having Mr. Sichter send us a copy of the in-depth Environmental Study. After reading most all of the study we continue to feel that it does not address the two concerns we had in our letter to you dated 5/07/2001.

- The current congested TRAFFIC situation. ---This study shows in a footnote (page 1-1 chapter 1 introduction Waikikian Development Plan Vol.11) that "The 2,545 existing hotel rooms do not include the 235 visitor units in the Lagoon Tower and the 453 Kalia tower units." That is a significant number (688) of visitors units with vehicles and people not considered in the study.Why were these numbers not included in the study? That is nearly a 30% increase. In our opinion nothing in the study addresses or alleviates the current traffic congestion, in fact the current TRAFFIC problems in that area only increase. Dewey Lane will not help,especially during your many "Special Events".

- View Planes. The Shadow Studies in the report only confirm the fact that the current view planes from Ala Moana Blvd to the ocean will be all but eliminated.In other words, as a person enters Waikiki and drives Diamondhead on Ala Moana Blvd. from the Ala Wai Boat Harbor, high-rises and more shadows is what will be seen until he reaches Fort Derussey .

We thank you again for asking us to express our opinions.We are not against progress in Hawaii and especially Waikiki ,our home. However we do not feel this is " Sustainable Progress".

The Hilton Hawaiian Village is a beautiful self contained resort. The addition of another Tower will only add to the congestion of people and traffic in that area.

Aloha and Mahalo

W.L. (Bill) and Helen Sweatt

2240 Kuhio Ave. #3307 Honolulu hi. 96815 808-922-3983

Daniel Dinell VP Strategic Planning Hilton Hotels 5/07/2001
Fax #808-948-7748
cc.Randall K.Fujuki AIA Director of Planning and Permitting
Fax # 808-527-6743
Ms. Genevieve Salmonson Director
Office of Enviromental Quality Control
State Dept. of Health Fax # 808-586-4186 (COPY of LETTER)
Mr. Lee Sichter
Belt Collins Hawaii LTD. Fax # 808-538-7819

Proposed Hilton Time Share Tower

Dear Sirs

In our opinion,Hilton's proposed 350' -- 400 unit "Tower of Timeshares" will have a adverse affect on everyone living and or visiting Waikiki.

The traffic which includes,automobiles,trucks,trolleys,buses,emergency equipment and other modes of transportation of all kinds that are needed to move all of the visitors,residents,employees and other human beings in-out and around this small patch of paradise ,becomes an even more mired mess.

There are only three (3) bridges in and out of the Waikiki Pennisula.All 3 are affected by the Hilton intersection at Kalia- Ena at Ala Moana.

Hundreds of residential and visitors views and sunshine including some of Hilton's own rooms will be affected by this proposed "Tall and Narrow"stucture".

We live 5 blocks Diamond Head away,and after studying the situation, it fully appears that our nightly sunset- mountain range view will be all but eliminated ---now, it is a pleasant anticipation every evening.

The Hilton Hawaiian Village as it appears today, is the right size for a "Destination Resort".If the Management at Hilton don't have the "Good Sense" to control their selfish greed,then the City must "Just Say No".

Enough is enough---This is beyond "Sustainable Progress"

Very Concerned Residents

William L and Helen A. Sweatt

2240 Kuhio Avenue #3307 Honolulu Hi. 96815 808-922-3983

BeltCollins

November 16, 2001
2000-33-3801 / 01P-311

Mr. William L. and Helen A. Sweatt
2240 Kuhio Avenue, #3307
Honolulu, HI 96815

Dear Mr. and Mrs. Sweatt:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 4, 2001 with its attachment of your May 7, 2001 comment on the EIS Preparation Notice. Following are responses to your comments in the order they were presented in your letter.

1. The baseline traffic survey was conducted in 1999 while the Kalia Tower was being built and at a time when the Lagoon Tower was still undergoing renovation. A new series of traffic counts were conducted in early September 2001 at a time when Kalia Tower had an occupancy rate of 99 percent, the Lagoon Tower was operating with an occupancy of 78 percent, the Hilton Hawaiian Village's overall occupancy was 98 percent, and Fort DeRussy's Asia-Pacific Center was operational. The results of the study have been added to the EIS. They indicate that despite the presence of Kalia Tower and the Asia-Pacific Center, and despite the nearly full occupancy of the Hilton Hawaiian Village, traffic volumes at the nearby intersections actually declined by nearly seven percent from 1999.

   However, the baseline gives a picture of what is. The traffic study uses a computer model to project traffic conditions in 2005 both with and without the proposed project. As discussed in Sections 4.4.2.1 and 4.4.2.2 of the EIS, the model assumed the presence of the Kalia and Lagoon towers, with an occupancy of 90 percent. Thus, the two existing towers were counted in the assessment of future impacts. In addition, Section 4.3.4 of the EIS specifically addresses the efforts that Hilton is presently undertaking to improve traffic flow at the resort during special events.

2. We believe that it would be erroneous to attempt to extrapolate view impacts from the shadow study provided in Appendix G. The EIS contains a 25-page view analysis of the proposed project, including all the major alternatives considered. Please be advised that based on community input Hilton has decided to shift the alignment of the

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680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
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building from what was identified as the Preferred Alternative in the Draft EIS to a variation of the altemative identified in the Draft EIS as B1. Essentially, Hilton proposes to rotate the Preferred Alternative 90 degrees and build it up against, but not over, the existing Parking Structure. This revised alignment is identified in the Final EIS as the Mitigative Alternative, and now constitutes the proposed project. By comparing the views of Alternative B1 (Photo Plates 14-19) to views of the Mitigative Alternative (Photo Plates 32-37), it becomes evident that the new alignment will lessen the visual impact of the project over what was proposed in the Draft EIS.

With regard to your comments about the visual impact of the project from Ala Moana Boulevard, it is evident from Photo Plates 9, 15, 21 and 27, that the existing Tapa Tower virtually fills the space between the Ilikai and the makai edge of Discovery Bay. The proposed building containing the vacation ownership units would be built in front of the Tapa Tower and therefore would not block any ocean view planes as viewed from Ala Moana Boulevard.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Richard F.Stephenson
1777 Ala Moana Blvd. #739
Honolulu, HI 96815
September 4th 2001

Daniel Dinell, V.P. Planning
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, HI 96815

Dear Daniel,

In my letter of April 27th, 2001 I stated my concerns about the proposed Hilton Waikikian Plan. They were increased traffic, noise, air quality, socio-economic impacts and loss of views by nearby residents.These concerns still remain especially traffic and noise after reading the attempts to address them in the draft.

TRAFFIC
Dewey Lane is a State of Hawaii and Ilikai Homeowners Association "right of way" used for beach access. How and why do you think the Hilton has a right to use it for ingress and egress now or in the future? Does the Hilton have permits or permission to use that right of way at this time?
Even if you have permission the traffic study "fuzzy math" states that 27 to 30 vehicles would use Dewey Lane in each peak hour. Yet on the next page the draft says that by doing so traffic would be reduced by 400-500 vehicles on Rainbow Drive in the peak traffic hours. Which is it?
Commom sense would suggest that a reduction of that much traffic on Rainbow Drive would cause an increase of 400-500 vehicles on Dewey Lane.
This type of traffic impact is not acceptable to the residents of the Ilikai who use this as their only exit going Ewa on Ala Moana Blvd.

FUN POOL
Why can't the pool be located on the Diamond Head side of the Lagoon Tower? And why can't the Porte Cochere Entry stay where it is now on the Diamond Head side?
You are moving the Hilton's noise and pollution to the Ilikai side of the Lagoon Tower. It is not necessary or neighborly.

SPECIAL DISTRICT EXCEPTION
The Hilton is asking for an application approval for a PD-R or PD-C project exception that flies in the face of the very concepts of the Waikiki Special District objectives. It states in the Land Use Ordinance dated May 10th, 1999 on page 9-74 that the following criteria shall be used by the director to approve such an exception.
Paragraph:
(ii) The project shall implement the objectives, guidelines and standards of the Waikiki Special District, and this subsection (d).
(iii)The project shall exhibit a Hawaiian Sense of Place.

(v) The project shall contribute significantly to the overall desired urban design of Waikiki.

The proposed Hilton Waikikian Plan violates all the above concepts and should not go forward.

Sincerely,

Richard F. Stephenson

Richard F. Stephenson

cc:
Mr. Randall Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Blvd., First Floor
Honolulu, Hawaii 96813

BelfCollins

November 16, 2001
2000-33-3801 / 01P-312

Mr. Richard F. Stephenson
1777 Ala Moana Blvd., #739
Honolulu, HI 96815

Dear Mr. Stephenson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 4, 2001 with its attachment of your May 7, 2001 comment on the EIS Preparation Notice. Following are responses to your comments in the order they were presented in your letter.

1. Dewey Lane is a public right-of-way that provides a vehicular connection between Ala Moana Boulevard and the Ala Wai Boat Harbor. A 10-foot-wide portion of the alley is owned by the Ilikai and an easement over this strip has been granted to the State for use as a public right-of-way. Dewey Lane is not a private roadway and its use by anyone cannot be restricted or prevented. As a public right-of-way, vehicles destined for the Hilton Hawaiian Village and/or the Ala Wai Boat Harbor are entitled to use it. No permits are needed. Hilton proposes to widen the street by contributing Hilton land for that purpose and by funding the actual construction.

2. We believe that you have misread the traffic study, combining projections for two separate alternatives. Page 5-5 of the study (see Appendix B of the EIS) states that peak hour traffic volumes on Dewey Lane mauka of the Rainbow Drive connection are estimated to increase by 27 to 30 vehicles in each peak hour (meaning the morning peak hour and the afternoon peak hour). This statement appears under the heading "With Circulation Alternative A-1." As you may recall from the study, Alternative A--1 includes no improvements to Dewey Lane's intersection with Ala Moana Boulevard.

   On the next page, 5-7, the following statement is presented under the sixth bullet:

   > The full intersection would increase traffic use of Dewey Lane, both by Hilton Hawaiian Village and Ala Wai Harbor traffic. The traffic on the segment mauka of the Rainbow Drive connection is estimated at about 400 to 500 vehicles in the peak traffic hours.

   This statement says nothing about reducing the traffic on Rainbow Drive. It is provided under the heading "With Circulation Alternative A-2." As you recall, alternative A-2 includes a signalized intersection at Dewey Lane and Ala Moana.

   These two statements are not contradictory. The first says that under Alternative A–1, traffic on Dewey Lane will be 27-30 vehicles in the peak hour. The second statement says that under Alternative A-2 (with a full intersection), traffic on Dewey Lane (between its intersection with Rainbow Drive and its intersection with Ala Moana Boulevard) will be about 400-500 vehicles during the peak hour.

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However, the statement under A-2 goes on to say that peak hour traffic on Dewey Lane makai of the Rainbow Drive Connection are estimated at 100 to 150 vehicles in the peak hour. This is equivalent to only two to three vehicles a minute. Since the Ilikai parking structure accesses Dewey Lane in the south direction at a point beginning makai of the Rainbow Drive connection, this means that an Ilikai resident exiting the parking garage can anticipate encountering 2 or 3 vehicles during the course of the minute it takes to merge into Dewey Lane from the parking garage exit. We do not consider this to be a significant negative impact.

3. Hilton does not wish to locate the pool on the Diamond Head side of the Lagoon Tower because it wishes to expand the use of the Great Lawn to accommodate larger groups for luaus and similar special events. Hilton proposes to relocate the Lagoon Tower porte-cochere to the ewa side of the tower so that the area of the Great Lawn can be increased. The area of the former porte-cochere will be grassed in.

   Your disagreement with the proposed location of the pool is noted.

4. The project's relationship to the Waikiki Special District is discussed in detail in Table 7-6 of the EIS. We believe the project is supportive of the provisions of the Waikiki Special District ordinance.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Col (Ret) & Mrs. Lawrence V. Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230
(520) 577-1741 E-mail: dennis964@earthlink.net
September 4, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor
Honolulu, Hawaii 96813

Dear Mr. Sichter

The attached letter to Mr. Daniel Dinell, of the Hilton Hawaiian Village voices our concern and thoughts about the proposed addition to the Hilton Hawaiian Village called the Waikikian Vacation ownership tower.

We are owners of a condominium on the 15th floor of the Ilikai. Like others who have expressed their opinions; we feel that actions over the years have transformed Waikiki into a land of Skyscrapers that are blocking views, stifled air movement, increased traffic and noise levels exponentially. The Hawaiian landscape has become concrete and pavement. It is up to City, County and State officials to reverse this trend.

Sincerely,

Lawrence and Rita Dennis

Belt Collins

November 16, 2001
2000-33-3801 / 01P-313

Col. (Ret) and Mrs. Lawrence V. Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230

Dear Col. and Mrs. Dennis:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 4, 2001. We agree with you that Waikiki's skyline has been transformed over the past 40 years. However, we doubt that this trend can be easily reversed. So long as Waikiki is recognized as a desirable visitor destination (and it still is despite the presence of high rise towers), property values will remain high and land owners will seek to maximize the density of development on their property.

The issue then becomes: how much is too much? The City has established a cap on the allowable number of visitor units in Waikiki. It is our understanding that there are about 800 allowable units remaining under the cap, not counting the proposed Waikikian or the Outrigger's redevelopment. So, while we may not see many more new resort developments, we may continue to see the redevelopment of older resort properties within the confines of the unit cap. And we imagine that given the choice, most resort property owners would elect to redevelop their property to the maximum allowable height limit rather than opt for a lower building which covers more of their lot area. This too supports the objectives of the Waikiki Special District ordinance by increasing open space at the ground level, an amount currently set at 50 percent of the lot area of resort zoned properties. Without building up, it would simply be impossible to develop an economically feasible project under the law.

For the residential properties in Waikiki, we note that the City allows a bonus of additional floor area in exchange for increased open space. This policy would seem to encourage higher buildings with smaller footprints. We also note that many of the residential buildings in Waikiki are probably 40 or more years old and are considerably lower than the prevailing height limit. Thus, as mature residential properties are redeveloped, older buildings are likely to be replaced with taller buildings.

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680 Ala Moana Boulevard, First Floor ▪ Honolulu, Hawaii 96813 USA
T/808 521 5361 ▪ F/808 538 7819 ▪ honolulu@beltcollins.com ▪ www.beltcollins.com

With regard to traffic and noise, we cannot agree with your assessment that traffic and noise have increased exponentially. The chart presented on page 4-41 of the Draft EIS demonstrates, for example, that traffic volumes on Ala Moana Boulevard have remained essentially constant since 1980. In addition, we note that the City has made a considerable effort to improve bus service as a means of reducing vehicular congestion. Admittedly, buses tend to be noisy and exhaust-prone, but we understand that the City's latest innovations regarding the Bus Rapid Transit System are targeted at reducing the local bus fleet by up to 50 percent.

In sum, we feel that in the face of considerable population pressures on Waikiki, the City is working diligently to improve its livability as reflected in the recent open space improvements along Kalakaua Avenue. It may not be happening as quickly as some would wish, but it is happening.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Col (Ret) & Mrs. Lawrence V. Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230
September 4, 2001

Mr. Daniel Dinell, Vice President Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell: Reference: Hilton Hawaiian Village – Waikikian Development Plan

We appreciate your providing us a copy of the Draft Environmental Impact Statement (DEIS) for the Waikikian Development Plan.

Though the addition of another high-rise apartment building is not necessarily welcomed, the proposed preferred alternative tower or alternative B-2 with their smaller footprint provides a much better utilization of the property.

In the area of traffic circulation, the widened Dewey Lane is essential since the construction of the Kalia Tower. However, the use of one-way traffic pattern in a limited area (Rainbow Drive) would appear to exacerbate traffic problems. Nevertheless, the cost of all road improvements (?) should be born by Hilton.

As stated in our previous letter, we are very concerned by the declining property values primarily because Honolulu and particularly Waikiki is losing any semblance of the Hawaii Islands. Providing concrete and pavement does not make a visitor paradise. Visitor development without attention to the resulting impact is destroying the only asset the Hawaii Islands have. More attention must be paid to including the preservation of more natural landscape and open space.

Sincerely,

Lawrence and Rita Dennis

Cc: DPP
OEQC
Belt Collins Hawaii Ltd.
Representative Duke Bainum
Senator Les Ihara, Jr

BellCollins

November 16, 2001
2000-33-3801 / 01P-314

Col. (Ret) and Mrs. Lawrence V. Dennis
5431 N. Paseo Soria
Tucson, AZ 85718-5230

Dear Col. and Mrs. Dennis:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 4, 2001 to Daniel Dinell. Following are responses to your comments in the order they were presented in your letter.

1. We have been working diligently with the City to reduce the footprint of the proposed Waikikian Tower. In order to lessen the impact of the tower on views from neighboring properties, the applicant is now proposing to rotate it 90 degrees so that it is oriented in a mauka-makai position. The applicant has also proposed to incorporate the required parking into the footprint of the building. This results in an even smaller foot print than the Preferred Alternative discussed in the Draft EIS or Alternative B2.

2. We presented four traffic circulation alternatives in the Draft EIS so that the resulting impacts can be fully understood. We agree that designating a one-way traffic pattern on a portion of Rainbow Drive would exacerbate traffic movements. With regard to Dewey Lane, Hilton is committed to funding all roadway improvements.

3. We have directed our socioeconomic consultant to reevaluate the property value impacts of the proposed project. Included in the Final EIS (Section 6.12.4 and Appendix I) is an expanded analysis of the project's impact on the property values. In addition to the Ilikai, Discovery Bay, Pomaikai, and Wailana, the expanded analysis includes a review of real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Tradewinds, Villa on Eaton Square, and Waipuna. The analysis found some association between views and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai, and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "view" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. To understand the impact of the proposed project on views from

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surrounding properties, the number of units with a view of the project site was noted and the share of ocean view that the proposed tower could obscure was estimated. The conclusion is that the impact of the proposed tower is large for only one building, Pomaikai. Elsewhere, the view that qualifies units as having an Ocean View is affected little, if at all, by the project.

In the case of Pomaikai, the analysis suggests that view contributes about $21,600 of assessed value to each of the eight units with existing views of the property. At current tax rates ($4.21 per $1,000 assessed value for Apartments), this amounts to about $91 in taxes per unit per year, for an annual total of about $725 for the entire building. Said another way, it is anticipated that the assessed value of the eight Pomaikai units with existing views of the property will decrease about 10 percent with the construction of the proposed project. In sum, the additional analysis indicates that, while the proposed project will affect some views from some condominium units mauka of Ala Moana Boulevard, the data show no factual basis for expecting that the effect will translate into a loss of value except in the case of Pomaikai. There, the impact of views on property taxes appears to be about $725 per year for the building. The impact on sales values for Pomaikai is unknown.

With regard to landscaping and open space, the City requires that at least 50 percent of the Waikikian property be retained in open space. As for the proposed project, shifting the position of the tower and relocating the parking within the footprint of the building helps to increase the amount of open space on the property.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

To: lee ; "senihara@capitol.hawaii.gov" ; "senchunoakland@capitol.hawaii.gov" ; "hpd-
From: <PRINCEOFWAIKIKI@aol.com>
Subject: EIS REPORT FOR THE HILTON WAIKIKIAN TOWER#7, TO ALL REVIEWING PARTY'S
CC:
Date Sent: Wednesday, September 5, 2001 6:58 PM

Aloha my name is Raymond A. Gruntz, of 1765 Alamoana Blvd. Apartment #1482, Honolulu, HI. 96815-1422, Telephone# 808-949-0492. After reading the report from cover to cover, I can not support it 100%. My concerns about the TRAFFIC GRIDLOCK, that is now in Waikiki will not get any better, nor the DUST &SOOT, that lands on my 14th floor LANAI, when I try to sweep it as of late it just SMEARS, it has to be cleaned with soap & water.My concern about the plan to open up DEWEY LANE into a FULL TWOWAY STREET, will result in the HHV people REROUTING there internal roadways and FLUSH MOST OF THE CARS,BUSES, AND TRUCKS, OUT ONTO DEWEY LANE, when the traffic backs up from
Alamoana Blvd. guess what,TRAFFIC will go around the Ilikai Hotel andclog up my HOBRON LANE. EVEN NOW FROM 4pm TO ABOUT 6pm THE TRAFFIC IS A MESS, at 4PM
the cars that exit my Bldg. THE ILIKAI MARINA CONDO, with the Redlopster , Outback and Harbor B&G along with the Chart stake house, all in my bldg. TRAFFIC BACKS UP 3 TO 5 FLOORS HIGH AND CAN TAKE 20 to 30 minutes to getout
and try to turn left to Alamoana. THE HILTON TRAFFIC STUDY WAS AND IS USEING TRAFFIC STATS THAT GO BACK TO AS FAR AS 1994 TO 1998, AND MENTION A FORCASE
INTO THE YEAR 2005. HELLOOOOOOO anyone can see now that we are well past the
100% max, in our area NOW. IT IS TIME TO STOP THE OVER BUILDING IN OUR AREA.
MOST SAID WHEN THE KALIA WAS BEING BUILT that was it but GREED has GRABED
HILTON HAWAIIAN VILLAGE OR SHOULD I SAY (CITY). LET COOL HEADS PERVAIL, The
Hilton invested $20,000.000 for the land, to stop anyone else to build next to them, HEY has anyone told them IT WAS A BAD INVESTMENT FOR THE PEOPLE WHO
LIVE IN THE AREA that will have to put up with the end result mess, that will result if yet another tower goes up. Hilton admits they have maxed out there VILLAGE, and that this tower don't count HEY 3500 rooms is ENOUGHT.Keep it green on there EVA boarder line of the property.NOISE, from the FUN POOL WITH WATER SLIDE, as called for in the plan, they admit that they will try to control the noise, by building a GAZEBO AT THE TOP OF THE WATER SLIDE, and quote TO HELP CONTAIN THE NOISE, well that's a lot of Hawaiian sense of place, a bunch yelling and screaming down a water slide, looks like Hilton is trying to MOVE ALL THERE NOISE AND TRAFFIC TO THE DEWEY SIDE OF THE PROPERTY,
and the heck with the rest of us, one letter suggests the pools and slide be put in the area of there GREAT LAWN, but there answer was, we have other plans re-lawn. WIND TESTS, I can't wait for the first law suit of a person in there golden years being blown to there knees as a result of the effect all

the towers, and in fact other buildings in the area. YOUR WIND STUDY CALLS IT (CONFORT CONDITIONS) IN THE AREA OF THE UPPER FLOORS. THE WINDS CAN VARY
SIGNFICANTLY, SMOKE AND MIRRORS IN MOST OF THIS REPORT. I am a NYC transplant
hear now 5 years at my new home, but the last 2 years the traffic and soot reminds me of the BIG APPLE I came hear to avoid,DIRTY AIR WITH SOOT,& GRIDLOCK TRAFFIC I may add this soot is much more than a bad day in NYC, this is the pitts, WE MAY BE PASSING IN THE AIR TESTS RE- THE FED STATS BUT IN THE
REAL WORLD IT IS VERY DIRTY IN THE SOOT DEPT. & TRAFFIC . All you have to do
is try driving into WAIKIKI, any day from 2PM to 8PM," AND FORGET ABOUT IT",THE TRAFFIC STUDY THAT IS, you are stuck in it bumper to bumper GRIDLOCK. This WAIKIKIAN, will add 1100 people and about 1100 I think that will use the Kalia tower that opened in May this year HOW MANY CARS THE HILTON TRAFFIC STUDY says they will rent to go about the Island.Hilton says the TIME SHARE PEOPLE ARE (FREE SPRITS) that I guess will take the BUS, and that is a whole other story when that comes down the pike. AS ONE RADIO PERSON TELLS IT, THE POWERS THAT BE ARE TRYING TO FORCE US OUT OF OUR CARS & ONTO THE BUS. Fine
how do I shop at COSTCO without a car THE BUS WON'T LET ME ON WITH THE VOLUME
OF STUFF I BUY THERE. Back on point HILTON, could build a MINI MALL for there guests to shop till they drop, this would help traffic and I may even shop there if they did. They say in the planing they did not think a Park would work there the City could not perform it's upkeep and maintance??, they claim various layouts also did not make sense to them but going up 350 feet did, and it is zoned for that, but what type of SET BACKS ARE LEGAL, IT LOOKS LIKE AT ALAMOANA END THE BUILDING IS ON THE FENCE LINE?(NO SET BACK)
WHAT ABOUT THE BANYAN TREES 3 OF THEM, 50-60&60 FOOT HIGH, LOOKS LIKE THEY
WILL BE CUT DOWN ARE THEY TO BIG TO TRANSPLANT??.I do notice in both volumes
THE DRAWINGS AS TO WHAT IT WILL LOOK LIKE ONLY HAS 1 OR NO, CARS DRAWN IN THE
REPORT, IT DONT LOOK REAL without all the cars bumper to bumper does it. I CAN'T TRUST THE HILTON THE TRACK RECORD IN THE HILTON LAGOON MATTER STINKS,
NO PUN INTENDED BUT THE LAGOON STINKS I WAS TOLD THE WATER THERE IS THE SAME
AS IF YOU WERE IN THE OCEAN-GOOD LUCK, I DON'T SWIM IN IT, HILTON WAS TO
MAINTAIN IT'S UPKEEP, IF THEY NO LONGER WANTED TO SPEND THE MONEY, THE STATE
WOULD FILL IT IN RETURN IT TO BEING FLAT, I DON'T THINK HILTON HAS DONE WELL
IN THE UPKEEP, AND THE SAND IS AS BAD AS IT GETS. I GO THE THE EVA END OF
ALAMOANA BEACH PARK,AS DOES MOST OF THE PEOPLE IN THE ARES,

BETTER SAND AND
CLEANER WATER TO SWIM IN. , WE DON'T NEED A SIDEWALK ON DEWEY LANE IT SHOULD
BE LEFT ALONE , AND KEEP THE HILTON TRAFFIC MESS ON THERE PROPERTY, NOT ADD
TO THE MESS WE ARE DEALING WITH NOW. I thank all of you for the time it will take to read my concerns.I do want to be kept informed of any meetings,or hearings involving this matter, it got a little but I did not cover all that
does concern me but will be vented at another form I think. THE ONE THING THAT CAME OUT OF ALL THIS IS THAT WE THE PEOPLE HAVE BANNED TOGEATHER AND
WILL PROTEST THIS TO THE MAX. THANK YOU SINCERELY RAYMOND A. GRUNTZ RETIRED

cc to all above via e-mail P.S. I THINK YOU ARE DOING A TIME SHARE TO AVOID THE HOTEL ROOM CAP, AS SET BY THE CITY? AND AS FOR THE
VIEWPLANES,PROPERTY VALUES, I FOUND OUT IT WAS OF NO CONCERN WHEN FIGHTING TO
SAVE THE ALA WAI BOAT HARBOR FRON THE BIG BOATS THAT WERE TO BE PUT THERE!!!

Belt Collins

November 16, 2001
2000-33-3801 / 01P-315

Mr. Raymond A. Gruntz
1765 Ala Moana Blvd., Apt. 1482
Honolulu, HI 96815-1422

Dear Mr. Gruntz:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your e-mail of September 5, 2001. Following are our responses to your comments in the order they were presented in your letter.

We appreciate the fact that you have read the entire document. It is clear from the tone of your letter that you are opposed to the project and there is probably nothing we can say to alleviate your concerns. Nevertheless, we would like to assure you that the Environmental Impact Statement is intended to be an objective disclosure of the project's impacts. The traffic study, noise study, air quality study, and wind impact analysis were all prepared by consultant firms in whom we have the utmost confidence. None has any stake in the project. In the instance where potential significant adverse impacts are identified, specific measures to mitigate those impacts are recommended. The bottom line is that while the project will result in increased traffic, noise, and air quality impacts, those impacts do not appear to be significant enough to alter substantively the quality of life for residents of the surrounding area.

As the EIS states, Dewey Lane will bear the brunt of the traffic and traffic-related impacts. But in terms of order of magnitude, the impacts are not overly burdensome and can be mitigated. To that end, your statement in the 12th line of your e-mail is quite revealing. You refer to Hobron Lane is "my Hobron Lane." This sentiment appears to extend to other residents of the Ilikai, who seem to consider Dewey Lane as somehow belonging to the Ilikai. Since the construction of the Ilikai, Dewey Lane has functioned as a service alley for the benefit of the Ilikai, the Waikikian property, and to a lesser extent the Ala Wai Boat Harbor. But it is, in fact, a public right-of-way jointly owned by the State of Hawaii and the Ilikai. The 10-foot-wide strip of land on the ewa side of the alley fronting the parking garage exit which belongs to the Ilikai, has an easement over it which grants its use to the State as a public right-of-way. Thus, while the Ilikai has benefitted from the alley's relative obscurity,

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the alley is a public asset that is and always has been intended to provide the public with a right-of-way between Ala Moana Boulevard and the state-owned Ala Wai Boat Harbor.

Finally we note that your concerns about traffic, noise, wind, air quality, alternative uses of the property, building setbacks, banyan trees, and the Hilton Lagoon are all addressed in the EIS. In each instance, impacts are identified, and measures to mitigate those impacts are recommended wherever practicable. In addition, please be advised that time-share units are counted as visitor units by the City, and therefore are regulated by the hotel room cap.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

515 Kamakee Street Honolulu, Hawaii 96814
P.O. Box 3000 Honolulu, Hawaii 96802-3000
Telephone 808.535.5900 Facsimile 808.594.5630 Sales

THE GAS COMPANY
Colonial Energy Services

September 5, 2001

Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Attention: Mr. Daniel Dinell
Vice President-Strategic Planning & Community Affairs

Gentlemen:

Subject: Hilton Hawaiian Village – Waikikian Development Plan

Please be advised that The Gas Company maintains underground utility gas mains in the project vicinity, which serves commercial and residential customers in the area and is interconnected with the utility network in Waikiki. We would appreciate your consideration during the project planning and design process to minimize any potential conflicts with the existing gas facilities in the project area.

Thank you for the opportunity to comment on the Draft Environmental Assessment. Should there be any questions, or if additional information is desired, please contact Chris Anderson at 594-5564.

Sincerely,

Charles E. Calvet, P.E.
Manager, Engineering

CEC:krs
01-177

cc: Mr. Randall Fujiki, Department of Planning and Permitting
Ms. Genevieve Salmonson, Office of Environmental Quality Control
Mr. Lee Sichter, Belt Collins Hawaii Ltd.

Belt Collins

November 16, 2001
2000-33-3801 / 01P-316

Mr. Charles E. Calvet, P.E.
Manager, Engineering
The Gas Company
P.O. Box 3000
Honolulu, HI 96802-3000

Dear Mr. Calvet:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 5, 2001. The applicant acknowledges the presence of underground gas mains in the area. The project's construction management team will coordinate their efforts with you at the appropriate time.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
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Singapore
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BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

September 5, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort and Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Your Transmittal of July 20, 2001 of the Draft Environmental Impact Statement for the Hilton Hawaiian Village - Waikikian Development Plan, Waikiki, Oahu, TMK: 2-6-09: 02, 03, 10

Thank you for the opportunity to review the subject document for the proposed hotel development.

Our previous comments of May 11, 2001 on the Environmental Impact Statement (EIS) Preparation Notice are still applicable and should be reflected in Section 4.8, Water Supply, of the Final EIS.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,

CLIFFORD S. JAMILE
Manager and Chief Engineer

Enclosure

cc: Department of Planning and Permitting
Office of Environmental Quality Control
Belt Collins Hawaii, Ltd.

Pure Water ... our greatest need – use it wisely

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

May 11, 2001

(5/17)

Mr. Lee Sichter
Belt Collins Hawaii, Ltd.
680 Ala Moana Boulevard
First Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Subject: Your Transmittal of March 28, 2001 of the Environmental Impact Statement Preparation Notice for the Hilton Waikikian Tower Development, Waikiki, Oahu TMK: 2-6-09: 2, 3, 10

Thank you for the opportunity to review the subject document for the proposed hotel development.

We have the following comments to offer:

1. The existing water system cannot provide adequate fire protection as required by our Water System Standards. Our Standards require a fire hydrant to be located within 125 linear feet (l.f.) of the proposed commercial site. The nearest fire hydrant is located approximately 200 l.f. away. Therefore, the developer will be required to install a hydrant in the vicinity of the proposed project. The construction drawings should be submitted for our review and approval.

2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. If water is made available, the applicant will be required to pay the applicable Water System Facilities Charges for resource development, transmission and daily storage.

3. There is one active water service consisting of a three-inch compound water meter and one inactive service that was ordered off in April 1996 serving the project site.

4. If an additional three-inch or larger water meter is required the construction drawings showing the installation of the meter should be submitted for our review and approval.

5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

6. Board of Water Supply approved Reduced Pressure Principle Backflow Prevention Assemblies are required to be installed immediately after all water meters serving the site.

If you have any questions, please contact Scot Muraoka at 527-5221.

Very truly yours,

FOR CLIFFORD S. JAMILE
Manager and Chief Engineer

RMA:rk
cc: D. Shimizu
J. Kaetsu
G. Kuo
S. Muraoka

WR-85/01

Belt Collins

November 16, 2001
2000-33-3801 / 01P-317

Mr. Clifford S. Jamile
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, HI 96843

Dear Mr. Jamile:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 5, 2001 and the attached EIS Preparation Notice comment letter dated May 11, 2001. We have revised Section 4.8 of the EIS per your recommendations. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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5 September 2001

Mr. Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawai'i 96815-1999

Dear Mr. Dinell,

Thank you for your response and the Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village Waikikian Development Plan. While the DEIS provides considerably more detail about the project, it fails to fully consider the cumulative impact when combined with other undertakings being planned for the surrounding area. Specifically the DEIS mentions that the potential privatization of the Ala Wai Boat Harbor is an unresolved issue (page 1-15). Therefore it was not considered within the scope of this DEIS. Whether the Ala Wai Boat Harbor is privatized or not, the State controls a considerable amount of undeveloped land in back of the present Harbor Master's office. In order for the State to reach the highest and best use of this land some development (such as a low rise parking garage) will eventually take place whether under State management or private management. This will necessitate better access to and from this property. The only access available for improvement is Dewey Lane. The impact of the proposed Hilton project will foreclose the ability of the State, or a private manager, to develop the property in back of the Harbor Master's office by making it financially impractical to widen Dewey Lane beyond the two-lane proposal being offered by the Hilton. Most likely the State will develop this property anyway and the traffic congestion in and out of the Ala Wai Boat Harbor will increase exponentially. Thus my conclusion is that the subject undertaking of this DEIS does not allow for imminent improvements to adjoining properties and impinges on the State's ability to improve the Ala Wai Boat Harbor. Dewey Lane needs to be made into at least a three-lane road to minimally allow for traffic generated by the highest and best use of the Hilton property and the surrounding properties the lane serves.

In addition to my concerns about scope of this DEIS, parking, and traffic, my other concerns also remain the same. They are:

1. Water Quality
2. Beach Quality
3. Architectural Quality
4. Socio-Economic

1 and 2. **Water and Beach Quality**. Your response to my letter of 5 May states that "The proposed project includes a new large swimming pool, which will provide an attractive alternative to the beach for resort guests." The reason the Hilton Hawaiian Village is located on the beach is because most resort guests are attracted to the beach. Unfortunately this small stretch of narrow beach is overcrowded and litter is evident in the water and in the sand from over use. Additional development such as this project needs to address improvements to the beach before adding more people. Improvements could be made by eliminating the lagoon and creating a larger crescent shaped beach with a larger swimming basin. In addition negotiations with the State could possibly enable Hilton to move the Hilton pier away from the beach and swimming area to a location between the Hilton property and the Ala Wai boat harbor. This

would of course necessitate changing the channel currently used by the Hilton. However the benefits may outweigh the cost. Currently the density of beach goers on each side of the Hilton pier is less. Apparently people do not want to sit or swim by the hourly parade of tour boaters going past. In addition the larger ferryboat now being used at the Hilton pier disturbs and pollutes the water with silt and some petroleum slicks, more than the previous Catamaran operation that was only three times a day. Thus, this is no longer an infrequently used Catamaran Channel, but instead a commercial ferry operation that would be more appropriate on the other side of the Hilton property. I also understand that the deed from the former Kaiser Hotel property requires Hilton to maintain the quality of the man-made lagoon. Certainly some agreement could be worked out with government authorities to jointly provide a cleaner beach and water quality around this area. Hilton's financial interest and deed requirements obligate you to some of this responsibility, especially when increasing the number of people at the resort.

3. Architectural Quality The architectural quality in this DEIS is better than what was shown in the previous proposal. Specifically combining the porte-cochere by the former Lagoon Apartment building and the new building with a driveway underneath is an improvement. However the basic form of the new building is still a cereal box and does not break the monotony of the Waikiki skyline. In short, this building would fit Richard Rodriquez's editorial of this date on the Jim Leher News Hour of architecture with a small "a". The Hilton occupies a prime site on world famous Waikiki beach. Certainly we should be able to create some inspiring landmark architecture that would be recognized by publications such as "*Architectural Record.*" I recommend that an architectural competition be held. This would generate publicity for the Hilton and for tourism in Hawaii. I would also recommend that negotiations be held to waive height limitations for more public amenities. Perhaps the Hilton could even get a better location for this new building by working with government authorities and the neighborhood people.

4. Socio-Economic I agree as expressed in your response letter that Hilton does not control the way the State allocates its revenues internally, however as a good neighbor and corporate citizen of Hawai'i the Hilton could voice its opinion on these issues if it chooses to get involved.

In conclusion, the environmental impact of this undertaking goes beyond the scope addressed within the present DEIS. I recognize that Hilton is on a roll with its present marketing of resort condominiums at the former Lagoon Apartments and wants to add this project as soon as possible. However, the best long-term interest of the Hilton and the surrounding community is to put this project on hold for approximately three years while the Hilton goes back to the drawing board and works with the State, City, and neighborhood residents. Without further addressing the complete area impact, and cumulative impact with certain undertakings being planned by the State and City, this DEIS cannot reach a conclusion of a Finding Of No Significant Impact (FONSI) and/or A Finding Of No Practical Alternative (FONPA).

Thank you for this opportunity to comment. I look forward to further review on the development of this area.

Sincerely,

Gary O'Donnell

GARY O'DONNELL, AIA
1741 Ala Moana Blvd. Box 98
Honolulu, HI 96815-1450

cc:

Mr. Randall Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Blvd, First Floor
Honolulu, Hawaii 96813

Belt Collins

November 16, 2001
2000-33-3801 / 01P-318

Mr. Gary O'Donnell, AIA
1741 Ala Moana Blvd., Box 98
Honolulu, HI 96815-1450

Dear Mr. O'Donnell:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 5, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. In terms of scoping and planning the proposed project, the applicant has carefully considered the future of the Ala Wai Boat Harbor. You state that "...some development...will eventually take place...," and that "Most likely the State will develop the property...". However, you offer no substantive information except for the possibility of a low-rise parking garage being developed somewhere within the boat harbor area. We are not aware of any development proposals, "imminent" or not, nor of any schedules for development. The EIS can take into consideration only that which is known with some degree of specificity.

   For the purpose of illustration, let us assume for a moment that you are correct and that a low-rise parking garage is the "highest and best use" of the state-owned property and that it will be developed sometime in the future. In order to evaluate its impacts, we would need to know at a very minimum the following:

   a. How many parking stalls would it contain?

   b. Would it replace existing stalls or augment the existing supply with new stalls?

   c. When will it be operational?

   If this parking garage were intended to simply replace existing stalls that might be transitioned to some other use, its net impact might be assumed to be nil. However, if the State intended to increase the amount of available public parking, how many more

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stalls would it provide? What number should we use in evaluating its potential impact on surrounding roadways?

As discussed in the EIS, with the proposed Waikikian project and ambient background traffic in the year 2005, the improved two-lane Dewey Lane with a fully signalized intersection at Ala Moana Boulevard would operate at level of service B with a volume-to-capacity ratio of .47 (see table 4-7). This suggests that the improved roadway would be operating at approximately half its design capacity, and that it could accommodate additional traffic generated by the harbor.

Thus, we respectfully disagree with your conclusion that limiting the widening of Dewey Lane to two lanes somehow impinges on the State's ability to improve the Ala Wai Boat Harbor. We suspect that if the State were interested in securing additional roadway capacity to serve the Ala Moana Boulevard, the Division of Boating and Ocean Recreation of the Department of Land and Natural Resources would have addressed the matter in their comments on the Draft EIS. They did not. Nor did the subject of securing additional roadway capacity arise during our meeting with the Ala Wai Boat Owners Association, which was also attended by the harbor master and the DLNR/DBOR Oahu District Manager. We also note that the Oahu District Manager's comment on our EIS Preparation Notice included the statement that the DLNR supports the proposed improvement to Dewey Lane, "...but not at the expense of creating additional traffic issues." If the State were to build a new parking facility that added more parking stalls to the area than currently exist, such an action would seem to conflict with the Department's stated public policy of not wanting to create additional traffic issues.

2. Section 5.9.2.3 of the EIS has been amended to expand the discussion of the project's impacts on the beach and nearshore area. You are correct in your statement regarding Hilton's responsibility for maintaining water quality at the Hilton Lagoon. Hilton is presently evaluating alternative methodologies to accomplish this. Any future improvements to the lagoon would be the subject of separate permits and a Chapter 343 review. With regard to your recommendation that Hilton eliminate the lagoon and create a larger crescent beach, the idea will be considered in the lagoon water quality improvement analysis.

3. We regret that the preliminary architectural design of the proposed project is unsatisfactory to you. We will take your recommendation concerning an architectural competition under advisement. We do not feel, however, that it would be appropriate to seek a waiver of the height limit for the proposed project. As to the matter of an alternate location for the building, Hilton has no immediate plans for acquiring additional property in Waikiki.

4. Hilton is extremely active in matters related to the health and viability of Hawaii's economy. To that end, Hilton will continue to advocate for the support of the visitor industry through capital improvement projects.

5. We respectfully do not agree that the project should be put on hold for three years and taken "back to the drawing board." The EIS represents the first step of the planning process. It is an information document required to disclose potential impacts. If accepted by the Department of Planning and Permitting, it becomes the baseline informational document for the submission of development permits, which will then be subjected to separate public hearings and decision making by the department and the Honolulu City Council. Thus, the project is at this time in its preliminary design phase.

Finally, the EIS does not offer a finding of no significant impact or a finding of no practical alternative. These determinations are not applicable under Sections 200-11-18 and 200-11-23 Hawaii Administrative Rules.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

September 5, 2001

Mr. Daniel Dinell
Vice President-Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

LOG NO: 28121
DOC NO: 0108EJ28

Dear Mr. Dinell:

SUBJECT: Chapter 6E-42 Historic Preservation Review – Draft Environmental Impact Statement (DEIS) Hilton Hawaiian Village Waikikian Development Plan
Waikiki, Kona, O`ahu
TMK: 2-6-009:003, 007, 009-013; 2-6-008:001-003, 005, 007, 012, 019-021, 023-24, 027, 031, 034, 037, 038

Thank you for the opportunity to comment on the DEIS for the Waikiki Development Plan of the Hilton Hawaiian Village Beach Resort & Spa. The applicant proposes the redevelopment of resort-zone property that was previously developed with the former Waikikian hotel. Proposed development as indicated would require the following permits: Waikiki Special Design District Major Permit and a PD-R Permit, a SMA Use Permit, and building, grading, and other construction-related permits. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the project areas.

The DEIS is correct in stating that no known historic sites are located on the subject parcel. Recent archaeological subsurface inventory conducted for this project, did not locate any historic sites (*Subsurface Archaeological Inventory Survey Hilton Waikikian Property*, PHRI, April 2001) on the subject parcel. Although we have not concluded our review of the inventory survey report, we can concur with its basic findings and determinations. The archaeological investigations included twenty-one backhoe trenches that revealed highly disturbed deposits containing old sewer and utility lines, recent trash speculated to be from the former restaurants and hotels and fill soils. Based on the results of these investigations it is thought that past land alterations have destroyed any subsurface historic sites on the parcel. We anticipate completing our review of the inventory survey report in the near future, and we may transmit additional comments on the report at that time.

We note that although no historic sites have been encountered to date, it is possible that development of the property may encounter unknown resources, including human burials, still present on the property. Therefore, we believe that archaeological monitoring should be conducted by a qualified archaeologist during all subsurface construction activities during development of the Waikikian parcel.

Thus, we will recommend to the appropriate agencies that all needed permits, if approved, have the following conditions attached to them:

(1) The applicant shall ensure that the archaeological inventory survey report is completed and accepted by the State Historic Preservation Division (SHPD). The SHPD shall confirm its acceptance of the survey report in writing.

(2) Prior to beginning any ground alteration, the applicant shall prepare an acceptable archaeological monitoring plan for review and approval by the SHPD who will confirm its acceptance of the plan in writing.

If these conditions are attached to any required permits, then we believe that the proposed Hilton Hawaiian Village – Waikikian Development Plan will have "no adverse effect" on significant historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

for Don Hibbard, Administrator
State Historic Preservation Division

EJ:jk

c: Randall Fujiki, Director, Department of Planning and Permitting, City and County of Honolulu, 650 South King Street, 7th Floor, Honolulu, HI 96813
Ms. Genevieve Salmonson, Director OEQC, State Department of Health, 235 S. Beretania Street, Suite 702, Honolulu, HI 96813
Mr. Lee Sichter, Belt Collins Hawaii Ltd., 680 Ala Moana Boulevard, First Floor, Honolulu, HI 96813
Mr. Harry Yada, Acting Administrator (ATTN: Nicholas Vaccaro), Land Division, DLNR

BelfCollins

November 16, 2001
2000-33-3801 / 01P-319

Don Hibbard, Ph.D., Administrator
Historic Preservation Division
Department of Land and Natural Resources
601 Kamokila Blvd., Room 555
Kapolei, HI 96707

Dear Dr. Hibbard:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 5, 2001. The applicant acknowledges your proposed conditions and will comply with them. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Seattle
Singapore
Thailand

Belt Collins Hawaii Ltd
680 Ala Moana Boulevard, First Floor ▪ Honolulu, Hawaii 96813 USA
T/808 521 5361 ▪ F/808 538 7819 ▪ honolulu@beltcollins.com ▪ www.beltcollins.com

Lee Sichter

Sent by Certified Mail
(Return Receipt Requested)
& First Class Mail

September 6, 2001

Daniel Dinell, Vice President–Strategic
Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

This letter is the response of the undersigned, to the Draft Environmental Impact Statement (DEIS) prepared for the Hilton Hawaiian Village's "Waikikian Development Plan." The undersigned are representatives of the boards of directors of the following associations, altogether comprising 3,675 condominium and co-operative apartments, and of the managements of 1,302 hotel rooms, in Waikiki:

Associations of Apartment Owners
AOAO Canterbury Place
AOAO Chateau Waikiki
AOAO Discovery Bay
AOAO Ilikai Apartment Building
AOAO Ilikai Marina
AOAO Kalia
AOAO Tradewinds
AOAO Villa on Eaton Square
AOAO Wailana
AOAO Waipuna

Hotels
Hawaii Prince Hotel
Renaissance Ilikai Waikiki

We have reviewed the plan and find it raises serious concerns for these reasons:

• The plan proposes the construction of a structure allowed by a zoning ordinance (Ord. No. 96-72) and a development plan provision (Ord. No. 96-79), *neither of which conform to the provisions of the city's general plan*. The general plan unambiguously sets forth the following policies "to maintain the viability of Oahu's visitor industry":

"Policy 4. Prohibit major increases in permitted development densities in Waikiki.

"Policy 5. Prohibit further growth in the permitted number of hotel and resort condominium units in Waikiki."

These general plan policies have never, to our knowledge, been amended. They are still part of the constitution of our city. Hence, under our city charter, no "development plans" can conflict with the general plan but must accomplish "the objectives and policies of the general plan within the city." *See* City Charter §6-909. So also, zoning ordinances must "carry out the purpose of the general plan. . ." City Charter §6-914. The zoning ordinance Hilton relies upon appears to be in conflict with the city's general plan. It follows, therefore, that the zoning ordinance is invalid, and with it any permit issued pursuant to the ordinance. We understand that the issue of conformity with the general plan was litigated in *Bremner vs. City & County of Honolulu*. We further understand that the action was dismissed only because the plaintiff lacked legal standing to bring the action. In short, it appears that the merits of the *Bremner* case have never been settled. Presented with what appears to be a violation of a clear and unambiguous charter provision, and recognizing the importance of the issue to all development in Waikiki, we urge that this issue be clarified by Hilton and by the city corporation counsel so as to remove any cloud over the project's legality or with respect to the title the Hilton's buyers will receive.

• The traffic study prepared by Wilbur Smith Associates fails to take into account (a) the city government's near-term plan for Ala Moana Boulevard, (b) the state government's near-term plan to privatize the Ala Wai boat harbor, and (c) the Hilton's plan to rehabilitate the Hilton Lagoon next year. Each of the three projects have the potential for increasing traffic on the Ala Moana Boulevard corridor beyond the "capacities" assumed by Smith. Worse, because these plans do not appear to be coordinated or rationalized, they are on a collision course that will result in traffic gridlock at a major city chokepoint. It requires no engineering sophistication to understand that if the city's proposed "bus rapid transit route" reserves two of six lanes solely for bus traffic, the result will be the reduction of Ala Moana Boulevard's carrying capacity for automobile traffic by one-third. That prospect alone renders the Smith study invalid. While all these projects are still in the planning stage, there is sufficient political momentum behind them that their traffic implications should have been squarely confronted and incorporated into the DEIS's report. The inescapable conclusion to be drawn from all the plans and projects now in movement is that the state and city governments, probably without realizing it, have launched policies and programs that in combination have the potential to create a bottleneck that will adversely affect all of Waikiki, including the Hilton Hawaiian Village. We are certain that is not their intent.

• The DEIS fails to consider the diminution in economic value of neighboring apartments whose view planes will be affected by the proposed tower. Instead, the study presumably assumes that the Hilton project will altogether be an economic "positive" with no collateral economic damage worth considering. Please note that we do not consider this to be a "view plane" issue. Rather, we

consider this to be an issue of a reduction in real estate values tantamount to a "taking." We only suggest that a city that relies almost exclusively on real property taxes for revenues, should be interested in the collective loss of real property value to neighboring real estate created by any major development. Hence, we believe that such a study should have been a part of the EIS.

We thank you for the opportunity to review the DEIS and respond. We look forward to your and the city's course of action in dealing with these points.

The undersigned have appointed Ms. Toni Magbanua, the manager of the Ilikai Apartment Building, to receive any notices or correspondence in connection with this review. Ms. Magbanua can be reached by telephone at 942-1828, and by fax at 942-2443. Her mailing address is c/o AOAO Ilikai Apartment Building, 1777 Ala Moana Boulevard, Honolulu, Hawaii 96815.

Sincerely,

AOAO Canterbury Place
By _____

AOAO Chateau Waikiki
By _____

AOAO Discovery Bay
By _____

Hawaii Prince Hotel
By _____

AOAO Ilikai Apartment Building
By _____

AOAO Ilikai Marina
By _____

Kalia Inc.
By _____

Renaissance Ilikai Waikiki
By _____

Tradewinds Hotel Inc.
By _____

AOAO Villa on Eaton Square
By _____

AOAO Wailana
By _____

AOAO Waipuna
By _____

cc: Mr. Randall Fujiki, Director
Department of Planning & Permitting
City & County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawqii 96813

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Blvd., First Floor
Honolulu, Hawaii 96813

BelfCollins

November 16, 2001
2000-33-3801 / 01P-320

Ms. Toni Magbanua, Manager
Ilikai Apartment Building
c/o AOAO Ilikai Apartment Building
1777 Ala Moana Boulevard
Honolulu, HI 96815

Dear Ms. Magbanua:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. According to the City's Department of Planning and Permitting in its comment letter on the Draft EIS, the Special Area provisions for Waikiki in the Primary Urban Center Development Plan, under Section 24-2.2(b)(2)(C), were amended under Ordinance No. 96-70 with the express purpose of addressing the policy issue of "high density" development in Waikiki with respect to the planned development option.

   The City's Development Plans are recognized as part of the City's General Plan. For example, the State has previously determined that if a property owner seeks an amendment of the Development Plan land use map to change the designation of his or her property, the change constitutes a change in the O'ahu General Plan, thereby triggering the requirement for a Chapter 343 environmental assessment, pursuant to Section 11-200-6(b)(2)(a).

   The City goes on to say in its letter, Ordinance No. 96-70 amendments to the Waikiki Special Area provisions included additional language to provide for higher density development in Waikiki where "accompanied by public amenities." This was the enabling language for the plan development options later instituted under Ordinance No. 96-72.

   Thus, your conclusion that the zoning ordinance is invalid appears to be based on an incomplete review of the policy deliberations and actions of the Honolulu City Council.

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2. In August 2000, the City published the Draft EIS for a Bus Rapid Transit (BRT) system that included service to Waikiki on Ala Moana Boulevard, Kalia Road, Saratoga Road, Kalakaua Avenue, and Kuhio Avenue. The DEIS disclosed that the BRT would utilize two lanes on Ala Moana Boulevard in the vicinity of the Waikikian project (one 'Ewa and one Diamond Head). After the DEIS was published, the City, through the passage of the City Council Resolution in November 2000, committed to pursue the BRT project. The City is scheduled to complete the project's Final EIS in early 2002.

   Consultation with the City's Department of Transportation has been ongoing in order to assess potential direct and indirect impacts of the Waikikian project with the BRT. As of the writing of this Final EIS, we are advised by the City's Department of Transportation Services that the BRT is still moving forward on the same alignment, but the design elements of lane configuration are being refined. As a result of the public outreach efforts to date, several alternative design concepts are presently being reviewed in terms of BRT lane location and street/median landscaping along the alignment. The previous BRT proposal included a concept that converted center lanes of Ala Moana Boulevard for two-way BRT operation and retained two lanes on each direction for the general purpose traffic. The current design concepts include a curbside operation for BRT and three lanes for general purpose traffic in the Diamond Head direction on Ala Moana Boulevard between the Ala Wai bridge and Kalia Road.

   It is our understanding that the curbside lane for the BRT system would be shared with tour buses and right-turn vehicles at the intersections and at a few driveways on Ala Moana Boulevard. Therefore, it now appears that implementation of the BRT system will not result in the conversion of existing general purpose lanes on Ala Moana Boulevard.

   A similar issue pertains to the Ala Wai Boat Harbor. While it is easy to claim that the privatization of the harbor will create a situation that will exacerbate traffic, without specific information, any such claim is pure speculation. For the sole purpose of illustration, let us assume for a moment that a low-rise parking garage will be developed sometime in the future at the harbor as the result of privatization. In order to evaluate its impacts, we would need to know at a very minimum the following:

   a. How many parking stalls would the parking structure contain?

b. Would it replace existing stalls or augment the existing supply with new stalls?

c. When will it be operational?

If the new harbor parking garage were intended to simply replace existing stalls that might be transitioned to some other use, its net impact might be assumed to be nil. However, if it was intended to increase the amount of available public parking, how many more stalls would it provide? What number should we use in evaluating its potential impact on surrounding roadways? As you can see, in the absence of specific information, any attempt to analyze impacts is reduced to an exercise in speculation. For these reasons, privatization of the harbor is also identified as an unresolved issue in Chapter 8 of the EIS.

Finally, your letter states that the traffic study is invalid because it fails to take into account the Hilton's plans to rehabilitate the lagoon next year. At the present time, Hilton is reviewing options to clean intake pipes, rehabilitate the existing pump, and replace sand around the lagoon. According to the present schedule of the Waikikian project, and assuming its timely approval, lagoon improvements would be completed before construction would begin at the Waikikian site. Thus, any traffic impacts associated with the lagoon project would pre-date the Waikikian project.

3. We have directed our socioeconomic consultant to reevaluate the property value impacts of the proposed project. Included in the Final EIS (Section 6.12.4 and Appendix I) is an expanded analysis of the project's impact on the property values. In addition to the Ilikai, Discovery Bay, Pomaikai, and Wailana, the expanded analysis includes a review of real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Tradewinds, Villa on Eaton Square, and Waipuna. The analysis found some association between views and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai, and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "view" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. To understand the impact of the proposed project on views from surrounding properties, the number of units with a view of the project site was noted and the share of ocean view that the proposed tower could obscure was estimated. The conclusion is that the impact of the proposed tower is large for only one building, Pomaikai. Elsewhere, the view that qualifies units as having an Ocean View is affected little, if at all, by the project.

In the case of Pomaikai, the analysis suggests that view contributes about $21,600 of assessed value to each of the eight units with existing views of the property. At current tax rates ($4.21 per $1,000 assessed value for Apartments), this amounts to about $91 in taxes per unit per year, for an annual total of about $725 for the entire building. Said another way, it is anticipated that the assessed value of the eight Pomaikai units with existing views of the property will decrease about 10 percent with the construction of the proposed project. In sum, the additional analysis indicates that, while the proposed project will affect some views from some condominium units mauka of Ala Moana Boulevard, the data show no factual basis for expecting that the effect will translate into a loss of value except in the case of Pomaikai. There, the impact of views on property taxes appears to be about $725 per year for the building. The impact on sales values for Pomaikai is unknown.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Mr. Daniel Dinell, Vice President-strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort and Spa
2005 Kalia Road
Honolulu, Hawaii 96815

SEP 10 2 32 PM '02

September 6, 2001

Dear Mr. Dinell:

This letter is in response to your request for comments on the Draft Environmental Impact Statement for the Waikikian Development Plan.

1) Page 5-109, third paragraph of the draft states, "No state or federal standards have been exceeded in the past 10 years..."

This statement is not accurate. There may have indeed been violations of federal and or state ambient air quality standards that have occurred, but not at the locations where the ambient air quality monitors happened to be located. Carbon monoxide, particulate matter as well as Sulfur dioxide are all extremely location sensitive. Although the National Ambient Air Monitoring Site (NAMS) and State and Local Ambient Air Monitoring Sites (SLAMS) are suppose to be representative of "reasonable" worse case and neighborhood ambient air quality levels, they frequently miss many locations which are commonly known as hot spots.

Since it is understood that the NAMS and SLAMS sites cannot be reasonably expected to monitor at all of these sites, the EIS process iis designed to fill this gap by requiring major projects like the 39 story Waikikian time share building to do the appropriate technical analyses to insure that the people livivg and working in these specific locations are not breathing air that is harmful to their health and welfare.

The existing extremely heavy traffic volumes on Ala Moana Blvd. at this site, the extreme congestion caused by the morning and evening rush hours, all the high rise hotels and residences forming a street canyon effect at this local are all the exact conditions that create hot spots for the pollutant Carbon Monoxide.

As a factual matter, the NAMS Site located in Waikiki on Kalakaua Ave. did record several exceedences of the one hour National Ambient Air Quality Standards of 35 PPM in the 1970's. The specific locationn of that monitoring site is not even as conducive as this locale for the accumulation of pollutant Carbon Monoxide.

Due to the massive number of people living in the hotels and condos as well as people working or vacationing in this vicinity and therefore are subjected carbon monoxide, it is imperative that Hilton locate a carbon monoxide monitor at this site in order to determine the existing background levels of carbon monoxide. In order to predict the impact of this new 39 story timeshare Waikikian Tower, line source and street canyon effect carbon monoxide air quality modeling must be performed under potential worse case traffic and meteorological conditions.

2) This same paragraph goes on to say, "The air quality is classified as excellent in comparison to other large metropolitan cities on the mainland....."

To my knowledge there is no such classification as "excellent" either in the state or federal air quality programs.

3) Tables 5-19 and 5-20 are all meaningless with respect to the existing air quality in the vicinity of this project location due to the discussion found in #1 above. This is especially true for table 5-20. The "Annual Average of Daily Maximum 1n-Hour Carbon Monoxide" is totally irrelevant because the National Ambient Air Quality Standard (NAAQS) for 1-hour Carbon Monoxide is based upon health impact to human exposure 1-hour of CO concentration, not the "annual" average of maximum 1-hour CO levels.

4) Secrtion 5.1.4.3 "Carbon Monoxide Hot Spot Emissions"

Statements such as "Due to very low CO in the Waikiki area and the minimum increase in traffic, the increase in localized CO hot spots in excess of the federal and state standards is not anticipated.....The future CO levels for the project and no action alternatives would be well below the 1-hour and 8-hour CO state and federal standards, and therefore, are anticipated to be in compliance....Even with an incremental increase of traffic through the impacted intersections, the levels are expected to decrease from current conditions.", are all conclusions and not based on technical findings. The Appendices to the draft EIS do not contain any evidence of any acceptible air quality modeling nor monitoring that would substantiate any of these conclusive statements.

5) Section 5.10.6.1 "significance Of Air Quality Impacts"

Four of the five issues of the federal guidelines for a project deemed to have a significant adverse impact on the environment are exceeded by this project.

*Violates or contributes substantially to existing or projected air quality violations...

As stated in comment #1 above, this has not been substantiated.

*Exposes sensitive receptors to substantial pollutant concentrations.

The massive number or people living and working and vacationing in and around the vicinity of this project are all sensitive receptors to carbon monoxide.

*Conflicts with or obstructs implementation of the air quality plan

There is no evidence anywhere in the draft EIS that indicates that this project is in conformance with the Hawaii State Implementation Plan (SIP) for CO..

*Creates objectionable odors affecting a substantial number of people.

The idling of the numerous diesel busses and other tour vehicles slated for the staging area in front of the new tower will indeed cause noxious odors as well as toxic emissions affecting the locals as well as visitors in this location.

Thank you for the opportunity to comment on this project. Please feel free to contact me if you have any questions on these comments.

As I stated in my last letter to you, although I am currently employed by the U S EPA these comments do not represent the agency. They are my personal comments albeit based on knowledge and experience gained over 25yrs working for the agency in air pollution planning and EIS reviews. These are merely the comments of a Pomaikai condo owner who, along with the other Pomaikai owners, will be the most gravely impacted if this project materializes.

Sincerely yours,

Wallace D Woo
10062 Broadway Terrace
Oakland, CA. 94611-1953

BeltCollins

November 16, 2001
2000-33-3801 / 01P-321

Mr. Wallace D. Woo
10062 Broadway Terrace
Oakland, CA 94611-1953

Dear Mr. Woo:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The existing National Ambient Air Monitoring Station for Waikiki is located approximately one half mile from the project site. The text of the EIS pertaining to air quality has been expanded to provide more detailed historical information on the station including DOH Air Emission Reports – 1995-2000 quotation and reference. The Carbon Monoxide concentration data has been expanded to include the Federal 40,000 ug/m3 threshold requirements and the State Health standard of 10,000 ug/m3. Waikiki NAMS is in compliance for CO on a Federal and State level.

   Using the USEPA AP-42 (mobile emission factors) and CAL3QHC (air dispersion modeling), the two major intersections adjacent to the project were computer simulated to estimate the emission impact (existing versus existing worst case+future project). The two intersections are Ala Moana and Hobron and Ala Moana and Ena/Kalia. These intersections were chosen based on the traffic volume and traffic delay patterns. CAL3QH3 was used to model carbon monoxide and particulate matter (PM). The appropriate tables in the air quality text provide a summary of the carbon monoxide and particulate matter respectively. In both cases, the "with project" did not significantly impact the existing conditions. It should be noted that the modeling was completed using "worst-case" conditions with receptor positioned immediately adjacent to the intersection.

2. The statement in the EIS has been reworded using DOH Air Emission Summary - 1996-2000 maximum hour tables and reference cited.

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3. The tables were expanded per discussion above to focus on "worst-case" hours or days per year in accordance with DOH - 1996-2000 reports.

4. Statements concerning carbon monoxide have been corrected and data pertaining to CO screening and modeling have been added to Appendix F.

5. A statement regarding project conformance with the State Implementation Plan for Carbon Monoxide and other pollutants has been added to the EIS. The air dispersion modeling for CO and PM provided a worst-case comparison to allow quantitative conclusions for "Significance of Air Quality Impacts." The modeling also allowed insignificance increase determination on other areas including PM (soot/dust) and odors.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

CATALANI NAKANISHI & CALIBOSO
A LIMITED LIABILITY LAW PARTNERSHIP LLP

HARRY YEE, OF COUNSEL

DAVIES PACIFIC CENTER, SUITE 1212 • 841 BISHOP STREET
HONOLULU, HAWAII 96813

TELEPHONE (808) 536-3500 • FAX (808) 536-3532
E-MAIL: hyee@hawaiifirm.com
www.hawaiifirm.com

DIRECT LINE:
(808) 531-9779

COPY FOR YOUR INFORMATION

September 6, 2001

HAND DELIVERED

Mr. Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Re: COMMENTS TO DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE HILTON HAWAIIAN VILLAGE – WAIKIKIAN DEVELOPMENT PLAN

Dear Mr. Dinell:

We represent Forward One, LLC, the owner of the Renaissance Ilikai Hotel ("Renaissance"). We have the following comments to the Waikikian Development Plan Draft Environmental Impact Statement ("DEIS") prepared for the Hilton Hotels Corporation ("Hilton"). We note, however, that the Renaissance has not had sufficient time to analyze the potential impacts on the Renaissance and its residents and guests resulting from the proposed 350-foot building (with 350 visitor units, real, administrative offices, back-of-the-house functions and loading docks) and a four level parking structure (with 200 parking stalls) (the "Project"). For this reason, the Renaissance reserves all rights to make future comments and objections.

A. TRAFFIC. The DEIS recognizes that the Project will result in increased vehicular traffic and proposed, among other things, to widen Dewey Lane and signalize the intersection of Dewey Lane and Ala Moana Boulevard to "improve" traffic flow and turning movements. (DEIS Project Summary Sheet). Although the owners of the Renaissance were not consulted in the drafting of this DEIS, the DEIS makes several claims of public benefit as well as benefit to the Ilikai. DEIS, at page 1-14, section 1.9, states:

Dewey Lane Widening

Conversion of a narrow service alley/right-of-way to a safer two-lane public street.

Dedication of approximately 8,000 square feet of private property (Hilton) for widening

Improved safety conditions for Renaissance vehicles entering Dewey Lane from the Ilikai's residential parking exit on Dewey Lane

New Dewey Lane Intersection with Ala Moana Boulevard

Improved vehicular circulation for Hilton Hawaiian Village, Ala Wai Boat Harbor and the Ilikai

Improved traffic conditions at intersections of Ala Moana Boulevard with Hobron Lane and with Kalia Road.

Notably, the need for these "improvements" arise from the need of the Project to accommodate a substantial amount of traffic to and from the Hilton site, not from the needs of the public generally or the Renaissance specifically.

1. **Ownership of Dewey Lane.** The DEIS (at page 1-3, section 1.5) states that the Project site abuts "State-owned roadways identified as Dewey Lane and Ala Moana Boulevard". (Emphasis added.)

It further states (at page 2-12, section 2.6.2.2) that the "project site is presently accessed by Dewey Lane. Improvements to this public right-of-way will convert it from its present condition as a service alleyway to a two-lane dedicatable street." (Emphasis added.)

Dewey Lane is not entirely a "State-owned roadway". A substantial portion of the ewa side of this lane includes parcels of land within the First Restatement of the Declaration of Condominium Property Regime for the Ilikai. Although the Renaissance (by and through an Agreement with the State of Hawaii, dated December 23, 1963) is required to allow public right-of-way over these parcels, these parcels are not subject to public dedication by Hilton.

2. **Increased Traffic.**

a. **Impact on Dewey Lane and Ilikai.** The DEIS concedes that the Project will have a significant impact on Dewey Lane. The DEIS states (at page 4-42):

It is clear from the traffic analysis presented in this EIS that the proposed project will have a significant impact upon the number of vehicles that utilize Dewey Lane. At issue is whether this increase will have a negative impact on the Ilikai.

The Renaissance residents have clearly articulated that the answer to this question is "yes." With respect to the Renaissance Hotel, the DEIS, in its desire to justify a grand entrance to yet another Hilton tower, does not address impacts to the entry to the Renaissance Hotel and the effects of signalized intersection with the attendant back-up of traffic upon (a) the Ilikai's entry adjacent to the proposed intersection and the Ilikai's service to and the quality of the experience of guests arriving by car and (b) the loading and exit area for the Renaissance that currently works well for individual vehicles and tour buses.

The DEIS does go on to conclude that the Project may well adversely impact Renaissance residents, but that this adverse impact is justifiable based on a benefit to the "larger community" (DEIS at page 4-43):

*"Should Dewey Lane be widened and its intersection with Ala Moana improved? When viewed from the perspective of some Ilikai residents as expressed in comments received during the review period for the EIS Preparation Notice * * *, the answer is clearly no. But from a community-wide perspective, the answer may be yes. While the volume of vehicular traffic will increase on Dewey Lane, the public would be provided with a new direct pedestrian connection to Waikiki Beach from the residential area on the mauka side of Ala Moana Boulevard. Such an opportunity is extremely rare in a built environment and would help to implement the City's long-range policies to improve mauka-makai access to the beach for area residents. For nearly 30 years, Dewey Lane has functioned essentially as a service corridor for the Ilikai and the former Waikiklan Hotel and Tahitian Lanai Restaurant. Ultimately the issue is whether it should continue to function as a service entry for a limited area, or as a new transportation route to benefit the larger community."*

These DEIS statements are in need of clarification. If the supposed beneficiaries of the Project are pedestrians "from the residential area on the mauka side of Ala Moana Boulevard" (DEIS at 4-43), then the statements from these residents certainly make clear that the Project does not represent a benefit to them. If

this project is to benefit the "larger community," then the form of this benefit is, at best, unclear. As stated in the DEIS' own figure 2-2 (at page 2-4), Dewey Lane currently serves (and has long served) as a useful public right-of-way to the beach; that is, the Project would not provide "a new transportation route to benefit the larger community". This is confirmed by letters to Hilton, including a detailed letter from Mr. Robert Thomas, an area resident, which states in part with respect to Dewey Lane:

"The lane is utilized by trucks servicing the Ilikai Hotel, but mostly they go up ramps into the interior for purposes of unloading and whatever. There were commonly obstructions caused by trucks servicing the Waikiklan and Tahitian Lanai, but of course that is o[v]er now. Normally the greatest use is by cars going to and from the marina and adjacent waterfront popular with surfers, fishermen and other ocean lovers. These days there is considerable traffic related to the tower construction and an increased flow of traffic routed from HHV.

* * * * *

The lane serves its prescribed functions well. As do many others, I walk and ride my bike along it several times a week. I dread the thought of being confined by curbs and sidewalks. In point of fact the main complaint which could be attributed to the unsightliness (much unnecessary) all along its south side: the unkempt construction camp and seemingly uncared for nursery operation. But this is accepted as being temporary while the area is used for essential support for the Kalia Tower construction

The big question now concerns the impact from the incremental traffic caused by the Kalia Tower and the Hilton roadway going between the Lagoon Tower and garage structure. One can envisage traffic piled up for the full lengths of Holomoana Street, Hobron Lane and Dewey Lane – mostly standing still; and the related noise and air pollution."

In short, the Project does not create a new beach access or improve the existing public right of way granted to the State, rather it alleviates the Hilton's overburdened egress and ingress by increasing traffic on Dewey Lane and the surrounding streets. With all of its impacts, it cannot be justified based upon the DEIS' proposal to landscape the existing beach access that currently serves its purpose (but for, perhaps, the construction and other traffic generated by Hilton).

b. **General Impact.** The DEIS seems to state that the Project will have little impact on area traffic conditions, but will have a significant impact upon traffic at the Dewey Lane/Ala Moana intersection. The DEIS states (at page 4-41):

"For purpose of an impact analysis, it is therefore important to distinguish between ambient conditions and impacts related to the proposed project. The ambient traffic conditions, including irregular periods of severe congestion, may be somewhat of a constant; they have existed for the past few decades. The question then is to what degree will the proposed project contribute to these conditions?"

"Based upon the traffic study conducted for this Environmental Impact Statement (EIS), it appears that the project will have a negligible impact on traffic conditions. This is due largely to the fact that the projected increase represents a very small percentage of the volume of traffic on Ala Moana Boulevard. "

These statements in the DEIS are confusing and disregard the impact on Dewey Lane and the surrounding streets (Ena Road, Hobron Lane, and Kalia Road). The analysis should extend beyond a cursory look at the impact on Ala Moana Boulevard as it is today. In the near future, there is a planned dedicated bus lane project by the City & County of Honolulu, which is mentioned in the DEIS but not

appropriately reviewed with regards to their proposed intersection of Ala Moana at Dewey Lane. This dedicated bus lane project reserves two of Ala Moana Boulevard's six lanes for bus traffic and, for that reason alone, the DEIS may be of little use in addressing the Project's impact on existing roadways and traffic. The propose intersection at Dewey Lane and Ala Moana Boulevard presents numerous potential adverse impacts on the dedicated bus lane, the area residents, the general public, and the Renaissance which must be considered before creating a third intersection within the short distance between Hobron Lane and the Ena Road/Kalia Road intersections.

Further, the Hilton should be forthcoming regarding any plans to divert exiting traffic from the Hilton Hawaiian Village site during their peak traffic times, which would dramatically increase the likelihood of gridlock on Dewey Lane and the surrounding streets. There would be a frustration of the public purpose of the existing easement. In addition, there should be a review and analysis of how the Renaissance's property interest in Dewey Lane, which is in addition to its ownership, as reserved under the grant of easement to the State as *"the right to use said easement for a right-of-way in common with the public"* will be adversely effected by potential gridlock, overburdening of the easement, and misuse of the public purpose.

The DEIS apparently concedes that traffic through Waikiki has been and continues to be constant problem, but concludes that one more project, albeit a large one, is not going to make a significant difference. The impact upon traffic is not this simple. Given that access to Waikiki is limited to three access routes, it is difficult to agree that an entirely new and signalized intersection near the Ala Moana entry into Waikiki will not compound traffic problems.

3. **NOISE.** The DEIS is confusing on this point. The DEIS (at page 1-14, section 1.8.2.3) states there will no significant noise impact:

"Implementing the Dewey Lane intersection mitigation results in an increase of vehicular traffic on the lane, but the increase does not result in a significant deterioration in quality of life, significant noise impacts, or a deterioration in air quality."

However, the DEIS (at page 5-56, section 5.7.3) states that there, in fact, will be a large increase in traffic noise, but the noise levels will not be like those of Ala Moana Boulevard:

"Along Dewey Lane and Rainbow Drive at the Dewey Lane intersection, relatively large increases in traffic noise levels may occur. Because of the relatively low noise levels during 2000 along Dewey Lane and Rainbow Drive at the Dewey Lane intersection, traffic noise levels from these two roadways would not approach those associated with Ala Moana Boulevard in spite of the large increases anticipated." [The DEIS then goes on to estimate increases in future noise levels ranging from 9.8 dB to 10.3 dB.]"

Even more confusing, the DEIS then goes on to suggest (still on page 5-56) that the cause of problem noise levels will not be the Project but rather other "dominant noise sources" such as Ala Moana Boulevard traffic, delivery and ground maintenance and operating mechanical equipment (despite the DEIS's earlier statement that Dewey Lane has "relatively now noise levels"):

"Noise sensitive receptor locations which front Rainbow Drive or Dewey Lane would experience relatively large increases in traffic noise levels under worst case development alternatives. However, the resulting noise levels at 64 foot or more setback distances from these two roadways should not exceed 65 Ldn. The dominant noise sources in the project environs would continue to be traffic along Ala Moana Boulevard.

One thing is clear. This Project will result in much higher levels of density and will have substantial noise impacts (not only from traffic, but, as the DEIS states, from new on site activities, see pages 5-60 to 5-61). The DEIS suggests no mitigation measure for this impact because the DEIS concludes that noise impacts from the Project "are not expected due to relatively low noise levels when compared to the noise levels of non-project related traffic and other noise sources". We suspect, however, that the noise impacts of a 350-foot building (with 350 visitor units, real, administrative offices, back-of-the-house functions and loading docks) and a four level parking structure (with 200 parking stalls) will be substantial and that there are no realistic mitigation measures to remedy the noise impacts of a Project of this size.

4. **Compatibility of Uses.** The DEIS does correctly recognize that the elements of Dewey Lane include the Renaissance parking exit (for residents and other parking permit holders), the Renaissance deliveries and loading area and the Renaissance trash pick-up. These "back-of-the-house functions" are, of course, necessary elements of a major hotel's operations and may or may not be consistent with Project's concept for Dewey Lane and the artist rendering of the front of the new development, as suggested in Figure 2-6 of the DEIS (following page 2-12).

B. **WATER QUALITY AT HILTON LAGOON.** The DEIS (in its Project Summary Sheet) states that an "unresolved issue" is the "timing of improving water quality in the Hilton Lagoon." We understand that forty-five years ago, the government of the Territory of Hawai'i and Kaiser Community Homes entered into an agreement under which the Territory turned over to Kaiser the use of land fronting what is now the Hilton Hawaiian Village, in return for Kaiser agreeing to build and maintain a lagoon and "to keep the same clean and sanitary at all times." (The DEIS, at page 5-100, states that the agreement provided that the Territory preserve the Lagoon as a "safe and sanitary" body of water"). As noted in the EIS (at page 5-100), this agreement provided that if maintaining the lagoon proved to be physically impracticable by reason of excessive costs or inability to maintain proper sanitary conditions, the lagoon was to be filled and the filled area then would become part of a "No Buildings" beach area.

Despite this agreement, the water quality in the lagoon has long been poor (DEIS at page 5-101). Although the DEIS states (at page 5-102, section 5.9.1.3) that the "proposed project is not anticipated to have any negative impacts upon the lagoon, one might certainly question the wisdom of building a new 350-unit time share adjacent to the lagoon of poor water quality while Hilton is still at the stage of only "evaluating alternatives to improve water quality." (DEIS at page 5-102, section 5.9.1.3.) All users of this area are affected by the failure to maintain the lagoon as provided in the original agreement and this lack of compliance with the maintenance requirement should be a factor in reviewing further development. The increased density of use only compounds the problem; in fact, the DEIS acknowledges that "were the density of users of the lagoon equal to that which occurs off Kahanamoku Beach with the present water circulation system, the lagoon water might seldom meet the State recreational standard for bacteria in marine waters." (DEIS at page 5-102, section 5.9.1.2.)

C. **WIND CONDITIONS.** We reserve comment on the DEIS' contention that wind conditions on the podium of the Renaissance "improved in the presence of the proposed development." (DEIS at page 5-31.)

D. **CARRYING CAPACITY.** Many of the issues raised by the Waikikian Development Plan arise because we may be about to overburden or have already overburdened the natural resources and infrastructure of Waikiki and, by doing so, we threaten both the environmental and economic vitality of Waikiki.

Mr. Daniel Dinell
Vice President – Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
Page 6

The DEIS recognizes that applicant's anticipated completion of the final EIS will be some time before the State of Hawaii's completion of its study of the state's carrying capacity for tourism. (DEIS at page 8-3). Act 259 of the 2001 Legislature (HB200, CD1, Section 74 of the Budget, Carrying Capacity Study) appropriates $1,200,000 for DBEDT to study the carrying capacity of Hawaii for tourism. The House Finance Committee stated, in its Standing Committee Report No. 872, that through this study, it "hopes to better understand how [tourism] impacts our environment and to ensure sustainable economic growth that enhances our quality of life rather than detract[s] from it." The Act states that this sum shall be expended in fiscal year 2001-2002 "to study the carrying capacity of Hawaii for tourism" and that "a progress report of this study shall be submitted to the legislature no later than twenty days prior to the convening of the 2002 and 2003 regular sessions."

One of the problems with reviewing another proposed large-scale development in this densely urbanized area is that we cannot truly forecast its impacts without an understanding of the area's carrying capacity. An error in this context will, without doubt, be contrary to both the economic and environmental interests of this State. Other than conceding that it is an "unresolved issue" (DEIS a page 8-3, section 8.5), the DEIS does not seek to address carrying capacity issues.

E. CONCLUSION. Thank you this opportunity to review the DEIS. Should you have any questions regarding the foregoing, please contact the undersigned.

Very truly yours,

HARRY YEE
CATALANI NAKANISHI & CALIBOSO

cc: Mr. Randall Fujiki, Director
Department of Planning and Permitting, City and County of Honolulu
Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
Mr. Lee Sichter
Belt Collins Hawaii Ltd.

BelfCollins

November 16, 2001
2000-33-3801 / 01P-322

Mr. Harry Yee
Catalani Nakanishi and Caliboso
Davies Pacific Center, Suite 1212
841 Bishop Street
Honolulu, HI 96813

Dear Mr. Yee:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

Your statement regarding consultation between the hotel owner and the Renaissance Ilikai is not supported by the facts. According to our records, Mr. Alan Cambra, General Manager of the Renaissance Ilikai, was provided a copy of the EIS Preparation Notice on April 8, 2001 and invited to comment on the project. Peter Schall, the Managing Director of the Hilton Hawaiian Village, together with Mark Wang and Ken Schwartz of Hilton Grand Vacations Company, and Daniel Dinell of Hilton Hawaiian Village met with Peter Zen, President of FIT Investment Group, Stuart Ho, President, Ilikai AOAO, and Alan Cambra on July 26, 2001 to discuss the proposed improvements to Dewey Lane. Mr. Cambra, along with several hotel staff members and members of the Ilikai Board of Directors, attended an Ilikai Common Elements Committee meeting with the applicant and the project's planning consultant on April 10, 2001 to discuss the proposed project and the Draft EIS. Thus, your client had five months to review the project.

A. Your statement that the need for Dewey Lane improvements arises from the need for the proposed project is not supported by the contents of the EIS. The traffic impact study in the EIS includes an analysis of alternative A-1, which retains Dewey Lane in its current configuration with no improvements to its intersection with Ala Moana Boulevard (see page 4-22 of the Draft EIS). The Draft EIS concludes on page 4-26 that the "...estimated impacts of the Waikikian project are not of sufficient magnitude to warrant mitigative actions for normal weekday conditions" under Alternative A-1. The improvements proposed on Dewey Lane under the Preferred Alternative are

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specifically intended to benefit the surrounding community, including the residents of the Ilikai.

1. We agree that a portion of Dewey Lane is owned by the Ilikai and we have corrected the EIS to reflect that fact. Our reference to the term "dedicatable" is intended to illustrate that the proposed improvements to the alley would bring it up to dedicatable standards. Those improvements would occur entirely on Hilton owned property.

2a. Contrary to your assertion, the Draft EIS addresses project impacts to the Ilikai entry and the effects of signalizing the intersection at Dewey Lane. Page 4-9 of the Waikikian Traffic Impact Study (see Appendix B of the DEIS) specifically discusses the impacts of intersection improvements on the function of the Ilikai porte-cochere. Page 4-12 of the same study specifically identifies the fact that vehicle stacking would likely occur on Ala Moana Boulevard with the addition of the Dewey Lane intersection.

Your statements concerning the function and character of Dewey Lane are not supported by fact. Dewey Lane is identified on Tax Map Key 2-6-09 as "Public R-W to Beach." It functions as a one-lane unstriped service alley with no curbs, gutters, street lights, or sidewalks. The proposed addition of a paved sidewalk along Dewey Lane clearly improves the existing right-of-way by giving pedestrians an alternative to having to walk in the roadway lane. In addition, the proposed replacement of the existing Lagoon Tower swimming pool with a pedestrian access route around the mauka side of the Hilton Lagoon, which will be connected to the new sidewalk, provides a new beach access that does not now exist. Thus, the proposed project does include improvements to public access on Dewey Lane and a new beach access.

2b. The traffic study concludes that the volume of traffic generated by the project in 2005 will be about one percent of the traffic on Ala Moana Boulevard. This is due to the existing volume on Ala Moana. The impact is not considered to be significant by any reasonable measurement or evaluation criteria. Because of the existing low level of traffic on Dewey Lane, however, the traffic resulting from the project will be significant. However, the widened Dewey Lane will have adequate capacity to accommodate the increase without creating serious delays. With a signalized intersection at Ala Moana Boulevard, traffic is projected to

flow out of Dewey Lane efficiently with no significant delay. Thus, in terms of gross numbers, the vehicular increase on Dewey Lane will be significant. However, widening Dewey Lane and providing a signalized intersection mitigate the impact to the point where the traffic is projected to flow smoothly.

Your conclusion that the traffic study provides only a cursory look at the project's impact on Ala Moana Boulevard is not supported by fact. The methodology of the traffic study is consistent with federal guidelines and state requirements and was conducted by a qualified and licensed consultant who has been preparing traffic studies for numerous public and private sector clients in Hawaii since the late 1980s.

We are advised by the City's Department of Transportation Services that the current bus rapid transit (BRT) plan would dedicate a lane in each direction of Ala Moana Boulevard for the BRT system, and that the lane would be shared with commercial vehicular traffic. We have directed Wilbur Smith Associates (WSA) to include this issue in a supplement to their original study, and that supplement has been added to Appendix B of the EIS. With regard to the BRT's impacts on Ala Moana Boulevard and Kalia Road, where lane conversions have also been proposed, WSA states:

In August 2000, the City published the Draft EIS for a Bus Rapid Transit (BRT) system that included service to Waikiki on Ala Moana Boulevard, Kalia Road, Saratoga Road, Kalakaua Avenue, and Kuhio Avenue. The DEIS disclosed that the BRT would utilize two lanes on Ala Moana Boulevard in the vicinity of the Waikikian project (one 'Ewa and one Diamond Head). After the DEIS was published, the City, through the passage of the City Council Resolution in November 2000, committed to pursue the BRT project. The City is scheduled to complete the project's Final EIS in early 2002.

Consultation with the City's Department of Transportation has been ongoing in order to assess potential direct and indirect impacts of the Waikikian project with the BRT. As of the writing of this Final EIS, we are advised by the City's Department of Transportation Services that the BRT is still moving forward on the same alignment, but the design elements of lane configuration are being refined. As a result of the public outreach efforts to date, several alternative design concepts are presently being reviewed in terms of BRT lane location and

street/median landscaping along the alignment. The previous BRT proposal included a concept that converted center lanes of Ala Moana Boulevard for two-way BRT operation and retained two lanes on each direction for the general purpose traffic. The current design concepts include a curbside operation for BRT and three lanes for general purpose traffic in the Diamond Head direction on Ala Moana Boulevard between the Ala Wai bridge and Kalia Road.

It is our understanding that the curbside lane for the BRT system would be shared with tour buses and right-turn vehicles at the intersections and at a few driveways on Ala Moana Boulevard. Therefore, it now appears that implementation of the BRT system will not result in the conversion of existing general purpose lanes on Ala Moana Boulevard.

3. Chapter 343, Hawaii Revised Statutes, as amended, requires that the impacts of a project be disclosed to the general public as well as the appropriate review agencies. The Waikikian EIS fulfills that requirement. It discloses that although there will be significant noise increases on Dewey Lane resulting from increased traffic, those noise impacts will not adversely impact the neighboring Ilikai apartments because they are generally set back at a sufficient enough distance from the roadway. We agree that it is difficult to mitigate the noise generated by passenger vehicles, but we disagree with your statement that the EIS offers no realistic mitigation measures. As discussed in the EIS, the inclusion of the project's loading docks within the parking structure will mitigate the noise generated by service vehicles.

4. The proposed widening of Dewey Lane is intended to help mitigate the impacts of service vehicle activity at the Ilikai.

B. As discussed in the EIS, the proposed project is not anticipated to have significant negative effects upon the water quality of the Hilton Lagoon. The applicant acknowledges its responsibility for maintaining the lagoon and is presently working to develop a program to accomplish this. Given the development timetable for the proposed Waikikian project, we anticipate that the matter of the lagoon's water quality will be resolved before construction of the Waikikian is completed in early 2005.

C. Acknowledged.

D. The carrying capacity of Waikiki is presently controlled by the capacity of the infrastructure and the limit on visitor units established by the Honolulu City Council. We wish to point out that the issue of carrying capacity is presently addressed in several sections of the EIS. Chapter Four analyzes in detail the capacity of existing infrastructure and public facilities in Waikiki to accommodate the proposed project. Chapter Five addresses socioeconomic impacts and Chapter Seven addresses the relationship of the project to current land use controls. Specifically, page 7-55 of the EIS addresses the relationship of the proposed project to the visitor unit cap established in the Primary Urban Center Development Plan.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Gary L. Miller
400 Hobron Lane, #3305
Honolulu, Hi 96815
(808) 951-0707

September 6, 2001

To: Mr. Daniel Dinell, V.P. Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hi 96815

REF: Waikikian Development Plan, Response to DEIS (Draft Environmental Impact Statement)

Dear Mr. Dinell:

Thank you for the copy of the DEIS for review; it's a very impressive document, thorough and well presented.

It's apparent that the Hilton has devoted a great deal of resources to the preparation of this document and I think it's due to two main reasons: first, the project is of great financial importance to the Corporation; and second, the Hilton recognizes the overwhelming opposition to the project by the local residents of Waikiki, prompting the dedication of extraordinary resources to attempt to ameliorate this opposition.

In reviewing the DEIS I was struck first by the clear and colorful presentation of the Development Plan with the use of color photographs and other diagrams; then I was struck by the expressions of opposition to this project in the more than 80 letters from individuals, petitions and letters from associations of Condominium boards and owners, representing overall thousands of individuals. As pretty as this project looks on paper, it should be clear to you Mr. Dinell that we, Waikiki, do not want another concrete monolith separating us from sea and sky: we do not view such a structure as contributing to "a sense of Hawaiian place", as your DEIS purports to provide. We see it as another section of a monstrous concrete wall separating mauka from makai which already runs nearly the full extent of Waikiki; we can't do anything about what is already there, but we can use some common sense and stop it's continuation by stopping this project.

Most of us who oppose this project are neither anti-development nor anti-progress, nor are we pining away for the Waikiki of yore, with nothing but beach and waving palm trees. We accept the realities of modern life, but we have a sense for when enough is enough. Waikiki is the economic engine of the State and according to many of our political leaders who care about the State, the Sierra Club, et.al., it's already overloaded; the DEIS cites the tourist carrying capacity of the State as an "unresolved issue"—those of us who live here don't see it as unresolved, it's quite clear that it's overloaded.

In conclusion, I ask that you show some Aloha, consider the impact on thousands of Waikiki residents who love this place and call it home, and adopt the recommendation to develop the area with structures no higher than the existing ones.

Sincerely,

Gary L. Miller

CC: Mr. Randall Fujiki, Director
Department of Planning and Permitting

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control

Mr. Lee Sichter ✓
Belt Collins Hawaii Ltd.

Belt Collins

November 16, 2001
2000-33-3801 / 01P-323

Mr. Gary L. Miller
400 Hobron Lane, #3305
Honolulu, HI 96815

Dear Mr. Miller:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. We have carefully considered the comments we have received concerning the proposed project. As a result, the applicant has decided to reorient the proposed structure to a mauka-makai direction. This will decrease the visual impact of the structure on some surrounding residential properties. The applicant has to contain the required parking within the footprint of the building, rather than in a separate parking structure. These two changes result in pulling the proposed building away from the edge of Dewey Lane and the neighboring Ilikai, thereby increasing the distance between the two buildings and improving the view corridor.

With regard to your comments about overloading in Waikiki, please be assured that the number of units proposed in the Waikikian is allowable under the Development Plan's visitor unit cap for Waikiki, and is therefore consistent with the City Council's long-standing policy to limit new growth in Waikiki.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Mr. & Mrs. Thomas Jacobson, Jr.
Ilikai Apt. 1130
1777 Ala Moana Blvd.
Honolulu, Hawaii 96815

September 6, 2001

Mr. Randall Fujiki,
Director, Department of Planning and Permitting
City & County of Honolulu
650 S. King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Fujiki,

We are responding to the Waikikian Development Plan, July 2001, Draft Environment Impact Statement. With regard to the entire project, we would again like to reiterate that this proposed building is entirely too massive, and it's proposed location severely impacts the not only the Ilikai, but the surrounding residential building in the west end of Waikiki. Why this area has become the "dumping" area for buildings that can be built to the heights of 350 feet, is beyond our understanding. "Our end of Waikiki" has been treated with little respect by the previous city planners, that have allowed so many huge buildings to mass in this area. It, quite frankly, is becoming the veritable concrete jungle, and will soon look like the heart of New York City, if measures are not put in place now to stop this trend.

To allow the Hilton Hawaiian Village to put "another massive building", on the already overloaded Ewa side of their property, is unconscionable. The papers constantly publish articles about the dwindling tourist industry in Hawaii, and how the outer islands have picked up visitor numbers over Oahu. The message in this is simple, tourists are drawn to the openness of the other islands, not a "Hong Kong or New York City" look a like.

It seems this whole "push", on the part of the Hilton Hawaiian Village, or HHV to be brief, is to get their plan "in" before the PD-R, (that was put in place to intrigue and give older Waikiki resort properties some incentives and latitudes in refurbishing, remodeling and spiffing up their properties) expires December 31, 2001. We do not believe the scope of this plan should be used to build "completely new buildings", and totally new construction should be excluded form being able to use the benefits of this plan.

There are still several areas of the HHV's plan which are detrimental to the lively hood and neighboring residents "right to the peaceful enjoyment of their homes" in this west Waikiki area.

The traffic plan, to add and intersection on the already "grid locked" Ala Moana Blvd., "just for the benefit of the HHV's new construction" is absurd. Dewey Lane was never intended to be a major thoroughfare, and should not be "bastardized" just for the HHV's convenience, and apparently previous poor internal roadway planning. The original Waikikian never had any traffic flow into Dewey Lane, and this status should be preserved, and mandated in any new construction. Any access in or out of the Waikikian property should be required to meet the previously establish entrance/exit point, on to the "eddy" area behind the island on Ala Moana Blvd., no matter how the property is developed. It is noticed that the HHV, in all of it's

proposals, has never shown that a throughway could easily be created by widening the street that goes along the ewa side of the parking structure, at which point traffic could either turn right on to Rainbow Drive and exit to Kalia Road (which has already been widened with taxpayer monies, to accommodate HHV traffic, and which only impacts the HHV and a the parking structure across the street) or turn left and exit to Ala Moana Blvd., at the entrance by Kobe Beef. But then, the HHV has attempted to create this entrance as non usable, by doing a very impressive landscaping area on the corner of Ala Moana Blvd. and Kalia Rd., that they would hope would not be touched.

Not that we concede to the planned high rise, but there are still enormous problems with the plan's "fun pool" and the noise it will potentially generate. The EIS states that "it will not open until 9 am", no wonder, their own shadow study shows it will be in deep shadow in the mornings in June. Re-orienting the slide's direction is a roux, noise travels up, easily verified from our apartment, by the bartenders crashing their bottles into the dumpsters on the Dewey Lane side of the existing Lagoon Tower building, at midnight. Why wasn't the wedding chapel put on the proposed site of the pool, and the pool put on the Diamond Head side of the Lagoon Tower, if the noise would not be a factor, as proclaimed in the EIS?

We do not feel view impacts, wind impacts and beach, water and air pollution have been properly addressed by unbiased government agencies, all information provided by the EIS is biased toward the side of the Hilton Hawaiian Village.

Let it not be forgotten the Reef Hotels still has an enormous piece of property to develop in this same area, and it will add additional traffic to the Ala Moana Blvd. corridor, Hobron Lane and surrounding streets in this area, for which there is no room for street widening and the area is landlocked by the Ala Wai Canal. This all needs to be taken into account before "giving the farm" away to the Hilton Hawaiian Village.

Sincerely,

Cindy Jacobson
Thomas Jacobson Jr.

Cindy & Thomas Jacobson, Jr.
cc/CFJ
Certificate of Mailing to:
cc/Mr. Daniel Dinell
cc/Ms. Genevieve Salmonson
cc/Mr. Lee Sichter
Regular mailing to:
cc/Ilikai Board of Directors
cc/Councilman Duke Bainum
cc/Representative Gaylan Fox
cc/Senator Les Ihara, Jr.
cc/other interested parties

BellCollins

November 16, 2001
2000-33-3801 / 01P-324

Mr. and Mrs. Thomas Jacobson, Jr.
1777 Ala Moana Blvd., Apt. 1130
Honolulu, HI 96815

Dear Mr. and Mrs. Jacobson:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

The west end of Waikiki generally has a height limit of 350 feet, as defined by the Land Use Ordinance of the City and County of Honolulu. We acknowledge your disagreement with the City's policy.

Section 21-9.80-4(d) of the LUO, which states the purpose of the PD-R process, does not include the words "refurbishing," "remodeling," or "spiffing up." The purpose of the PD-R process is clearly stated as providing "...opportunities for creative redevelopment not possible under strict adherence to the development standards of the special district." The proposed project is consistent with this purpose.

While you are correct that the former Waikikian Hotel's entry connected to the Ala Moana Boulevard turn-out, we believe that it is incorrect to say that the hotel never had any traffic flow onto Dewey Lane. For example, the Tahitian Lanai, which was a restaurant on the Waikikian property, had its valet drop-off on Dewey Lane.

The proposed project does not propose to convert Dewey Lane to a "major thoroughfare." It includes a proposal to convert a narrow service alley to a two-lane street with a sidewalk so that pedestrians do not have to walk in the street.

With regard to your comments about the former fire lane along the Ewa side of the existing Hilton Parking Structure, the State Department of Transportation has previously informed Hilton that it does not approve of the driveway from Ala Moana Boulevard next to Kobe Steakhouse being used as a general entry to the service road. Thus, the road can be

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used internally for the circulation of service vehicles, taxis, and valet parking, but is otherwise not available.

It is easy to ignore the fact that every property in Honolulu is entitled to have access to a public roadway. Dewey Lane is a public roadway that abuts the Waikikian property. Thus, the Waikikian project is entitled to use Dewey Lane as is the Ilikai.

Regarding the proposed swimming pool, the EIS discusses at length its potential noise impacts. The EIS also discusses the fact that it is Hilton's intention to expand the lawn area between the Lagoon Tower and the Rainbow Tower for guest functions. This is why the Lagoon porte-cochere is being relocated. Moving the proposed pool to the lawn area is contrary to this objective. In addition, the proposed pool is much closer to Hilton's own guest rooms than it is to the Ilikai. Any noise impacts from the pool will be experienced to a greater degree by Hilton guests than by Ilikai residents and guests. The proposed design and operational requirements for the pool are intended to ensure that noise impacts are mitigated for the benefit of all surrounding guests, no matter where they may reside.

We acknowledge your dissatisfaction with the EIS's assessment of impacts and wish to reassure you that they were conducted in a strictly professional and unbiased manner. The Outrigger Hotel project is obligated to also evaluate the impacts of its proposed development on the area. Since its plans are still being developed, we are unable to assess its impacts in the Waikikian EIS. However, the Outrigger will be required to assess the cumulative impacts of both projects in its EIS.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

SEP 7 11 46 AM

The Senate
Twenty-First Legislature
State of Hawaii

September 6, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning & Community Affairs
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawaii 96815-1999

Subject: Draft EIS for Hilton Hawaiian Village Waikikian Development Plan

Dear Mr. Dinell:

In this letter we comment on the Draft Environmental Impact Statement for the Hilton Hawaiian Village Waikikian Development Plan. We believe the DEIS should include more information and discussion on the possible overall, aggregate, and cumulative impacts on the surrounding community, as described below.

Such information should include: appropriate density of visitor accommodations in Waikiki pursuant to approved city plans; aggregate economic impact of surrounding real property caused by elimination of view planes; and cumulative impacts specifically when factoring in the state's plan to privatize the Ala Wai Small Boat Harbor.

1. Describe how the proposed Waikikian Development is consistent with the City General Plan, Policies 4 and 5, that are as follows, respectively: "prohibit major increases in permitted development densities in Waikiki" and "prohibit further growth in the permitted number of hotel and resort condominium units in Waikiki".
2. For each development alternative described in the DEIS, provide an estimated total dollar amount by which the development would reduce the aggregate value of real property in the surrounding area. This information would show how each alternative differs in its aggregate impact on the surrounding community.
3. Provide information on possible developments that may be allowed by the state's plans to privatize the Ala Wai Small Boat Harbor. We understand that this effort will be implemented through a Request for Proposals to be issued this year by the Dept. of Land and Natural Resources. New construction in the small boat harbor could cause increased levels of traffic and construction activity, and add to the cumulative impact of the development.

Thank you for the opportunity to comment on the DEIS for the Hilton Hawaiian Village's Waikikian Development Plan. If you have any questions, please feel free to contact either of us.

Sincerely,

LES IHARA, JR.
State Senator, 10th District

CAROL FUKUNAGA
State Senator, 12th District

Belt Collins

November 16, 2001
2000-33-3801 / 01P-325

Senator Les Ihara, Jr.
Senator Carol Fukunaga
State Capitol
415 South Beretania Street
Honolulu, HI 96813

Dear Senators Ihara and Fukunaga:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are responses to your comments in the order they were presented in your letter.

1. According to the City's Department of Planning and Permitting in its comment letter on the Draft EIS, the Special Area provisions for Waikiki in the Primary Urban Center Development Plan, under Section 24-2.2(b)(2)(C), were amended under Ordinance No. 96-70 with the express purpose of addressing the policy issue of "high density" development in Waikiki with respect to the planned development option.

   The City's Development Plans are recognized as part of the City's General Plan. For example, the State has previously determined that if a property owner seeks an amendment of the Development Plan land use map to change the designation of his or her property, the change constitutes a change in the O'ahu General Plan, thereby triggering the requirement for a Chapter 343 environmental assessment, pursuant to Section 11-200-6(b)(2)(a).

   The City goes on to say in its letter, Ordinance No. 96-70 amendments to the Waikiki Special Area provisions included additional language to provide for higher density development in Waikiki where "accompanied by public amenities." This was the enabling language for the plan development options later instituted under Ordinance No. 96-72.

   The Waikikian Development is consistent with the intent of the amended Primary Urban Center Plan, as expressed in Ordinances 96-70 and 96-72, and therefore, with the General Plan.

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2. To address your question, we directed our socioeconomic consultant to reevaluate the property value impacts of the proposed project. Included in the Final EIS (Section 6.12.4 and Appendix I) is an expanded analysis of the project's impact on the property values. In addition to the Ilikai, Discovery Bay, Pomaikai, and Wailana, the expanded analysis includes a review of real property data for Canterbury Place, Chateau Waikiki, Ilikai Marina, Tradewinds, Villa on Eaton Square, and Waipuna. The analysis found some association between views and assessed value in Canterbury Place, Chateau Waikiki, Pomaikai, and Waipuna. No significant association emerged between sales prices and view. One reason for these different results is that "view" is a well-defined category used by assessors. In contrast, buyers and sellers have a wider range of ideas about what is a good view. To understand the impact of the proposed project on views from surrounding properties, the number of units with a view of the project site was noted and the share of ocean view that the proposed tower could obscure was estimated. The conclusion is that the impact of the proposed tower is large for only one building, Pomaikai. Elsewhere, the view that qualifies units as having an Ocean View is affected little, if at all, by the project.

   In the case of Pomaikai, the analysis suggests that view contributes about $21,600 of assessed value to each of the eight units with existing views of the property. At current tax rates ($4.21 per $1,000 assessed value for Apartments), this amounts to about $91 in taxes per unit per year, for an annual total of about $725 for the entire building. Said another way, it is anticipated that the assessed value of the eight Pomaikai units with existing views of the property will decrease about 10 percent with the construction of the proposed project.

   In sum, the additional analysis indicates that, while the proposed project will affect some views from some condominium units mauka of Ala Moana Boulevard, the data show no factual basis for expecting that the effect will translate into a loss of value except in the case of Pomaikai. There, the impact of views on property taxes appears to be about $725 per year for the building. The impact on sales values for Pomaikai is unknown.

   Thus, the question of the various alternatives' impact on property values associated with views is moot: there is none except for Pomaikai. As you are aware, because Pomaikai is only 19 stories, and the lowest height of the alternatives is 22 stories, the impact on Pomaikai will be the same regardless of the alternative implemented.

3. In terms of scoping and planning the proposed project, the applicant has carefully considered the future of the Ala Wai Boat Harbor. You mention "...possible developments that may be allowed...," and that an RFP will be issued later this year. However, there are no specific development proposals at this time, nor any schedules for development. The EIS can take into consideration only that which is known with some degree of specificity.

   For the purpose of illustration, let us assume for a moment that a parking garage might be built on the state-owned property, as has been predicted by a citizen who has commented on the Draft EIS, and that it will be developed sometime in the future. In order to evaluate its impacts, we would need to know at a very minimum the following:

   a. How many parking stalls would it contain?

   b. Would it replace existing stalls or augment the existing supply with new stalls?

   c. When will it be operational?

   If the parking garage were intended to simply replace existing stalls that might be transitioned to some other use, its net impact might be assumed to be nil. However, if the State intended to increase the amount of available public parking, how many more stalls would it provide? What number should we use in evaluating its potential impact on surrounding roadways?

   Without specific information, it is not possible to assess the cumulative impacts.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Sep 17 8 48 AM '02

University of Hawai'i at Mānoa

Environmental Center
A Unit of Water Resources Research Center
Krauss Annex 19 • 2500 Dole Street • Honolulu, Hawai'i 96822
Telephone: (808) 956-7361 • Facsimile: (808) 956-3980

September 6, 2001
RE:0719

Daniel Dinell
Hilton Hotels Corporation
2005 Kalia Road
Honolulu, HI 96815

Dear Mr. Dinell:

Draft Environmental Impact Statement
Waikikian Development Plan
Honolulu, Oahu

The applicant, Hilton Hotels Corporation, proposes to replace the existing abandoned Waikikian Hotel with a new 350-foot hotel tower that abuts a new parking structure and a portion of the current Hilton parking structure. The new building will contain up to 350 visitor units. The intended use of the new tower is for vacation ownership, "timeshare", however, upon opening of the tower, those units not occupied as vacation ownership units will be used by the Hilton as hotel units. In addition to the new tower and parking structure, the applicant proposes to construct a wedding chapel, restaurants, retail spaces, hotel administrative offices, hotel back-of-house facilities, an expanded swimming pool area fronting the Hilton Lagoon Tower, landscaping, improvements to Dewey Lane, and necessary infrastructure improvements.

This review was completed with the assistance of Renee Thompson, Environmental Center.

General Comments

As with most high-density development projects in the primary urban center and in the coastal zone, the principal adverse long-term impacts of the Waikikian adjunct to the Hilton Hawaiian Village will occur in the realms of traffic congestion and its associated noise levels, and visual aesthetics. Additional impacts will include cumulative incremental demands on Oahu's finite water resources and incremental contributions to waste management and disposal facilities, as well as further contribution to congestion at Oahu's recreational venues. Balancing these adverse impacts will be increased tax revenues from resort operations.

For the most part, the draft EIS adequately fulfils the content requirements of §11-200-17, HAR. However, we take issue with statements and positions articulated in the document as follows:

Significance Criteria

As referenced in §11-200-12(1), HAR, natural or cultural resources are not limited to onsite resources. Thus, this project, in concert with ongoing development, places incremental and cumulative demands on the finite natural water resources of Oahu, which represent an irrevocable commitment. Such a commitment should be acknowledged in the relevant section of the draft EIS.

The draft EIS correctly notes that there are no regulatory constraints on view planes subject to alteration by the proposed action. However, death by a thousand cuts is death nonetheless, and the interruption of the final ocean vista, diminutive as it may be, of a large population at this end of Waikiki certainly constitutes a substantial degradation of environmental quality in the eyes of a great many beholders. We suggest that the provision of additional width to Dewey Lane and a greater planar area of landscaping than previously was present will scarcely compensate for the obstruction of this last slice of ocean vista. Hence, to say, "the proposed project will not result in a degradation of environmental quality on or around the project site" (*ref. p. 7-72, last paragraph*) is a refutable presumption at best.

High-density apartment development such as proposed will require substantial energy resources, irrespective of the available capacity of the providing utility. The intent of §11-200-12(13), HAR, is to invoke awareness of wider issues of energy economics in an isolated island such as Oahu, where both economic and ecologic costs of energy provision and utilization are problematic. Mitigation measures itemized in §4.11.3 are a step in the right direction, but timid steps will not garner appreciable progress towards the community's long-term energy objective of self-reliance. New technologies, which will facilitate distributed generation using renewable fuels, have been identified, and they will likely proliferate during the expected service life of this structure. The draft EIS should consider the anticipated retrofitting of an energy supply based on renewables.

Relationship of the Proposed Action to Land Use Plans and Policies

Organization of much of Chapter Seven of the draft EIS into a table interspersed by topical discussion paragraphs provided for efficient presentation of the material. However, our reviewers noted that allocation of the project's relationship to the various policies and plans seemed frequently arbitrary and distinctly subjective. For instance, on Page 7-2, in the third section from the bottom of the page, the draft EIS signals that the project is "Not-Applicable" to the policy "to encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires." Given that neighbor island resorts compete with Waikiki resorts for visitor business, it would seem that construction of additional resort facilities on Oahu would more reasonably be "Non-Supportive" of this policy. Similarly, on Page 7-10, in the middle of the page, it seems rather far-fetched to assert that the proposed development will be "Supportive" of the State policy to "Promote the preservation of

views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes and other natural features." For every ocean view from the Ilikai Hotel that has been preserved through the siting of the new tower, hundreds will have been obliterated. To state categorically that the proposed project is supportive of this State policy based on such an argument is at best specious, and more realistically, an outright dissembling.

Our reviewers noted dozens of similar examples in this chapter, leading to a distinct sense that the draft EIS was presenting information in a decidedly subjective manner. In this regard, we note the provision of §11-200-14, HAR, that an EIS "shall not be merely a self-serving recitation of benefits and a rationalization of the proposed action." Project advocacy of this sort is never acceptable.

Thank you for the opportunity to comment on this draft Environmental Impact Statement.

Sincerely,

John T. Harrison, PhD.
Environmental Coordinator

cc: OEQC
James Moncur, WRRC
Lee Sichter, Belt Collins
Randall Fujiki, DPP
Renee Thompson

Belt Collins

November 16, 2001
2000-33-3801 / 01P-326

John T. Harrison, Ph.D., Coordinator
Environmental Center
University of Hawaii at Manoa
Krauss Annex 19
2500 Dole Street
Honolulu, HI 96822

Dear Dr. Harrison:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 6, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. We appreciate your determination that the EIS adequately fulfills the content requirements of Section 11-200-17, despite some reservations.

2. We have amended Section 8-2 of the EIS to include potable water as an irretrievable commitment of resources.

3. In an effort to mitigate the project's impacts on view planes from surrounding residential buildings, the applicant has elected to rotate the proposed tower approximately 90 degrees to a mauka-makai orientation. The result is an improvement over the Preferred Alternative presented in the Draft EIS. This revision is generally consistent with the alternative identified as B1 in the DEIS.

4. As discussed in Section 4.11.3 of the EIS, Hilton is continually working to improve energy efficiency. The section has been expanded to address your concerns. The selection of specific technologies will be based upon several criteria including cost of the system, its adaptability to the existing infrastructure, and its reliability.

5. We note your conclusion that the construction of new visitor facilities on O'ahu represents competition with neighbor islands for visitors. You suggest that the proposed project is non-supportive of the state's objective to encourage an increase in economic activities and employment opportunities on the neighbor islands. We feel

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that it is essentially a wash, rather than being supportive or non-supportive, and that is why we selected "non-applicable." On one hand, the Hilton Hawaiian Village wishes to add the new pool to match neighbor island resorts that have larger more elaborate pool facilities. But on the other hand, the proposed vacation ownership tower represents an effort to help diversify the visitor industry which is beneficial to the entire state economy, including the neighbor islands (which incidentally, have a larger inventory of vacation ownership units than O'ahu).

We faced a similar difficulty with Section 22-112(3) on page 7-10 of the EIS. Clearly, the proposed tower will have a visual impact on some surrounding residential buildings. But as discussed in the EIS, there is an important distinction between the regulatory requirements concerning view impacts and the non-regulatory requirements. The project has no significant impact on regulated views (views of the ocean and mountains from public places and views of Diamond Head and Punchbowl). Thus, the project is supportive of the policy from a regulatory point-of-view. The project does impact non-regulatory views (views from private residences), but those impacts differ from building to building and even within individual buildings. So from that perspective, the project is non-supportive. But taken on balance, the project's relationship to regulated views is the issue that decision-makers are obligated to address. This is not to say that non-regulated views are unimportant. They are. This is why the project's orientation has been revised.

Finally, we are very sensitive to the issue of project advocacy. Our firm's reputation depends, to a great degree, on the recognition that we bring reliable objectivity to the process. We hope that by the above illustrations we have demonstrated to you that a great degree of thought has gone into each discussion item in Chapter Seven and that we have attempted to take into account all points of view, not just those of the applicant.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

L. Sichter

Donald A. Bremner 348 Dune Circle, Kailua, Hawaii 96734
Tel: 261-2494

Mr. Daniel Dinell, Vice President
Hilton Hawaiian Village
2005 Kalia Road
Honolulu, Hawaii, 96815

Date

Re: DEIS, Waikikian Development Plan, July 2001

Dear Mr. Dinell:

As the first CEO of the Waikiki Improvement Association (WIA)(1969-1987). I had the pleasure of being associated with the HHV and some of its personnel, (Don Madsen, Earl McDonough, Clyde Doran, etc.). They would remember the WIA was created in 1968 because Waikiki was threatened with overbuilding by the development boom. As a result, all elements of the visitor industry, government and public agreed that it was unwise, and unnecessary, to overcrowd the small area of Waikiki and ruin its attractiveness to future visitors. A "carrying capacity" analysis (i.e., how many people could Waikiki comfortably accommodate) formed the basis of the Waikiki Special District zoning in 1974 to prevent the overcrowding of Waikiki. But in 1996 the visitor industry switched gears and supported the overcrowding of Waikiki when the WSD was changed to allow increased densities. It was puzzling that HHV would support greater densities since given their success and status in the hospitality industry and their corporate policies on renovation, they would seemingly need no "incentive" for redevelopment nor need to be a party to overcrowding a resort area. Now the threat of overcrowding looms again and HHV finds is in the forefront by taking that first step to adversely impact Waikiki's environment with destructive density. I provide this background as the context in which my comments on the DEIS for the Waikikian project are presented.

1. (Sec. 1.5) The size of the project site is given as "approximately 1.9 acres". Isn't it possible to give the exact lot size since it is later used to calculate potential building density(Sec. 2.6.1)?

2. (Sec. 2.6.1) A discrepancy occurs here due to sketchy data. If the site is 1.9 ac. or less, (82,559 s. ft.) an FAR of 4.0 produces 330,236 sq. ft. or less, not 435,000 as stated. It would be helpful to know by what calculation, you arrive at 435,000 sq. ft. Also, 435,000 sq. ft. is a much greater percentage density increase than the 42% stated.

3. (Sec. 4.4.2.5) Traffic forecasts are provided for 2005. If, as the document states, the project might not be implemented until 2003 and construction takes 2 years, traffic impacts won't be seen until 2008 0r 2009. Traffic forecasts for 2008 or 2009 would be more apt. The emphasis on Dewey Lane essentially creates a second entrance for HHV. The supposed relief of the Ala Moana/Kalia intersection shifts the volume/capacity problem to the new intersection at Dewey Lane/Ala Moana only 500' away. The DEIS fails to discuss the full impact of this shift together with the impact of a new signal light at this intersection, passing it off with the generalization that it, 'would likely affect traffic flow through the signal system and result in an increased number of vehicle stops.' Does this mean a slowing of traffic flow on Ala Moana Blvd. resulting in a lower level of service (congestion)?

4. (Sec 4.8) There is no reference to the "Waikiki Infrastructure Study" of January 1996, which among other things, finds that, "Due to limited additional water supply it should be assumed that the projected growth (under the 1996 amendment to the WSD) will require new sources and storage facilities.." Also on page 4-43, HHV's water demand is given as 660,000 gpd. The Board of Water Supply reports that for June, 2001, HHV's water usage was 22,196,000 (Hon. S. B. August 6) which works out to 739,866 gpd.

5. (Sec. 4.9.1) How the moratorium on new sewer connections due to the inadequacy of the Kapiolani interceptor is to be overcome, is not clearly disclosed.

6. (Sec 6.3) Since this project is the first step in reverting to the building densities of the 1960's, the absence of any meaningful analysis of population and population density impacts in the DEIS is particularly noticeable. This absence is also underscored by the fact that the City's general plan "prohibits" any major increase in permitted density in Waikiki to prevent overcrowding. The DEIS is also silent on the implications of Chapter 225M, HRS that speaks to a population "carrying capacity" for the state and its political subdivisions. How does the proposed major increase in density (42 -79%) comport with these implications? The closest the DEIS comes to the issue of population density is Table 6-11, and without explanatory analysis, it is confusing. Are workers in Waikiki included in the daily census of population? If they are not(as it appears from this table), then the 1990 daily de facto population of Waikiki is 125, 979. This is equivalent to a population density of 179,970 persons per square mile or 279 persons per acre. Chuo-Ku, in central Tokyo has a density of 187,860 p/ sq. mi. or 293 p/ac. Manhattan, N. Y. only has a density of 193 p/ac. Waikiki's density, echoing that of Tokyo and New York, is greater than that of Lagos, Nigeria (142,821 p/sq. mi.), Jakarta, Indonesia (130,026 p/sq. mi.) and Bombay, India (127,461 p/sq. mi.). Given the potential population figure discussed in the DEIS(which does not include employees), HHV's property density, with the proposed project, would be 318 p/ac. By comparison, urban Honolulu's density is 6.7 p/ac. and Oahu's is 2.5 p/ac.

   Does HHV really want to overcrowd itself and Waikiki with these "world class" densities and the adverse environmental impacts they bring, risking irreparable deterioration of Waikiki's attractiveness to visitors? Over the long term , such a risk does not appear financially or physically prudent. Even if HHV decides to risk it, the risk to the community is too great to be acceptable. Decision-makers in Majorca, Spain were so devastated by the fall in visitor counts caused by overbuilding, that they opted to buy hotel properties and demolish them in order to reduce density and create open space. After 'seeing the light", they opted for "sustainable" tourism not maximum development which proved to be self-destructive. Communities and corporations ought to be able to learn from such empirical lessons and avoid the obvious consequences. In any case, the prospect of making Waikiki one of the densest places in the world needs extensive discussion.

7. (Sec. 7.4.10) The DEIS discussion of the State Tourism Functional Plan is quite

inadequate The Plan stresses the need to "balance" growth so it is consistent with the social and physical needs of residents as well as preserving the environment. It also is concerned with the quality of the visitor plant and the industry's "product', i.e., its environment. None of these concerns are reflected in the DEIS. Also, a recent survey of residents and visitors by the University of Hawaii found that a vast majority favored protection of the environment over further resort development reflecting these concerns. (S. B. July 3, 2001)

8. (Chap 7) This chapter purportedly tabulates the compatibility of the project with various official plans and societal goals. It contains extensive subjective determinations about such compatibility. Some 57 instances where the document erroneously says the project is compatible with these goals, were counted. For instance, how does overcrowding Waikiki with destructive population density "manage population growth"; or "create a desired physical environment" or "improve the quality of visitor experiences" or "control growth of visitor and resident population in order to avoid social, economic and environmental disruption", or how does it "provide for the long term stability of Waikiki"? The project is not compatible with many of these goals and the DEIS should not gloss over these incompatibilities with a mis-placed check mark.

Sincerely,

Donald A. Bremner

cc: DPP; OEQC
Belt,Collins

Belt Collins

November 16, 2001
2000-33-3801 / 01P-327

Mr. Donald A. Bremner
348 Dune Circle
Kailua, HI 96734

Dear Mr. Bremner:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter (undated). Following are our responses to your comments in the order they were presented in your letter.

1. It is standard industry practice to use the term "approximately" when discussing land areas. At the time the Draft EIS was prepared, a topographic survey of the property had not yet been completed. The DEIS assumed the project area based on the City's tax maps (82,559 square feet or 1.89529 acres). The DEIS rounded this number to 1.9 acres. The topographic survey has now been completed and reveals that the total area of the property is 82,585 square feet or 1.89589 acres. This is a net gain of 26 square feet.

2. The first paragraph of Section 2.6.1 clearly states that the 435,000 square feet is based upon the size of the Waikikian property plus the roadway bonus that is allowed. Section 21-9.80-4(d)(3)(A) states, "In computing project floor area, the FAR may be applied to the zoning lot area, plus one-half the abutting right-of-way area of any public street or alley," which we estimated in the DEIS to be 26,191 square feet. Please note that as the result of subsequent meetings with the staff of the Department of Planning and Permitting, we have been advised that our methodology for determining the roadway bonus on Holomoana Street was incorrect. Using the City's methodology, we now estimate the roadway bonus to be 34,716 square feet. Lastly, the 42 percent increase cited in the DEIS refers to the percentage increase from 2.8 to 4.0.

3. Section 2.8 of the DEIS states that if all permits are granted in a timely manner, construction on the project could begin in March 2003 and be completed in January 2005. This means that occupancy of the building would begin in 2005. Thus, our use of 2005 as a target year for traffic impacts is appropriate.

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We disagree with your conclusion that the EIS fails to disclose the impact of the proposed improvements to the Dewey Lane intersection. Section 4.5.3 discloses the signalized intersection's impact on traffic flow on Ala Moana Boulevard.

In answer to your question, no, it does not mean a lower level of service. As discussed in Section 4.3.1 of the DEIS, the term Level of Service pertains to roadway intersections, not traffic flow. The DEIS traffic analysis projected that the provision of a signalized intersection at Dewey Lane would have no impact on Level of Service at either the Kalia or the Hobron intersections.

The traffic study has been updated with year 2001 traffic counts, which included Kalia Tower at 99 percent occupancy, Lagoon Tower at 78 percent occupancy, and the Asia Pacific Center in operation. The traffic counts at the principal intersections were lower than 1999 by nearly seven percent. Using these revised counts, the year 2005 peak P.M. traffic volumes with the Waikikian project indicate an actual improvement of Level of Service at the intersection of Kalia and Ala Moana from E to D and at Atkinson and Ala Moana from E to D. All other intersections remained unchanged compared to conditions without the project.

4. The key word in the study you cite is "assumed." As we now know, to date the 1996 amendment to the WSD has resulted in no new growth in Waikiki in the form of PD-R permits. The Waikikian project is the first announced project which intends to seek a PD-R permit. Therefore, the assumption made in 1996 that the PD-R process would lead to significant growth and density increases has yet to be validated. In fact, the Board of Water Supply commented on the EIS Preparation Notice that the supply of water would be determined at the time a building permit application is reviewed by the Board of Water Supply.

   The average daily water consumption for the Hilton Hawaiian Village cited in the Draft EIS was provided to Belt Collins by Hilton's Chief of Facilities Engineering, based upon his review of billing records for April and May of 2001. It is indeed possible that water consumption at the Village increased in June, which as we know tends to be a drier month.

5. The inadequacy of the Kapiolani interceptor sewer was identified in Section 8.5 of the Draft EIS as an unresolved issue. Clearly, the moratorium requires resolution before building permits for the proposed project can be secured. However, as the Draft EIS

notes, applications for building permits are not likely to be submitted before March 2003 and project construction would be completed in early 2005. We are not able to determine at this time how the issue will be resolved, hence, its identification as an unresolved issue.

6. Your statement that the O'ahu General Plan prohibits any major increase in density is not supported by fact. According to the City's Department of Planning and Permitting in its comment letter on the Draft EIS, the Special Area provisions for Waikiki in the Primary Urban Center Development Plan, under Section 24-2.2(b)(2)(C), were amended under Ordinance No. 96-70 with the express purpose of addressing the policy issue of "high density" development in Waikiki with respect to the planned development option.

   The City's Development Plans are recognized as part of the City's General Plan. For example, the State has previously determined that if a property owner seeks an amendment of the Development Plan land use map to change the designation of his or her property, the change constitutes a change in the O'ahu General Plan, thereby triggering the requirement for a Chapter 343 environmental assessment, pursuant to Section 11-200-6(b)(2)(a).

   The City goes on to say in its letter, Ordinance No. 96-70 amendments to the Waikiki Special Area provisions included additional language to provide for higher density development in Waikiki where "accompanied by public amenities." This was the enabling language for the plan development options later instituted under Ordinance No. 96-72.

7. With regard to carrying capacity, the population of Waikiki is presently controlled by the capacity of the infrastructure and the limit on visitor units established by the Honolulu City Council. We wish to point out that the issue of carrying capacity is presently addressed in several sections of the EIS. Chapter Four analyzes in detail the capacity of existing infrastructure and public facilities in Waikiki to accommodate the proposed project. Chapter Five addresses socioeconomic impacts and Chapter Seven addresses the relationship of the project to current land use controls. Specifically, page 7-55 of the EIS addresses the relationship of the proposed project to the visitor unit cap established in the Primary Urban Center Development Plan.

We apologize for any confusion caused by Table 6-11. We have revised it to clarify its meaning. "Employed persons living in Waikiki" are included in "Resident Population."

We note that your discussion of density appears to assume 100 percent occupancy of the Hilton Hawaiian Village. As you are probably aware, the occupancy of a hotel on any given day can fluctuate widely. Occupancy is also seasonal. The average occupancy of hotels in Hawaii is on the order of 70-80 percent. The number of employees fluctuates with occupancy.

Your discussion also does not seem to recognize the distinction between hotel units and vacation ownership units. In Hilton's experience, the purchasers of vacation ownership units cannot be readily compared to hotel occupants. They represent a different travel market, and as a result, provide diversification within the visitor industry. The tragic events of September 11, 2001 have borne this out. While hotel occupancy has declined dramatically, the occupancy of vacation ownership units has not. Therefore, we believe it is not entirely accurate to assume that the addition of the Waikikian project will contribute to the overbuilding of hotel units in Waikiki. Vacation ownership units may help to contribute to the very type of sustainable tourism that you are advocating because they essentially guarantee the repeat visitor.

8. With regard to our discussion of the State Tourism Functional Plan, we must disagree with your conclusion that the discussion in Section 7.4.10 is inadequate. The Tourism Plan is oriented largely to governmental policies and actions. Objective I.A. of the Tourism Plan states "Development, implementation and maintenance of policies and actions which support the steady and balanced growth of the visitor industry." Of the twelve implementing actions specified under the objective, government agencies are identified as the lead agency for every action, and the private sector is only identified in two actions as an assisting organization: Action I.A.4.c. which calls for the marketing and promotion of Hawaii's professional skills and expertise in tourism, and Action I.A.6.a. which calls for the coordination of statistical and research activities needed to support optimum tourism growth.

   The Tourism Plan's objective pertaining to quality of visitor plants and the visitor product includes twenty implementing actions, all of which identify government as the lead agency.

Finally, contrary to your belief, the project's compatibility with governmental goals, policies, and plans has not been glossed over in Chapter Seven. Each item that was assessed was done upon careful deliberation. For example, the project promotes the long-term stability of Waikiki by redeveloping property presently occupied by an abandoned hotel and by providing much needed diversification to the visitor unit inventory. The project contributes to the control of growth through its compliance with the visitor unit cap. It improves the quality of the visitor experience by providing new recreational amenities and by preserving over half of the property in open space.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

From: R.A. Vogtritter
To: Mr. D . Dinelle
Subject: Hiltons Waikikkian Development plan

Sir,

This letter is written in regards to Hiltons preferred Waikikkian development plan. First, as long time residents of the Ilikai hotel building, we wish it to be known that we are in favor of Hiltons preferred plan for the Waikikkian property. When we first moved here we were aware that Waikiki was and is a tourist orientated community. We understood this aspect and we enjoy it. If we had wanted peace and quiet we would have moved to the out islands. Now, after careful review of Hiltons plans for this property, it's our opinion that this is a reasonably well concieved and attractive plan for this now unsightly and unsafe area in and around what is known as Dewey Lane. Would we have preferred that Hilton build a park here? Of course we would but I suspect that Hilton did not spend 20 million dollars for this property so that we in the Ilikai and surrounding buildings could be guaranteed a beautiful and unobstructed view of the ocean. Also, we remember the previous owners plans for this property of nine years ago and recall that those plans were much more obtrusive than current plans. If Hiltons plan is rejected, what plan may come next?
In summery, we welcome and enjoy Hilton as a neighbor and feel that this new addition, if done as attractively as their other recent additions will be an enjoyable asset to our neighborhood. Please, lets get on with it.

R.A. Vogtritter

Robert A Vogtritter
1777 Ala Moana Blvd. Apt.1220
Honolulu Hi. 96815

Copies
Mr. Randall Fujiki
Ms. Genevieve Salmonson
Mr. Lee Sichter

BeltCollins

November 16, 2001
2000-33-3801 / 01P-328

Mr. Robert A. Vogtritter
1777 Ala Moana Blvd., Apt 1220
Honolulu, HI 96815

Dear Mr. Vogtritter:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter (undated). We appreciate your support of the project and your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Saipan
Singapore
Thailand

Belt Collins Hawaii Ltd
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

lee Sichter

Mr. Daniel Dinell
Vice President
Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach
Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Sir:

I am sure that there is someone who could write a book similar in size to the Belt Collins Masterpiece. I am not that person. However, I would like to share with you some things that really bother me.

1. Hawaii is a state of open spaces, gardens and parks. The Hilton has packed their relatively few acres with buildings. They don't seem to care about the people that want to sit in a lounge chair or on a blanket under a tree and enjoy the trades. The area is surrounded by cement so there are few trades and little shady lawa on which to relax.

2. Another building will put more stress on utilities. The citizens have just paid millions for the water project along Ala Moana/Fort de Russy. How much more is this new building going to cost us?

3. The next problem is parking. I have walked the current garage. Granted was on an evening when the Hilton was having a convention. Parking spaces were few-not enough to carry another building. And, I don't believe Hilton would be willing to give up their moneymaking conventions, just for more parking.

4. Last is the problem of traffic. Ala Moana Blvd. is for the most part full. Unfortunately there is no parallel street that could make both one way like Kalakaua and Kuhio... but foremost is Dewey Lane. It cannot carry taxis, buses, rental cars and delivery trucks, and still remain a beach access road as it is intended to be. Since the construction of the Kalia Tower started and Rainbow Lane was opened onto Dewey Lane, the Hilton delivery trucks come in from Ala Moana, park on the Hilton side of the lane and take their goods into the Hilton. They are not only taking up an entire lane (of two), but they are parked on the wrong side of the street. When the Hilton started building many years ago, they should have thought more about infrastructure and a little less about how many people they could cram into a small space to make more money.

Sincerely,

Mrs. Nancy Pegrum

Mrs. Nancy Pegrum
The Ilikai #2042

Cc: Mr. Randall Fujiki, Director of Planning and Permitting
Ms. Genevieve Salmonson, Director office of Environmental Quality Control
Mr. Lee Sichter, Belt Collins Hawaii, Ltd.
LaVonne West, Secretary Owners of Ilikai Apt. Bldg. Inc.

BelfCollins

November 16, 2001
2000-33-3801 / 01P-329

Ms. Nancy Pegrum
1777 Ala Moana Blvd., Apt. 2042
Honolulu, HI 96815

Dear Ms. Pegrum:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter (undated). Following are our responses to your comments in the order they were presented in your letter.

1. Please note that over fifty percent of the Waikikian property will be preserved in open space. In addition, implementation of the plan will allow for the expansion of the lawn area between the Rainbow Tower and the Lagoon Tower. As discussed in the EIS, development of the Waikikian property creates an opportunity to improve the character of the entire Village.

2. Water and sewer infrastructure improvements will be funded by the applicant.

3. As discussed in the EIS, the required parking for the project will be contained within the new building. The last sentence in the third paragraph under Section 2.6.2.1 of the Draft EIS has been deleted because it was causing confusion. The proposed project does not rely upon the existing parking structure to satisfy its parking requirement.

4. We agree that Dewey Lane does not presently have enough capacity to accommodate both pedestrians and vehicles. This is why the proposed project includes the widening of the lane to a two-way street and the addition of a pedestrian walkway.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Seattle
Singapore
Thailand

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 536 7818 • honolulu@beltcollins.com • www.beltcollins.com

L. Sichter

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

BRUCE S. ANDERSON, Ph.D., M.P.H.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

In reply, please refer to:
File:

01-032b/epo

September 10, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard 1st Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Subject: Waikikian Development Plan
TMK: 2-6-09:01

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Wastewater Branch

We have no objections to the proposed development as along as all domestic wastewater generated is connected to the City sewer system.

All wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems". We reserve the right to review the detailed wastewater plans for conformance to applicable rules.

Should you have any questions, please contact the Planning/Design Section of the Wastewater Branch at 586-4294.

Noise, Radiation and Indoor Air Quality Branch

Activities associated with the construction of the project shall comply with the Department of Health's Administrative rules, Chapter 11-46, "Community Noise Control".

1. The contractor shall obtain a noise permit if the noise levels from the construction activities are expected to exceed the maximum permissible sound levels of the regulations as stated in Section 11-46-6(a);

2. Construction equipment and on-site vehicles requiring an exhaust of gas or air shall be equipped with mufflers as stated in Section 11-46-6(b)(1)(A); and

3. The contractor shall comply with the requirements pertaining to construction activities as specified in the rules and the conditions issued with the permit as stated in Section 11-46-7(d)(4).

Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Noise, Radiation and Indoor Air Quality Branch at 586-4701.

Sincerely,

GARY GILL
Deputy Director
Environmental Health Administration

Belt Collins

November 16, 2001
2000-33-3801 / 01P-330

Mr. Gary Gill, Deputy Director
Environmental Health Administration
Department of Health
State of Hawaii
P.O. Box 3378
Honolulu, HI 96801

Dear Mr. Gill:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 10, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The applicant acknowledges your comments regarding wastewater and will comply with all agency requirements.

2. The applicant shall comply with all noise-related requirements.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

John Ponsen
President , Pomaika'i A.O.A.O
1804 Ala Moana Blvd Apt 16A
Honolulu, Hi 96815

Mr. Lee Sichter
Senior Planner and Project Manager
Belt Collins
680 Ala Moana Blvd ste 100
Honolulu, Hi 96813

12 Sept 2001

Re: Hilton Hawaiian EIS

Dear Mr. Sichter

It is very difficult for one person to read and absorb all the information and implications of the EIS document that was prepared on behalf of the Hilton Hawaiian Hotel project. Further more it is even more difficult to prepare a well organized critique of a Study that was prepared by a large group of professionals whose mission is to convince readers that the proposed building will benefit everyone and rationalize the serious negative effects on the surrounding community. The Study must be viewed as a highly biased opinion

I will , however, try to rebut some of the statements made in the order they are made in the Study

One of the first statements made about the site was " if HHH did not buy the property somebody else would have bought the site and they would have done something worse to the site". The implication is that HHH is doing the City and neighbors a favor by buying the property and building the proposed tower.. This is nonsense, HHH bought the property to protect and enhance their investment. HHH claims they paid $ 20 M for the site. It is rumored that the site was originally priced at $ 8 M. Most of the property in the surrounding area is or was sold at $ 200 / sq.ft or less. If my estimates are correct there are about 78,000 sq.ft in the Study area. Even if the whole area was usable the price should have been much less than what HHH allegedly paid They apparently paid too much for the site and then found themselves in the position that they had to justify the cost by proposing a massive congesting structure..

The EIS refers continuously to the " highest and best use ". This is a highly esoteric real estate term that has nothing to do with highest or best. It is a term that is best described as the " most exploitive " use of a property . The " best " use of the site would be a small retail area or access to the Lagoon development that was touted some years ago. This would not congest the area both visually and traffic-wise.

Throughout the Study, there is reference to empirical data, regarding traffic flow, that is used as a basis for justifying adding to the congestion. Although some of the 1991 and 1999 data was updated in the year 2000, some very critical areas are out of date and mis-representative of the true conditions. (page 2-5 Vol II) There are several alternatives proposed regarding traffic exiting the site. Not one is reasonably acceptable. First of all the projections are flawed in that the projections are based on data taken when the Lagoon Tower was not in operation. Fig.4-8 is madness. The numbers don't add up. Dewey Lane will have to absorb autos to make the numbers right. There will three traffic lights within one block length. At peak hour, late aft. There is gridlock on the stretch from Ena to Hobron.

Fig. 4-7 is as bad if not worse. Autos/Buses exiting from Dewey Lane headed to the airport will completely snarl traffic on the U turn lane at Ena Rd. It will be necessary to cross two lanes of traffic in a 300 ft length to get into the left lane to make a U turn headed to the Airport. or any other destination in the Ewa direction. If the alternative route to the Ewa direction is thru Holomoana, then the Hobron Ln can't handle it . Hobron Lane, in front of the Ilikai Entrance is where buses park to pick up passengers

In Vol II page 4-13, there is a statement that during special events, but it applies at all hours, a left turning lane at Dewey lane will relieve the jam from Ewa bound turning left at Ena/Kalia. In order for that assessment to be real, the median grass area in front of the Dewey Lane will have to be cut away to make a left turn lane. If not the Ala Moana flow will be further restricted by traffic waiting in the left lane to make the turn and Ala Moana will be cut down to two lanes Ewa bound. This lane is frequently overloaded under present conditions.

There is only one reference to the fact that Dewey Lane is a service road for the Ilikai. Trash removal and delivery trucks very often during one day cycle completely stop traffic on that lane. This is inconvenient now, but a major problem when Dewey lane is used as a major thoroughfare.

Fig. 3-8 is a reasonably accurate but the associated Fig 3-7 is a highly inventive depiction of the layout. It shows a BUS lane that can't exist unless the Kobe Restaurant and the adjacent retail mall disappear, a very unlikely scenario. Picture Tour Buses and City buses negotiating that intersection in Fig 3-7 and the busses trying to get across Ala Moana Blvd to get to the left U-turn lane

.

The Legislature has past a bill to privatize the Ala Wai Small Boat Harbor and commercialization of the front row. .For planning purposes picture the commercial traffic in the front row of the Kewalo Basin superimposed on the present congestion , then add the proposed traffic.

The commencement of operation at the Asia-Pacific Center is to be applauded and welcomed .When it becomes fully operational, there will be additional traffic that has not been counted in the presently overburdened intersection at Ala Moana/Kalia as shown in Table 4.3

THE ONLY REASONABLE RELIEF TO THE PROBLEM IS TWO PEDESTRIAN BRIDGES, ONE ACROSS ATKINSON AND THE OTHER ACROSS ALA MOANA AT THE AL MOANA /ATKINSON INTERESECTION.. THIS WILL PERMIT LONGER TRAFFIC LIGHT CYCLES AT THAT INTERSECTIOPN. BETTR YET ELIMINATE THE LIGHT THERE ENTIRELY.
THIS IS NOT ONLY A TRAFFIC RELIEF BUT A SAFETY CONSIDERATION ALSO. IT IS IMPOSSIBLE TO CROSS ATKINSON ON ONE LIGHT CYCLE. THE NET RESULT IS PEOPLE RUNNING AGAINST THE LIGHT.

The above is just a Band-Aid on a broken leg. The "highest and best use" of the property for the City, the residents, the neighbors and ultimately, the visitors to our town is to rezone the property. Eliminate the possibility of building congestion. The C&C would be well served if they repurchased the property and did a joint development that would not destroy the HHH values and in turn make a contribution to the livability of the neighborhood.

THE ECONOMY OF THE C&C of HONOLULU IS IMPORTANT,, BUT THE QUALITY OF LIFE OF THE NEIGHBORING TAXPAYING OWNERS ARE ALSO IMPORTANT. CONGESTION IS DRIVING OWNER RESIDENTS FROM THE AREA.. THEY ARE IMPORTANT.

I urge you to not approve of this proposed building until after the traffic problems are solved either by pedestrian bridges and /or rapid transit is developed.

One last thought; What are you going to do when a developer comes in with a plan to build in the old Ala Wai Terrace apartment area ? Peter Savio is already working on some plan to develop the area

We are talking about the gateway area to Waikiki. There has to be some semblance of open-ness and Hawaiian-ess. Even the die-hard Tourists can eventually turned off by all the congestion and pollution.

Sincerely

John Ponsen
Pres, Pomaika'I Board of Directors

Cc: Mr Randall Fujiki, Director
Dept of Planning and Permitting
City and County of Honolulu
650 S King St 7th floor
Honolulu, HI 96813

Belt Collins

November 16, 2001
2000-33-3801 / 01P-331

Mr. John Ponsen, President
Pomaika'i A.O.A.O.
1804 Ala Moana Blvd., Apt. 16A
Honolulu, HI 96815

Dear Mr. Ponsen:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 12, 2001. Following are our responses to your comments in the order they were presented in your letter.

1. The EIS is intended to be an unbiased document. Its purpose is to disclose identifiable impacts, and where significant, propose measures to mitigate them.

2. As discussed in the EIS, if someone other than Hilton attempted to develop the property, they would not be able to site their building against the existing parking structure or connect its parking levels to it. The result would be a larger building, situated closer to Dewey Lane with greater impacts on its neighbors. The purchase price of the property ($22,260,000) is a matter of public record.

3. We acknowledge that you disagree with the meaning of the term "highest and best use."

4. The traffic counts taken in 1999 provided a baseline, a point of reference. The traffic modeling for 2005 presented in the DEIS assumed about 90 percent occupancy for the Lagoon Tower and the new Kalia Tower. Thus, the projected impacts of both towers were analyzed in the traffic study. New traffic counts were conducted from September 6-9, 2001, and are included in the Final EIS as an update to the original traffic study. At the time of the new counts, the Hilton Hawaiian Village was operating at 98 percent occupancy. Kalia Tower was at 99 percent occupancy, Lagoon Tower was at 78 percent occupancy, and the Asia Pacific Center was in operation. Despite these high levels of occupancy, the traffic counts at the principal intersections were lower than 1999 by nearly seven percent.

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

With regard to your comments about Figure 4-8, we presume you are discussing the figure in Volume II of the EIS. In general, figures that depict peak hour traffic movements are not intended to be precise. Rather, they are intended to provide a general understanding of the traffic flow. It is not physically possible to count every traffic movement on every single roadway. For example, some of the traffic moving Diamond Head on Holomoana makes a left-turn into Dewey Lane and some makes a u-turn back towards Hobron. All these movements are counted as left-turns, but only a portion actually enter Dewey Lane. Another example is that the counts do not pick up the traffic that might exit the Ilikai porte-cochere and turn left onto Dewey Lane in order to enter the ewa-bound lanes of Ala Moana. In addition, the counts do not pick up vehicles that may enter Dewey Lane to access the Ilikai loading dock, but stay there after the peak hour ends. If you then take all these types of traffic movements and extrapolate from them, applying the results to a major roadway such as Ala Moana Boulevard, you can start to get a feel for the difficulty in counting vehicles. How many driveways are there on Ala Moana? How many vehicles pull in and out of those driveways? The result is that it is not possible to get a precise count. Therefore, the figures present a snapshot of traffic movements with a reasonable degree of accuracy but are not intended to record every single traffic movement in the course of the peak hour.

We do not understand your comment concerning Figure 4-7. Vehicles exiting Dewey Lane headed ewa to the airport do not need to make a u-turn. Because of the signalized intersection, they can drive ewa on Ala Moana Boulevard, which connects directly to Nimitz Highway. However, you would be correct if the signalized intersection was not provided: cars would have to execute a u-turn at Ena Road or alternatively use Hobron Lane. Regarding the potential impacts on Hobron, the traffic study clearly states that a new intersection on Ala Moana Boulevard at Dewey Lane would improve traffic movements at the Hobron intersection by taking some of the pressure off that intersection.

Regarding your comment concerning page 4-13 of Volume II, the first sentence at the top of the page refers to a full intersection at Dewey Lane. A full signalized intersection implies that the median would need to be removed.

The existing character of Dewey Lane is discussed in numerous sections of the Draft EIS. The applicant is proposing to widen Dewey Lane to ensure that there is adequate room for service vehicles and that traffic disruptions are minimized.

We also do not understand your references to Figures 3-7 and 3-8. Figure 3-7 is a site plan of an alternative design for the proposed tower. Figure 3-8 is an oblique photo of an architectural model. Neither of these figures is intended to depict a traffic routing plan. Neither of these figures depict a bus lane.

With regard to the privatization of the Ala Wai Boat Harbor, the potential impacts are unresolved at this point in time and it is so stated in Chapter Eight of the EIS.

Please note that the traffic related to the Asia-Pacific Center has been included in the modelling of 2005 impacts (page 3-2, Volume II, DEIS).

5. We agree that one or more pedestrian bridges would improve traffic flow on Ala Moana Boulevard by helping to reduce the signal time at the Kalia and Hobron intersections. However, because of the requirements of the Americans with Disabilities Act (ADA), the design of a pedestrian bridge may be challenging. There needs to be a landing area of sufficient size to accommodate an elevator and/or escalator.

6. Finally, we acknowledge your advice to the City's decision makers regarding the future use of the subject property.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-0001
GEN-6 (EIS/EA)

September 17, 2001

Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Attention: Randall K. Fujiki, AIA

Subject: Waikikian Development Plan

Thank you for the opportunity to comment on the July 2001 Draft EIS for the Waikikian Development Plan, as proposed by the Hilton Hawaiian Village (HHV). We have reviewed the subject document and have no comments at this time. HECO's Distribution Planning group has already been working with HHV's electrical consultant on this project.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this draft EIS.

Sincerely,

Kirk Tomita
Senior Environmental Scientist

cc: Mr. Lee Sichter (Belt Collins)
Ms. Genevieve Salmonson (OEQC)

Lee S.

Belt Collins

November 16, 2001
2000-33-3801 / 01P-332

Mr. Kirk Tomita
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, HI 96840-0001

Dear Mr. Tomita:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 17, 2001. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

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Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

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

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

September 20, 2001

LD-NAV
Ref.: WAIKIKIAN.RCH

Belt Collins Hawaii Ltd.
Lee Sichter, Consultant
680 Ala Moana Boulevard, Fifth Floor
Honolulu, Hawaii 96813

Dear Mr. Sichter:

SUBJECT: Review: Department Review of DEIS
Project: Hilton Hawaiian Village Waikikian Development Plan
Applicant: Belt Collins, for Hilton Hotel Corporation
Location: Waikiki, Island of Oahu, Hawaii
Tax Map Key: 1st/ 2-6-9: 1-3, 7, 9-13; 2-6-8: 1-3, 5, 7, 12 , 19-21, 23, 24, 27, 31, 34, 37 and 38

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

The subject DEIS was submitted to the following Department of Land and Natural Resources Divisions for review and comment:

Aquatic Resources - Forestry and Wildlife - Boating & Recreation - Commission on Water Resource Management - Land Division Engineering Branch - Land Division Planning & Technical Services - Oahu Land Office

Attached herewith is a copy of the Division of Aquatic Resources, and Land Division Engineering Branch comments.

The Department of Land and Natural Resources has no other comment to offer at this time. Should you have any questions, please feel free to contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0438.

Very truly yours,

HARRY H. YADA
Acting Administrator

c: C&CoH, Department of Planning and Permitting (w/attach)
OEQC w/Attach)

'01 AUG 30 P09:21 RCVD

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

August 29, 2001

LD/NAV
Ref.: WAIKIKIAN.COM Suspense Date: 9/11/01

MEMORANDUM:

TO: XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
Division of State Parks
XXX Division of Boating and Ocean Recreation
XXX Historic Preservation Division
XXX Commission on Water Resource Management
Land Division Branches of:
XXX Planning and Technical Services
XXX Engineering Branch
XXX Oahu District Land Office
Shoreline Processing Services

FROM: Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village - Waikikian Development Plan, Waikiki, Island of Oahu, Hawaii TMK: 2-6 Various

Pease review the subject document and submit your comments (if any) on Division letterhead within the time requested above. Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0438.

NOTE: we have one complete DEIS Document in room, 220

If this office does not receive your comments on or before the suspense date, we will assume there are no comments.

( ) We have no comments. (X) Comments attached.

Signed: Eric T. Yuasa
Date: 9/11/01

DLNR-LAND DIVISON
ENGINEERING BRANCH

COMMENTS

We confirm that the proposed project site according to FEMA Map Number 15003C0365 E, is located in Zone AO. Zone AO is an area of 100-year flooding, with flood depths of 1 to 3 feet and average depth of 2 feet.

Please note that the proposed project must comply with rules and regulations of the National flood Insurance Program (NFIP) and all applicable County Flood Ordinances. If there are questions regarding the NFIP, please contact the State Coordinator, Sterling Yong, of the Department of Land and Natural Resources at 587-0248. If there are questions regarding flood ordinances, please contact the applicable County representative.

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STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

August 29, 2001

LD/NAV
Ref.: WAIKIKIAN.COM

Suspense Date: 9/11/01

MEMORANDUM:

TO:
XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
Division of State Parks
XXX Division of Boating and Ocean Recreation
XXX Historic Preservation Division
XXX Commission on Water Resource Management
Land Division Branches of:
XXX Planning and Technical Services
XXX Engineering Branch
XXX Oahu District Land Office
Shoreline Processing Services

FROM: Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village - Waikikian Development Plan, Waikiki, Island of Oahu, Hawaii TMK: 2-6 Various

Pease review the subject document and submit your comments (if any) on Division letterhead within the time requested above. Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0438.

NOTE: we have one complete DEIS Document in room, 220

If this office does not receive your comments on or before the suspense date, we will assume there are no comments.

(X) We have no comments. ( ) Comments attached.

Signed: Paul J Conry
Date: 8/30/01

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii
August 27, 2001

LD/NAV Ref.: SM12001/0016

Suspense Date: 9/14/01

MEMORANDUM:

TO:
XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
Division of State Parks
Division of Boating and Ocean Recreation
Historic Preservation Division
XXX Commission on Water Resource Management
Land Division Branches of:
XXX Planning and Technical Services
XXX Engineering Branch
OOO Maui District Land Office (RD)
Shoreline Processing Services

FROM: Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Application for Special Management Area Use Permit (SMA)
Munekiyo & Hiraga, Inc., for Ace Hardware Store
I.D.: No SM1 2001/0016 - Tax Map Key: 2nd/3-9-10: 77

Please review the attached subject document and submit your comments (if any) on Division letterhead within the time requested above. Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0438.

If this office does not receive your comments on or before the suspense date, we will assume there are no comments.

(X) We have no comments. ( ) Comments attached.

Signed: Paul J Conry
Date: 5/23/01

RECEIVED
LAND DIVISION

2001 SEP 17 A 10:09

DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
Land Division
Honolulu, Hawaii

August 29, 2001

DIVISION OF AQUATIC RESOUR		
DIRECTOR		Suspense Date:
CON FISHERIES		Draft Reply
AQ REC/ENV		Reply Direct
AQ RESCH		Comments
STATE SVCS		Information
FISH DEV		Comp Ltr & File
STATISTICS		Return to
AFPC		Copies to:
EDUCATION		Remarks:
SECRETARY		
COMM SVCS		
ENFORCE		

LD/NAV
Ref.: WAIKIKIAN.COM

Suspense Date: 9/11/01

MEMORANDUM:

TO:
XXX Division of Aquatic Resources
XXX Division of Forestry & Wildlife
Division of State Parks
XXX Division of Boating and Ocean Recreation
XXX Historic Preservation Division
XXX Commission on Water Resource Management
Land Division Branches of:
XXX Planning and Technical Services
XXX Engineering Branch
XXX Oahu District Land Office
Shoreline Processing Services

RECEIVED
SEP 20 2001
DIV. AQUATIC RESOURCES

FROM: Harry M. Yada, Acting Administrator
Land Division

SUBJECT: Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village - Waikikian Development Plan, Waikiki, Island of Oahu, Hawaii TMK: 2-6 Various

Pease review the subject document and submit your comments (if any) on Division letterhead within the time requested above. Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0438.

NOTE: we have one complete DEIS Document in room, 220

If this office does not receive your comments on or before the suspense date, we will assume there are no comments.

( ) We have no comments.

(X) Comments attached.

Signed:
Date: 9-14-01

September 14, 2001

TO: Harry M. Yada, Acting Administrator
Division of Land Management

FROM: William S. Devick, Administrator
Division of Aquatic Resources

SUBJECT: Review and Comment on the Draft Environmental Impact Statement (DEIS) for the Hilton Hawaiian Village – Waikikian Development Plan Waikiki, Island of Oahu, Hawaii TMK: 2-6 Various

Brief Description:

The applicant, Hilton Hotels Corporation, proposes redevelopment of its underutilized resort-zoned property (Waikikian property). This property is presently occupied by an existing abandoned hotel building (the Waikikian Hotel). The proposed project would involve demolishing the existing buildings, constructing a new hotel building that would contain up to 350 vacation ownership units and constructing appurtenant facilities and infrastructure to serve the proposed development.

Project Site:

The Waikikian property is a narrow strip of land, approximately 880 feet long and 160 feet wide at its longest and widest points, respectively. Only one portion of the parcel, the property's makai end includes a strip of sandy beach which fronts the lagoon. Otherwise, the property is surrounded by hotel and condominiums to its north and south. Recreational activities and public facilities to its south and west, and retail/commercial uses on its east.

The project site and the Hilton Hawaiian Village (HHV) are situated within the State Land Use Urban District, are identified as Resort Mixed Use and are located within the Resort Mixed Use Precinct of the Waikiki Special Design District. The site is identified as having a 100-foot shoreline setback area extending inland from Waikiki Beach. This appears to supersede the standard 40-foot shoreline setback area. No part of the proposed project is proposed within the 100-foot shoreline setback.

Description of the Redevelopment:

The applicant proposes to expand and centralize the vacation unit ownership program. The redevelopment includes a new tower with up to 350 vacation ownership units on the mauka portion of the property, an elevated porte cochere designed to serve both the existing Lagoon Tower and the proposed vacation ownership building. The existing porte cochere on the Diamond Head side of the Lagoon Tower would be

eliminated and the land added to the lawn area between the Rainbow Tower and the Lagoon Tower.

The Plan also includes develoment of a new 200 stall parking structure, a new swimming pool, low density retail/commercial use areas and demolition of the existing swimming pool which adjoins the Lagoon Tower. Utility and infrastructure improvements necessary for servicing the new development such as an improved intersection with Ala Moana Boulevard, a new 18-inch wastewater collection line and appurtenant utilities are included in the proposed plan. Of particular interest are plans to renovate the existing swimming pool at the Lagoon Tower and construction of a new pool at the makai end of the proposed project site.

The existing swimming pool is located on a concrete platform extending in a makai direction from the base of the tower out into the Hilton Lagoon. The wall forming the edge of the platform rises about 5 feet above mean high tide and presently, the entire pool platform is gated and access limited to guests at the Lagoon Tower. This prohibits pedestrian access around the mauka side of the Hilton Lagoon. The Plan proposes to demolish the existing pool and restore a portion of the property to a combination of sand and landscaped area. During the demolition process, the entire platform will be lowered by about 2 feet with a finished height of approximately 3 feet above mean high tide.

All demolition work must be conducted from the landside and no equipment can operate in the water without the proper permit because the Hilton Lagoon is within the State Conservation District. Additionally, because the Hilton Lagoon is influenced by tides, it falls under the jurisdiction of the U.S. Army Corps of Engineers. This means that no work can occur in the water without the necessary federal permits. Therefore, the demolition of the pool and the subsequent landscaping of the area will be conducted in a manner that will prevent any demolished material or construction equipment from entering the water.

Once the pool deck is lowered, the land will be reshaped to conform to the beach on either side. A portion of the property will be landscaped with a combination of plants and sand to compliment the rest of the area and a pedestrian pathway will be added to provide unencumbered access around the mauka side of the lagoon.

A new swimming pool with a total of about 5,700 square feet in area will also be added at the makai end of the project site. The pool will consist of a series of separate pools connected by flowing waterways and slides.

Surface Water and Drainage:

Drainage on the front portion of the property is towards Ala Moana Boulevard and towards inlets located within planter areas along the central axis of the property at the middle third of the property. Both the front and middle portions of the property empty into a state-owned box drainage culvert that extends from Ala Moana Boulevard to the Ala Wai Boat Harbor beneath Dewey Lane. The rear, seaward portion of the property drains toward the lagoon. Lagoon water is pumped into the Ala Wai Boat Harbor.

The proposed project is expected to have a beneficial effect by slightly decreasing drainage flows. The decrease would be the result of increased open space and replacement of the present concrete surfaces and bare land with landscaping. The estimated 10 year design standard runoff decrease is estimated to be from about 1.1 cubic feet per second to less than 1.0 cubic feet per second. This slight decrease in runoff should help alleviate some of the current effects of the limited storm drain capacity in the area.

Excavation below groundwater is expected to be largely limited to construction of the elevator pit. Some form of dewatering will be required during its construction but no detailed geotechnical investigation or engineering studies were implemented at the time the Plan was circulated for review. Minimizing dewatering impacts and prevention of ground subsidence to adjacent properties will be a requirement of the final dewatering system used for the project. Additionally, specifics for disposal of the dewatered effluent discharge was not provided at the time the Plan was circulated for review. The final dewatering system will need to be approved by the DOH and we also recommend that the applicant be required to secure a NPDES permit before a dewatering effluent discharge permit is issued.

Comments:

From the information provided by the applicant for review, it appears that the proposed redevelopment project will have minimal direct disturbances to the marine environment and its resources. The sources for contamination will most likely come from fugitive dust and other pollutants that result from demolition and construction activities during these phases of the redevelopment project. The applicant is assuring that these activities will be performed in compliance with applicable air quality regulations in order to minimize potential fugitive dust impacts on adjacent developed areas. The Division of Aquatic Resources (DAR) requests that the applicant includes these same mitigating considerations to the nearby marine environment and include the marine resources in those waters. We remind the applicant that the same measures should be applied during the demolition process.

The applicant has stated that the proposed project is expected to have a beneficial effect on drainage by decreasing it slightly. The decrease comes as a result of increased open space and replacement of the present concrete surfaces and bare land, with plans for landscaping. The decrease in drainage is estimated to be from 1.1 cubic feet per second to less that 1.0 cubic feet per second. The slight decrease is expected to help alleviate the current effects of the limited storm drain capacity in the area. Because some of the drainage waters empty into the Ala Wai, we caution the applicant to take precautionary measures to minimize foreign material from entering the marine environment via the current drainage system.

Finally, even though it appears that for the most part, most of the demolition and construction activities for this proposed redevelopment project will be some distance from the nearby Waikiki Beach, we urge the applicant to take every precaution to prevent any debris, petroleum products, eroded material, chemical pollutants and other potential contaminants from blowing, flowing or leaching into the nearby waters.

Thank you for providing us the opportunity to review and comment on the above redevelopment project.

Belt Collins

November 16, 2001
2000-33-3801 / 01P-333

Mr. Harry M. Yada
Acting Land Administrator
Land Division
Dept. of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809

Dear Mr. Yada:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of September 20, 2001. The applicant acknowledges the need to comply with the National Flood Insurance Program and all applicable County Flood Ordinances. The applicant also acknowledges that mitigation measures should be extended to the nearby marine environment with regard to construction and demolition impacts. The applicant will take precautionary measures to minimize foreign material from entering the marine environment via the current drainage system. The applicant will also work to prevent contamination of nearby waters from construction activities and equipment operations.

Honolulu
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Guam
Hong Kong
Malaysia
Philippines
Saipan
Singapore
Thailand

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 523-4182 • FAX: 527-5725 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

WILLIAM D. BALFOUR, JR.
DIRECTOR

EDWARD Y. "SKIPPA" DIAZ
DEPUTY DIRECTOR

October 1, 2001

Mr. Daniel Dinell, Vice President
Strategic Planning and Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Draft Environmental Impact Statement
Hilton Hawaiian Village - Waikikian Development Plan
Tax Map Keys: 2-6-9:1-3,7, 9-13; 2-6-8: 1-3, 5, 7,12, 19-21, 23, 24, 27, 31, 34, 37, 38

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement relating to the Hilton Hawaiian Village-Waikikian Development Plan.

The Department of Parks and Recreation has no comments on the proposed development.

Should you have any questions, please contact Mr. John Reid at 547-7396.

Sincerely,

Edward T. Skippa Diaz

WILLIAM D. BALFOUR, JR.
Director

WDB:cu (2678)

cc: Mr. Lee Sichter, Belt Collins Hawaii Ltd.
Mr. Randall Fujiki, Department of Planning and Permitting
Ms. Genevieve Salmonson, Office of Environmental Quality Control
Mr. Don Griffin, Department of Design and Construction

BeltCollins

November 16, 2001
2000-33-3801 / 01P-334

Mr. William D. Balfour, Jr., Director
Dept. of Parks and Recreation
City and County of Honolulu
650 South King Street, 10th Floor
Honolulu, HI 96813

Dear Mr. Balfour:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of October 1, 2000. We appreciate your participation in the EIS review process.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Honolulu
Australia
Guam
Hong Kong
Malaysia
Philippines
Seattle
Singapore
Thailand

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 538 7819 • honolulu@beltcollins.com • www.beltcollins.com

BENJAMIN J. CAYETANO
GOVERNOR

BRIAN K. MINAAI
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
JADINE Y. URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HWY-PS
2.4592

NOV 1 2001

Mr. Daniel Dinell
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Draft Environmental Impact Statement, Hilton Hawaiian Village-Waikikian Development Plan, Waikiki, TMK: 2-6-9; 2-6-8

Thank you for transmitting the subject document for our review and comments. We have the following comments:

1. Section 4.4.3.2, page 4-21: The additional pedestrian crossing may improve pedestrian circulation, but it will impact traffic flow on Ala Moana Boulevard.

2. General: The traffic analysis needs a better analysis/discussion on how a proposed signalized intersection will be coordinated with the surrounding signalized intersections. We have concerns about how it will impact the traffic flow on Ala Moana Boulevard.

3. Section 4.7, Page 4-41: While trends based on historical counts can be used for the purpose of forecasting traffic volumes (as was done on Section 4.4.2.4), we can't conclude that traffic conditions have "somewhat" improved over what they were two decades earlier. If the sole source of this conclusion was historical counts, then the conclusion is not valid.

4. Methods to improve the efficiency of the study intersections should be investigated (striping, phasing changes, etc.).

If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, Highways Division, at 587-1830.

Very truly yours,

BRIAN K. MINAAI
Director of Transportation

cc: Department of Planning and Permitting, Mr. Randall Fujiki
Belt Collins Hawaii, Ltd., Mr. Lee Sichter
Office of Environmental Quality Control, Ms. Genevieve Salmonson

BeltCollins

November 16, 2001
2000-33-3801 / 01P-335

Mr. Brian K. Minaai , Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Minaai:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of November 1, 2001, commenting on the Draft EIS for the Waikikian Development Plan. Following are responses to your comments in the order they were presented in your letter.

1. The Draft EIS states on page 4-29 at the fifth bullet under Section 4.5.3, "The installation of an additional traffic signal along Ala Moana Boulevard, with about 500 to 700 feet to the adjacent traffic signals, would likely affect traffic flow through the signal system and result in an increased number of vehicle stops." The next bullet in the same sections goes on to discuss the positive impacts that the intersection would have on pedestrian movements.

2. The Final EIS includes a supplement to the Traffic analysis, which has been added to Appendix B. Page ST4-3 of the supplement presents a more detailed discussion of the impact the proposed signalized intersection will have on traffic flow on Ala Moana Boulevard. The proposed signalized intersection at Dewey Lane will have the flexibility to provide effective coordination with the surrounding signalized intersections because of its T-intersection geometry. T-intersections have fewer conflicting movements and thus are usually able to provide a larger proportion of the cycle time to the through traffic on the major road. Preliminary analysis indicates green times along Ala Moana Boulevard at Dewey Lane are 50% to 150% longer than the green times allocated at the Hobron Lane and Kalia Road intersections respectively. Substantially longer green times provide optimum flexibility to ensure uninterrupted flow remains for the through traffic along Ala Moana Boulevard. No deterioration in the arterial bandwidth along Ala Moana Boulevard between Hobron Lane and Kalia Road is anticipated.

Belt Collins Hawaii Ltd.
680 Ala Moana Boulevard, First Floor ▪ Honolulu, Hawaii 96813 USA
T/808 521 5361 ▪ F/808 538 7819 ▪ honolulu@beltcollins.com ▪ www.beltcollins.com

3. The supplement to the traffic analysis also includes further analysis of historic traffic volumes on Ala Moana Boulevard, which included reanalysis of the historic data using HCS-3 software, as well as a comparison of historical levels of service (see Task 6 on page ST6-1). The supplemental analysis validates the original findings.

4. The applicant acknowledges that efforts to improve the efficiency of the study intersections should continue to be investigated in an effort to reduce project impacts. Analysis of the Ala Moana Boulevard and Kalia Road intersection has shown improved capacity and efficiency for the ewa-bound Kalia Road traffic with the re-striping of the existing travel lanes. Currently, the three lanes for this approach are striped as a left-turn lane, a through/left-turn lane and a right-turn lane. An improvement of approximately 5% to this approach's volume/capacity and delay could be realized if the approach is re-striped as two left-turn lanes and a through/right-turn lane.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

November 2, 2001

Mr. Lee Sichter
Belt Collins Hawaii Ltd.
680 Ala Moana, 1st Floor
Honolulu, Hawaii 96813-5406

Dear Mr. Sichter:

Environmental Impact Statement
Waikikian Development Plan for Hilton Hawaiian Village
Tax Map Keys 2-6-8: 1-3, 5, 7, 12, 19-21, 23, 24, 27, 31, 34, 37 and 38;
2-6-9: 1-3, 7, and 9-13

We are forwarding a copy of additional comments related to the Draft Environmental Impact Statement (DEIS) for the above-referenced project, which was received subsequent to the mandatory comment period.

We believe that these comments, from the City's Department of Transportation Services, are important, and should be responded to in the Final EIS. In addition, the text of the FEIS should be revised in accordance with these comments, where needed.

Should you have any questions, please contact Pamela Davis of our Land Use Approvals Branch at 523-4807, or Tony Ching of our Urban Design Branch at 527-5833.

Sincerely yours,

for RANDALL K. FUJIKI, AIA
Director of Planning
and Permitting

RKF:st
Enclosures
dno.124562

cc: Office of Environmental Quality Control

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD SUITE 1200 • HONOLULU, HAWAII 96813
TELEPHONE (808) 523-4529 • FAX (808) 523-4730 • INTERNET www.co.honolulu.hi.us

JEREMY HARRIS
Mayor

CHERYL D. SOON
Director

GEORGE "KEOKI" MIYAMOTO
Deputy Director

November 16, 2001

TP7/01-03188R

Mr. Daniel Dinell, Vice President-
Strategic Planning & Community Affairs
Hilton Hawaiian Village Beach Resort & Spa
2005 Kalia Road
Honolulu, Hawaii 96815

Dear Mr. Dinell:

Subject: Hilton Hawaiian Village – Waikikian Development Plan

This responds to the letter of July 20, 2001 from Belt Collins Hawaii Ltd. related to the Draft Environmental Impact Statement (DEIS) for the subject project.

Currently, the State Department of Transportation (SDOT) is in the process of transferring State jurisdiction of Ala Moana Boulevard between Ala Wai Bridge and Kalakaua Avenue to the City.

Pending the completion of the transfer, we are offering the following comments to the DEIS:

1. We are concerned with the proposed treatment and texture of the Dewey Lane/Ala Moana Boulevard intersection that is shown in Figure 2-4 (Pg 2-9). This proposed treatment to the roadway may cause problems for motorists that could lead to a slowing of traffic and increased congestion.

2. In Section 2.6.2.3. "New Porte Cochere," it is stated that the intended occupants of both the existing Tower and the proposed Waikikian Tower should not generate any additional bus traffic at the Hilton Hawaiian Village. In light of the distance that hotel guests would have to walk to get to existing bus stops, hotel improvements should be designed to accommodate private bus operations at the new Porte Cochere.

3. The Final EIS traffic impact analysis report should address the traffic impacts of the proposed project on the operations of the adjacent Renaissance Ilikai Waikiki Hotel and any measures proposed to mitigate the impacts. In addition, the report should discuss the volume of traffic that would utilize Dewey Lane instead of Kalia Road to access the Hilton Hawaiian Village. Also, there appears to be discrepancies related to the width of Dewey Lane between the DEIS traffic impact report in Volume I and Appendix B.

4. In Section 4.2.2. "Public Transportation," there should be a discussion of the City's TheHandi-Van paratransit service.

5. In addition to the discussion of current traffic conditions at the intersections of Ala Moana Boulevard, Kalia Road, and Hobron Lane, there should be an analysis of the LOS (Level Of Service) conditions at those intersections (cited on Page 4-38).

6. The DEIS states on Page 4-42 that the improved Dewey Lane intersection would attract traffic that may otherwise utilize Rainbow Drive or Hobron Lane to access Ala Moana Boulevard. The Final EIS should also assess the impact of traffic that would access Fisa Road from Dewey Lane. Further, the EIS should address the entity that will be responsible for Dewey Lane upon completion of the improvements to the Lane. If the intent of the developer is to dedicate Dewey Lane to the City, the Final EIS must state that the dedication would only be accepted if the improved Lane meets the City's roadway standards.

7. The Outrigger Hotels recently announced plans for a major re-development of the Lewers/Kalia Road area. Those plans should be mentioned and addressed in Final EIS as a potential project that could impact the traffic conditions on the area's street system.

8. Based on our initial Draft EIS (DEIS) for the Bus Rapid Transit (BRT) Project, the Waikiki portion of the BRT system would be routed along dedicated median lanes on Ala Moana Boulevard and include a BRT station at the intersection of Ala Moana Boulevard and Hobron Lane. The system would turn from Ala Moana Boulevard to Kalia Road and run along the mauka portion of Kalia Road to Saratoga Road. In light of this route, we are concerned with the proposed signalization of Dewey Lane and the possible new intersection on Ala Moana Boulevard. We request that prior to the finalization of project transportation plans, a close coordination with our department would be necessary to better assess the cumulative traffic and pedestrian impacts of the proposed project on plans for the BRT.

We look forward to your continued coordination with the department on the BRT and the Honolulu Bicycle Master Plan Projects. Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

CHERYL D. SOON
Director

cc: Mr. Randall Fujiki
Department of Planning and Permitting

Mr. Lee Sichter
Belt Collins Hawaii Ltd.

Ms. Genevieve Salmonson
Office of Environmental Quality Control

BelfCollins

November 16, 2001
2000-33-3801 / 01P-336

Ms. Cheryl D. Soon
Dept. of Transportation Services
City and County of Honolulu
711 Kapiolani Blvd., 12th Floor
Honolulu, HI 96813

Dear Ms. Soon:

Hilton Hawaiian Village - Waikikian Development Plan

Thank you for your letter of October 31, 2001, commenting on the Draft EIS for the Waikikian Development Plan. Following are responses to your comments in the order they were presented in your letter.

1. The applicant acknowledges that the jurisdiction of a portion of Ala Moana Boulevard is presently in the process of being transferred from the State Department of Transportation Services to the City.

   The pavement treatment depicted in Figure 2-4 is not intended to cause any problems for motorists. The pattern depicted in the EIS is intended to assist the reader of the document in identifying the location of the intersection. It is not intended as a specific recommendation. The applicant looks forward to working with your staff to determine a design character of the intersection's pavement.

2. In view of the concerns raised by residents of the neighboring Renaissance Ilikai about traffic on Dewey Lane, the applicant does not believe it would be appropriate to encourage private bus operations at the new porte-cochere. The Hilton Hawaiian Village continues to view the Tapa Tower bus loading area as the principal pick-up and drop-off point for buses servicing the Village. Please note that the alignment of the proposed tower has been revised, resulting in the proposed tower being located closer to Ala Moana Boulevard. We believe this may alleviate some of your concerns about the distance that hotel guests would have to walk to existing bus stops.

Honolulu
Australia
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Hong Kong
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Singapore
Thailand

Belt Collins Hawaii Ltd
680 Ala Moana Boulevard, First Floor • Honolulu, Hawaii 96813 USA
T/808 521 5361 • F/808 536 7819 • honolulu@beltcollins.com • www.beltcollins.com

3. Since the preparation of the Draft EIS, the project's traffic consultant has conducted additional traffic counts and analyses, which are presented at the end of Appendix B as a supplement to the original study. Task 4 of the supplement, beginning on page ST4-1, includes discussions of the project's impacts on the Ilikai.

   The volume of traffic expected to divert from Rainbow Drive to Dewey Lane during the afternoon peak hour is estimated at 200 vehicles during a typical weekday and 400 vehicles during the peak hour on a typical weekday with a special event. This travel pattern change results in an 11% to 22% reduction in traffic along Kalia Road between Ala Moana Boulevard and Rainbow Drive.

   With regard to the width of Dewey Lane: the existing width is 20 feet. The proposed width will be 30 feet, which will include two 12-foot-wide lanes plus a 6-foot-wide landscaped strip along a portion of the Ilikai podium wall. The Executive Summary of the Traffic Impact Analysis Report in Appendix B mistakenly identified the proposed width as 25 feet. That is a typographical error.

4. Section 4.2.2 of the EIS has been amended to include a reference to the City's HandiVan paratransit program.

5. The supplemental analysis referred to above includes a review of historic levels of service on Ala Moana Boulevard.

6. The original DEIS study and the recently completed Supplemental Study both reflected the diversion of a portion of Ena Road traffic from Rainbow Drive to Dewey Lane. With the full intersection alternative, the volume of traffic along Ena Road is expected to remain unchanged, but the routing of how this traffic enters and exits Ena Road is anticipated to change. The study forecasts include a rerouting of a portion of the Ena Road traffic to/from Hilton Hawaiian Village shifting to Dewey Lane that would otherwise use Rainbow Drive.

   For the afternoon peak hour it is estimated that approximately 20 vehicles will shift from accessing Ena Road from ewa-bound Kalia Road (through vehicles) to Diamond Head-bound Ala Moana Boulevard (left-turn vehicles) and an additional 15 vehicles along Ena Road destined for Hilton Hawaiian Village via Kalia Road expected to shift from Diamond Head-bound Ena Road (through vehicles) to ewa-bound Ala Moana

Boulevard (left-turn vehicles). This reallocation results in the same amount of traffic along Ena Road, but slightly different entering and exiting travel patterns.

With regard to the future maintenance of Dewey Lane, the EIS states in Section 2.2 that Dewey Lane is jointly owned by the State of Hawaii and the Ilikai (with an easement across the Ilikai land for public access) and is maintained by the City. The applicant proposes to widen Dewey Lane by contributing a 10-foot-wide strip of property abutting the lane. At the time that the Final EIS was prepared, the applicant had not yet determined if the land to be contributed for the widening will be dedicated or if an easement will be provided. The determination will depend, in part, upon the outcome of the transfer of Ala Moana Boulevard raised in your letter and whether it will include Dewey Lane. At this point in time, the applicant assumes that the City will be responsible for maintaining the roadway and that the applicant will be responsible for maintaining the proposed landscaped strip and the new pedestrian walkway.

7. The Outrigger's plans have been addressed in the Final EIS and traffic counts provided by their consultant, Group 70, have been included in the traffic analysis supplement.

8. Acknowledged.

Finally, the applicant looks forward to continued coordination with your staff on all matters of transportation which fall under the City's jurisdiction.

Sincerely,

BELT COLLINS HAWAII LTD.

Lee W. Sichter

LWS:lf

Chapter Ten

References

CHAPTER TEN
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